

2010

Clarkston Community Active Living Plan



Office of Chronic Disease Prevention

Clarkston Community Active Living Plan

Acknowledgements

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Clarkston Community Active Living Plan

I. Introduction

I. Introduction

Active living is a growing concept that recognizes the important connection between physical activity and safe, comfortable, and convenient transportation facilities. As shown at right, such facilities include sidewalks, medians, bike paths, and crosswalks. Active living seeks to accommodate and encourage local residents who want to incorporate walking, jogging or bicycling into their everyday trips. Developed concurrently by the urban planning, transportation engineering, and public health fields, active living is a way of life that integrates physical activity into daily routines. The goal of active living is to accumulate at least 150 minutes of activity each week if you are an adult.¹ Children and adolescents should aim for 60 minutes of physical activity each day.²



There is a current movement towards active living in our culture and, as a result, there are many community-based, grassroots efforts to move people towards a healthier lifestyle. The DeKalb County Board of Health has undertaken such an initiative in the Clarkston community. The Clarkston Community Active Living Plan offers recommendations for built environment (sidewalks, crosswalks, etc.) and policy changes to make the Clarkston community a safer and more comfortable place to lead an active lifestyle.

A. What is Active Living?

Active living promotes replacing automobile trips with human-powered trips, like walking and biking. It also aims to make it easier for those dependent upon assistive or adaptive technologies (e.g., guide dogs, canes, and manual and electric wheelchairs) to navigate in the built environment. Active living helps to develop physical fitness and a sustainable environment. Because it encourages walking and biking, active living gives family members and neighbors the chance to get out, enjoy the outdoors, and interact with each other. The concept also encourages fairness in the transportation system, as some residents do not have convenient access to automobile transportation and may

¹ <http://www.cdc.gov/physicalactivity/everyone/guidelines/adults.html>

² <http://www.cdc.gov/physicalactivity/everyone/guidelines/children.html>

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depend on walking and/or biking for their everyday travel. Active living takes this into account and seeks to build infrastructure, like bike lanes and sidewalks, to make physical activity safe, convenient and pleasant. A glossary of active living terms can be found in Appendix A.

B. Project Overview

The Clarkston Community Active Living Plan was developed using the Community Action Model developed by Active Living By Design (ALBD) – a group that creates community-led change by working with local and national partners to build a culture of active living and healthy eating.³ This model uses proven strategies and tactics that demonstrate how active living and healthy eating can be incorporated into a community. The model identifies methods for collecting community input and provides direction for implementing change during and after the planning process has concluded. ALBD identifies five strategies (known as the “5P Strategies”) for developing a successful plan:

- Preparation
- Promotion
- Programs
- Policy
- Physical changes

This Clarkston Community Active Living Plan was developed using this framework. The process began with convening the Active Living Steering Committee. This committee was comprised of residents and stakeholders representing key community groups, coalitions, initiatives, local officials, and staff from DeKalb County government and DeKalb County Board of Health. The Steering Committee met three times to establish goals, identify implementation partners, review recommendations for the built environment and local policies, and establish implementation priorities. The Steering Committee also played a significant role in reaching out to and gathering input from the greater Clarkston community.

³ <http://www.activelivingbydesign.org/>

I. Introduction

Active living includes:

- Walking or biking for transportation, exercise or pleasure
- Easier access for those dependent upon assistive mobility technologies
- Playing in a park and enjoying the outdoors
- Taking the stairs
- Using recreation facilities

Benefits of active living may include:

- Improved physical fitness
- Improved environment
- Alternative ways to travel
- Improved air quality

Next, the community's current conditions were assessed which included collecting survey data, U.S. Census data, and walkability and bikeability assessment results. Information gathered from existing reports and plans such as the DeKalb County Comprehensive Transportation Plan and plans completed by the Atlanta Regional Commission were reviewed to help clarify issues and needs. Reports and plans reviewed include the following:

- Atlanta Regional Commission's Clarkston Livable Centers Initiative Plan - 2005
- Atlanta Regional Commission's Clarkston Livable Centers Initiative Plan 5 Year Evaluation & Appraisal Report - 2008
- City of Clarkston Comprehensive Plan:
 - Community Assessment & Public Participation Strategy - 2005
 - Community Agenda, Revised Draft – 2006
- City of Clarkston Zoning Ordinance – 2007
- DeKalb County Comprehensive Transportation Plan (Draft) - 2007
- Lifelong DeKalb – 2009

The consultant developed recommendations for the built environment and for sustainability and policy changes – a set of suggestions for achieving results to meet the needs of the community. These recommendations were reviewed and prioritized by the Steering Committee and the following were selected as the most important:

- Improve sidewalk network by repairing and maintaining existing sidewalks and constructing new sections where needed.
- Provide consistent crossings and clear signage for all crosswalks within the community.
- Improve the quality of existing lighting and assess the need for additional lighting throughout the community to improve safety.
- Maintain the Active Living Steering Committee.
- Establish a Safe Routes to School program at Jolly and Indian Creek elementary schools.
- Maintain and promote affordable active living opportunities for youth and adults.
- Enlist student engineers as volunteers to expand and provide more detail to the bikeability and walkability assessments.

More information on this process and a plan for implementation are included in the following sections.

C. Community Description

The Clarkston community is located in central DeKalb County. Boundaries for the plan were aligned with the DeKalb County Board of Health's Clarkston Community Health Assessment Area, which includes the City of Clarkston as well as adjacent census tracts (shown in Figure 1). Generally, it is the area bounded by I-285 to the west, the Stone Mountain Freeway and portions of East Ponce de Leon Avenue to the north, Hambrick Road to the east, and Memorial Drive and Rockbridge Road to the south. The community is in DeKalb County commission district four and super-district seven.

Clarkston Community Active Living Plan

I. Introduction



Figure 1: Map of Clarkston Community

Clarkston Community Active Living Plan

I. Introduction

With the proximity of several refugee family service providers, affordable housing, and public transportation, the City of Clarkston is an attractive location for international refugees and their families relocating to Georgia. In fact, the area's resident population is quite possibly the most diverse within the state of Georgia.⁴ The fact that the area includes a wide variety of backgrounds, cultures, and ethnicities translates into different needs, priorities, and travel characteristics. A comprehensive understanding of the community was immensely important when crafting plan recommendations.



The city recognizes the many languages spoken in Clarkston

⁴ ARC Clarkston Livable Centers Initiative Plan (2005)

II. Current Community Conditions

II. Current Community Conditions

Developing a good, comprehensive active living plan begins with a clearly established understanding of the community. While U.S. Census data are often the key foundation for building a picture of any community, the lack of data since 2000 and changes in the Clarkston area have necessitated additional field work and anecdotal input from community residents to create a full understanding. DeKalb County Government plans and studies, as well as DeKalb County Board of Health resources and publications, were also used to understand the community's needs. The Clarkston community's composition as far as facilities and land use, demographics, household characteristics, and health and wellness are summarized in the sections that follow.

A. Facilities & Land Use

Bicycle and pedestrian transportation can replace a significant number of vehicular trips, especially for short distances. One-half to one mile is considered a comfortable walking distance, and casual bicycling trips can be up to five miles. An active lifestyle is easily influenced by the proximity of destinations, so development patterns and facilities within the immediate area can serve as important destinations for active living trips.

The Clarkston community has a great deal of destinations including commercial shopping areas, schools and institutions, and civic/governmental buildings, and many of them are within comfortable walking distance from residential areas. The City of Clarkston is characterized by mostly residential property including single-family homes, as well as multi-family units. There is a particularly high concentration of multi-family housing, mostly located on the northern side of the city. A 2006 community-led audit recorded 15 apartment complexes throughout the city totaling more than 2,000 units. Commercial districts which include restaurants and small grocery stores and convenience stores are centrally located in downtown Clarkston along East Ponce de Leon Avenue and Market Street. Offices and institutional resources such as schools, governmental offices and other services are located throughout the city, as are parks and open space. Outside the city limits, properties remain highly residential. Commercial properties are mainly concentrated along arterials such as Memorial Drive. Large institutional properties in the community include Georgia Perimeter College and an industrial district in the northeastern portion of the Clarkston community. Popular destinations in the community help define the Clarkston community's character, and many were used as locations for distributing and collecting information used to develop this plan.

II. Current Community Conditions

The following were identified as popular destinations within the City of Clarkston and the surrounding area:

- Atlanta Area School for the Deaf
- Churches, temples and mosques
- Clarkston City Hall/Government buildings
- Clarkston Community Center
- Clarkston High School
- Clarkston Village Shopping Center
- Community day care centers
- DeKalb Alternative High School
- DeKalb County Public Library – Clarkston Branch
- DeKalb Technical College
- Forty Oaks Nature Preserve
- Friendship Park (Armstead Field)
- Friendship Forest Bird Sanctuary
- Gateway to College Academy
- Georgia Perimeter College – Clarkston Branch
- Health and medical facilities
- Indian Creek Elementary School
- Jolly Elementary School
- Milam Park
- PATH Stone Mountain Trail
- Refugee Family Services
- Somali Plaza
- Tupak Amaru Shakur Center for the Arts
- U.S. Post Office - Clarkston
- Your Dekalb Farmers Market

Figure 2 shows several of these destinations.

Clarkston Community Active Living Plan

II. Current Community Conditions

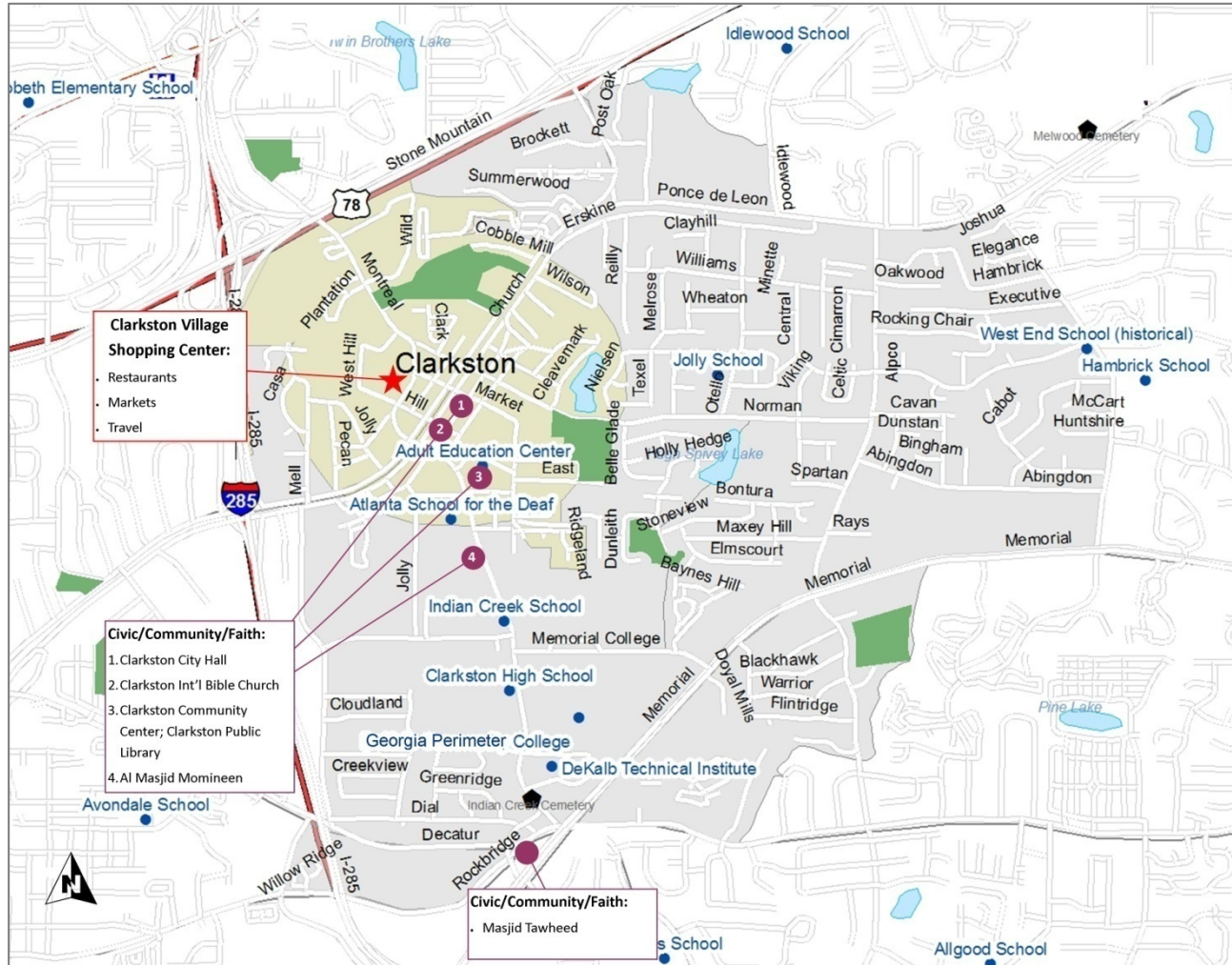


Figure 2: Popular Community Destinations

Clarkston Community Active Living Plan

II. Current Community Conditions

B. Demographics

Race, ethnicity, age, and gender are important characteristics to consider when developing an active living plan. Physical ability and the presence of children also help to determine the types of active living projects most suitable for a particular area. Understanding the demographic makeup of a community helps to suggest the most effective facilities and programs for achieving more active and healthier lifestyles. Race, ethnicity, age, and gender can predict higher rates of premature death as a result of chronic diseases such as cancer, diabetes, and heart disease. Physical activity through active living is an important measure of prevention against these chronic diseases.

According to the 2000 U.S. Census, there are more than 30,000 residents in the Clarkston community. The population is almost equally male and female and the majority identifies itself as black/African American. The area also has a significantly large Asian population, followed by those who identify as Hispanic/Latino.

According to the DeKalb County Board of Health’s 2010 Status of Health in DeKalb Report, the county has the largest refugee resettlement in the state. From 2006 to 2008, more than 5,300 refugees arrived in DeKalb County; the largest group among them was children ages 12 or younger. The largest number of refugees arriving in DeKalb County from 2006 to 2008 were those arriving from Africa (nearly 2,000), followed by east Asia (over 1,500), “other” places (over 1,000), the Middle East (approximately 500), and Latin America (approximately 400). In total, the DeKalb County Board of Health’s Refugee Services division serves people from over 30 countries of origin.⁶

Table 1: General Community Characteristics⁵

	DeKalb County	Clarkston Community
GENERAL CHARACTERISTICS		
Total Population	665,865	30,559
Male	322,780	14,996
Female	343,085	15,563
Under 5 yrs	47,357	2,880
5 – 17 yrs	116,621	6,077
18 – 64 yrs	448,663	20,372
65 + yrs	53,224	1,230
RACE/ETHNICITY (% of Population)		
Black/African Am	54%	64%
White	36%	17%
Asian	4%	11%
Hispanic/Latino	8%	4%

⁵ U.S. Census (2000). Note: percentages may total over 100 due to individuals who identify as more than one race.

⁶ DeKalb County Board of Health, 2010 Status of Health in DeKalb Report

II. Current Community Conditions

C. Household & Transportation Characteristics

To promote active living trips, this plan considers the needs and characteristics of community households. Children, senior citizens, commuting workers and other residents each have different transportation needs. Beyond health and physical activity, active living infrastructure such as sidewalks, bike lanes, and trails promote equity within the transportation system. Rising gasoline prices and the high cost of car ownership and maintenance can be burdens on many households. Providing adequate, safe places for walking and cycling can help decrease the need for car ownership and can provide an inexpensive alternative to frequent car trips.

According to the 2000 U.S. Census, the Clarkston community has more than 10,000 households and an almost equal number of housing units (see Table 2). The average household size is three persons, and approximately one-third of the population consists of children under the age of 18. Compared to DeKalb County, whose median household income is over \$54,000, households in the community have a median income of approximately \$41,150 annually.

Regarding daily transportation, most community residents use a single-occupancy vehicle to commute to work, which means they ride alone. Twenty percent of community residents carpool and 13% use public transit. Bicycling and walking represent a small percentage of current commutes.

Total Households	10,401
Housing Units	10,968
Average Household Size	2.95
Owner Occupied Units	3,217
Renter Occupied Units	7,184
Median Household Income	\$41,146

D. Health & Wellness

Physical fitness and lifestyle choices have an important impact on the health and wellness of community residents. Participating in regular physical activity reduces the risks of heart disease, diabetes, high blood pressure, and some cancers.

While more DeKalb County high school students are now getting at least 60 minutes of physical activity on five or more days a week, still only 35% are meeting this recommendation. Half are watching three or more hours of TV on an average school day (see Table 3). The declining availability of physical education classes during a typical school week confirms the need for more rigorous standards in schools and a shift in lifestyle at home.

⁷ U.S. Census (2000)

II. Current Community Conditions

Table 3: Physical Activity among DeKalb County High School Students (2003 – 2009)⁸

Risk Behavior	2003	2005	2007	2009
Met current recommendations for physical activity (≥ 60 minutes ≥ 5 days/week)*	N/A	30.8%	35.7%	35.0%
Watched ≥ 3 hours of TV on an average school day*	55.8%	52.0%	52.3%	49.3%
Attended physical education classes daily in an average week	25.9%	30.9%	28.2%	27.1%

*Trend is statistically significant.

In 2009, almost 19% of DeKalb County high school students were considered overweight, and obesity rates among high school students are rising.⁹ Among adults, the trend remains steady from 2005 to 2007 with approximately 35% of adults considered overweight and 24% obese.¹⁰ Prostate and breast cancer were the most common cancers among men and women, respectively, from 2002 to 2006 and heart disease and cardiovascular diseases (heart attack and stroke) were the leading causes of death among men and women in DeKalb County from 2002 to 2007; Cancers were responsible for 22% of all deaths during the same timeframe.¹¹ Active living programs and infrastructure will help encourage more physical activity and promote healthier lifestyles.

⁸ DeKalb County Board of Health DeKalb Behavioral Risk Factor Surveillance System Survey and 2010 Status of Health in DeKalb Report

⁹ Ibid

¹⁰ Ibid

¹¹ DeKalb County Board of Health Online Analytical Statistical Information System (OASIS), Georgia Department of Community Health, Division of Public Health and 2010 Status of Health in DeKalb Report

III. Assessment Tools

Several assessment tools were used to collect input from the community. Survey data were essential for developing a thorough understanding of the community and its needs and helped to supplement data collected during the analysis of current community conditions. Surveys also made it easy to collect information from people by meeting them where they were instead of expecting them to attend a meeting. A community survey for adults and youth which asked about where people need to go and how they travel in and around the community was developed and distributed as a primary method for information gathering.¹² Both asked very important questions about the many factors that impede or promote a person's likelihood to live an active lifestyle (see Appendix C and Appendix D). While the surveys collected adult and youth perspectives on the community, separate assessments of walkability and bikeability (the ease of physically walking or biking in the community) were conducted to determine the limitations of the built environment and infrastructure (see Appendix E and Appendix F). Lastly, a review of current area plans provided insight into existing studies and of initiatives for the area. The results of the adult and youth surveys and the walkability and bikeability assessments are summarized below.

A. Adult & Youth Surveys

Coordinating with established and trusted partners in the community made distribution of the surveys efficient and addressed the issue of potential language barriers. Faith institutions, the Steering Committee, and residents from the community all assisted in distributing surveys. Surveys were also distributed during the Clarkston Community Center's World Cup breakfast where many residents gathered to watch the opening soccer match. Additionally, youth players from the Fugees Family Soccer club assisted in distributing surveys to refugee families in the community, going door-to-door and translating/interpreting the surveys and responses. Non-staffed displays where residents could pick up and deposit surveys were also placed throughout the community to increase availability. A total of 325 adult and 47 youth surveys were collected. Adult survey responses show that more sidewalks, increased neighborhood safety, and better destinations or places to walk would encourage them to walk more. Also, while most respondents do not own bicycles, more bicycle lanes, improved neighborhood safety, and better maintained roads would encourage them to bicycle more frequently.

¹² The adult survey was based upon the Twin Cities Walking Study conducted by the University of Minnesota. The youth survey was based upon the Neighborhood Environment Walkability Scale – Youth (NEWS-Y) instrument developed and conducted by San Diego State University.

Youth responses demonstrated the need for sidewalks and showed that while high traffic volumes are not a deterrent to walking, high speeds on local streets are deterrents. Many youth agreed somewhat that their neighborhood streets have trees and nice buildings and homes to look at while outside and that crosswalks and signals are needed to help walkers cross busy streets.

B. Walkability & Bikeability Assessments

Walkability and bikeability assessments were conducted to evaluate the infrastructure for walking and biking in the Clarkston community. Utilizing the Walkability Checklist developed by the National Highway Traffic Safety Administration, Pedestrian and Bicycle Information Center and Federal Highway Administration, eight volunteer teams took a walking tour of the community¹³. Each team was assigned a different route and rated the route on its overall walkability. Based on the scores provided by each team, the City of Clarkston averages a score of 17 of a maximum score of 30, which places it in the “Okay but needs work” category. While nice landscaping, shaded streets, and areas ideal for pedestrian activity were noted, there were some common recommendations for improvement. These were:

- Improve maintenance and continuity of sidewalk network.
- Improve signage of streets, destinations, and dangerous curves.
- Improve safe crossings by upgrading crosswalks and using ADA compliant audible crosswalk indicators.
- Improve MARTA stops through regular maintenance and by installing benches and shelters to improve riders’ experience.¹⁴

The bikeability assessment utilized the Bikeability Checklist developed by the National Highway Traffic Safety Administration, Pedestrian and Bicycle Information Center and Federal Highway Administration.¹⁵ Four volunteer teams conducted the bicycle assessment based on assigned routes throughout the community. The community received an average score of 21 of a maximum score of 30 which places it in the “Pretty good but room for improvement” category. The following were among the recommendations:



**The walkability and bikeability assessments
evaluated intersections and crosswalks**

¹³ Checklist available at <http://www.walkableamerica.org/checklist-walkability.pdf>

¹⁴ MARTA is the Metropolitan Atlanta Regional Transit Authority

¹⁵ Checklist available at <http://www.bicyclinginfo.org/pdf/bikabilitychecklist.pdf>

- Develop more safe and convenient bicycle lanes.
- Provide bike safety education to children.

C. Current Initiatives & Plans

The following initiatives and plans have been recently completed or are ongoing in the community (complete references for each are in the Implementation Resources section). Each includes elements that can impact the implementation of active living solutions and have been thoroughly reviewed for consistency with this plan.

- Atlanta Regional Commission's Clarkston Livable Centers Initiative Plan – 2005
- Atlanta Regional Commission's Clarkston Livable Centers Initiative Plan 5 Year Evaluation & Appraisal Report - 2008
- City of Clarkston Comprehensive Plan:
 - Community Assessment & Public Participation Strategy - 2005
 - Community Agenda, Revised Draft – 2006
- City of Clarkston Zoning Ordinance – 2007
- DeKalb County Comprehensive Transportation Plan (Draft) - 2007
- Lifelong DeKalb – 2009

All of the plans and initiatives listed above present built environment and policy recommendations for the Clarkston community and many resources are being focused to make the active living concept a reality. Therefore, this active living plan will serve as a companion to the current initiatives and will provide recommendations with a more focused purpose.

D. Current Active Living Programs

Local schools, churches, community groups, and senior centers have programs, such as group exercise classes and team sports, that encourage an active lifestyle and tend to be more affordable and accessible than health clubs and gyms. An inventory of these initiatives throughout the Clarkston community includes information about adult- and youth-oriented active living programs. The Clarkston Community Center offers a

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III. Assessment Tools

wide variety of programs for adults and youth, and the Clarkston First Baptist Church Family Life Center provides many opportunities as well. The full adult and youth directory can be found in Appendix B and will be posted online on the Clarkston Community Center's website (<http://www.clarkstoncommunitycenter.org>) and the City Hall website (<http://www.cityofclarkston.com>).



Parks, open space, and city- and county-sponsored recreation programs all provide opportunities for Clarkston community residents to be active

IV. Built Environment Recommendations

On-the-ground projects are where active living recommendations truly come to life. In many cases, physical changes to the built environment must be made to encourage an active lifestyle. Changes to the community's streets and sidewalks will go a long way toward creating a place where people find it easy, safe, and pleasant to walk, bike, or use a wheelchair.

Results of the adult and youth community surveys and input from the walkability and bikeability assessments suggest that making improvements to sidewalks, crosswalks, and bicycle facilities, and addressing real and perceived safety concerns will encourage active living. The recommendations presented in this plan include suggested implementation strategies – ideas for pushing the recommendations through to completion. Built environment recommendations also can be tied directly to policy recommendations by providing ideas for how such improvements can be supported and can eventually become the “rule” or norm in the Clarkston community.

The Active Living Steering Committee participated in a prioritization workshop where the top recommendations were chosen. Attendees were divided into two groups, and each group worked to select built environment recommendations that should be implemented first. This exercise produced the following three priorities:

- Improve sidewalk network by repairing and maintaining existing sidewalks and constructing new sections where needed.
- Provide consistent crossings and clear signage for all crosswalks so that motorists, pedestrians, and cyclists are fully aware of where they can and should cross safely.
- Improve the quality of existing lighting and assess the need for additional lighting at strategic locations to improve safety.



Signage makes it clear where crossing should occur for all users of the road

More information regarding these three priority recommendations, as well as strategies to implement them, is detailed in the following section.

IV. Built Environment Recommendations

IV. A. Built Environment Priorities

Recommendation IV. A1: Improve sidewalk network by repairing and maintaining existing sidewalks and constructing new sections where needed.

Some of the routes leading to popular destinations in Clarkston lack continuous sidewalks. Filling in the gaps in the sidewalk network will result in a continuous system and a safe route to community destinations.

Implementation Strategies

- Complete a thorough assessment of walkability and include recommendations for dimensions and scope of improvements. This in-depth evaluation should be based on sidewalk conditions and availability and Americans with Disabilities Act (ADA) compliance. It should be completed by an engineer.
- Conduct a survey of walking routes within a 1.5 mile radius of Jolly and Indian Creek elementary schools to assess specific safety and sidewalk needs.
- Coordinate with City of Clarkston and DeKalb County Code Enforcement officers and the Clarkston Business Association to enforce maintenance of sidewalks and driveways leading into and out of business establishments, particularly those along East Ponce de Leon Avenue and Church Street.
- Develop a schedule of programmed sidewalk improvements based on community prioritization and pre-approved projects, such as those listed in the Atlanta Regional Commission's Clarkston Livable Centers Initiative Plan.



Patchy sidewalks and poorly maintained curb ramps make it difficult for those in wheelchairs to safely navigate the built environment

Recommendation IV. A2: Provide consistent crossings and clear signage for all crosswalks within the community so that motorists, pedestrians, and cyclists are fully aware of where they can and should cross safely.

Clearly painted crosswalks provide a clear indication of where pedestrians and cyclists are to cross within intersections. While most issues with crosswalk safety seem to occur at signalized intersections, there are several other problem areas where pedestrian and cyclist activity levels are

high. Therefore, it is recommended that striping (where crosswalks are clearly painted) be completed wherever vehicular traffic volumes are highest. The use of audible, ADA-friendly crossing signals is recommended.

The presence of railroad tracks and their limited, safe at-grade crossings is another challenge. Because of the limited number of places to cross the railroad tracks, there are several worn paths on either side of the tracks where people are evidently crossing. The Atlanta Regional Commission's Clarkston Livable Centers Initiative Plan recommended continued coordination with CSX Corporation to implement improvement plans at the Market Street crossing. Safety fencing along the length of the tracks was recommended as well. The Active Living Steering Committee should coordinate with the city to ensure that these very important issues remain a priority.

Implementation Strategies

- Submit to the DeKalb County Transportation Division a listing of intersections with inconsistent or incomplete crosswalk striping and missing street and crossing signage. Review list of intersections and prioritize by consensus or vote which intersections should be addressed first.
- Follow up with the City of Clarkston Public Works director to ensure implementation of plans to improve the Market Street railroad crossing as outlined in the Atlanta Regional Commission's Clarkston Livable Centers Initiative Plan.
- Follow up with the City of Clarkston Public Works director regarding the re-opening of the Friendship Park railroad crossing as outlined in the Atlanta Regional Commission's Clarkston Livable Centers Initiative Plan.
- Follow up with the City of Clarkston Public Works director to ensure installation of safety fencing along the railroad tracks to eliminate unsafe crossing.
- Review crossings at parks to determine safety of crossing to and from recreational areas.
- Coordinate with MARTA Planning Department's regional planners to determine the possibility of aligning bus stops with existing crosswalks.



The Friendship Park railroad crossing

Recommendation IV. A3: Improve the quality of existing lighting and assess the need for additional lighting at strategic locations throughout the community to improve safety.

Results from the adult and youth surveys show that some community residents experience difficulty seeing pedestrians and cyclists on the road. During the daylight hours this could be due to foliage overgrowth causing limited sight distances, but at night it could be a result of insufficient lighting. An immediate action by the community may be to develop a list of improperly functioning lights. The community should provide this list to Georgia Power to improve lighting and safety in the short term. Long-term actions may include petitioning DeKalb County and the City of Clarkston for an assessment of the overall street lighting network and the ultimate installation of street lights, where county-specific spacing and illumination requirements are not met.

Implementation Strategies

- Conduct a lighting assessment to identify where broken and non-functioning lights are located. Submit list to Georgia Power.
- Educate the community on the appropriate steps for reporting lighting outages.
- Replace broken and non-functioning lights within the community.
- Explore the opportunity to plan for and install new lighting.

IV. B. Other Built Environment Recommendations

Recommendation IV. B1: Develop a safe, convenient system for cyclists.

Survey results show that the condition of bicycle/pedestrian trails in or near the community is a concern and a possible impediment to active living. Bikeability assessment volunteers indicated that most neighborhood streets and multi-use trails were quite comfortable for bicyclists of all types, but that major streets such as North Indian Creek Drive, posed significant challenges.

Implementation Strategies

- Work with the DeKalb County Public Works Department engineers to identify where bike routes should deviate from streets with heavy vehicular traffic, frequent driveways, or high travel speeds.
- Submit to DeKalb County Public Works Department engineer staff an inventory of locations where the condition of streets (potholes, metal plates, debris) makes riding unsafe.

Clarkston Community Active Living Plan

IV. Built Environment Recommendations

- Submit to DeKalb County Transportation Division and the City of Clarkston an inventory of intersections and bridges that are difficult for cyclists to cross safely.
- Perform an audit of bicycle racks in the community, including at the elementary, middle and high schools; DeKalb Technical College; Milam Park; Clarkston Community Center; and other destinations. Submit audit to City of Clarkston.
- Identify streets that need on-road bicycle facilities (such as bike lanes, sharrows, etc.) and prioritize for implementation.

Recommendation IV. B2: Maintain trees, bushes, and other foliage along streets and sidewalks to improve safety and visibility.

People feel safe when they can see and can be seen. Often, simply trimming and maintaining the overgrowth from trees, vines, and other foliage can be enough to improve the sense of safety on a street or sidewalk. By DeKalb County code, property owners are required to maintain any growth on publicly owned property. However, if the growth is impacting sight for drivers the DeKalb County Transportation Division will provide the service. Code enforcement against property owners through the city and county should be enforced but the community can also participate in maintenance. A community service group would be ideal for identifying areas where right-of-way maintenance is necessary and coordinating with the property owner(s) for action.

Implementation Strategies

- Build upon the walkability assessment results to identify additional streets in the city where overgrowth significantly impacts views or impedes the road or sidewalk.
- Work with the DeKalb County Transportation Division to identify streets that the community can maintain itself and those that DeKalb County should maintain.
- Identify or develop an appropriate group within the community to perform regularly scheduled maintenance.
- Monitor growth and develop a maintenance schedule.



The PATH Stone Mountain Trail is clearly designated

IV. Built Environment Recommendations

Recommendation IV. B3: Address the issues of litter and trash on community streets and in common space.

Trash and litter were cited as issues within the community and may contribute to a negative perception of safety and security. Quick and easy fixes, such as community cleanup efforts, help instill a sense of pride and ownership within a community and are low cost.

Implementation Strategies

- Use the walkability assessment results to develop a list of areas within the community requiring attention.
- Work with the Keep DeKalb Beautiful program to organize a community-led cleanup.
- Identify Adopt-a-Road corridors within the community. Coordinate with Keep DeKalb Beautiful to ensure these roads are cleaned by the adopting group/organization on a regular basis.
- Coordinate with MARTA to ensure that bus shelters are well maintained and that trash receptacles are present and emptied regularly.



Upgraded MARTA bus shelters are equipped with seating, and trash receptacles

V. Sustainability Plan & Policy Recommendations

In order for a community to make real changes and for an active living lifestyle to be the rule rather than the exception, changes need to be sustainable. This requires developing relationships between the Clarkston community and its leaders, the city and county governments, and, in some instances, support from state agencies. While these partnerships already exist, this planning process is an opportunity to strengthen them and also to create new partnerships. It will be critical for the Active Living Steering Committee to cultivate these new and invaluable relationships.

The recommendations are based upon best practices from local and national leaders in active living concepts. The City of Decatur government in Georgia; the Centers for Disease Control and Prevention (CDC), and the Washington State Department of Health each provides good examples of how to implement active living concepts in the community. These recommendations also incorporate input from the Active Living Steering Committee and the Clarkston community.

As with the built environment recommendations, the Active Living Steering Committee also identified the top sustainability and policy recommendations. The following four priorities were selected:

- Maintain the Active Living Steering Committee.
- Establish a Safe Routes to School program at Jolly and Indian Creek elementary schools.
- Maintain and promote affordable active living opportunities for youth and adults.
- Enlist student engineers as volunteers to improve the bikeability and walkability assessments.

More information regarding these four priority recommendations, as well as strategies to implement them, is detailed in the following section.



The Clarkston Community Center is a significant community asset

V. A. Sustainability Plan & Policy Priorities

Recommendation V. A1: Maintain the Active Living Steering Committee.

This group should remain intact with assistance from the DeKalb County Board of Health, and should move towards becoming a more independent, self-directed body. It is recommended that an active member of the community and a non-resident member of the Active Living Steering Committee serve as co-leaders in this effort. These leaders will help to maintain a close working relationship with the various implementation partners necessary for providing services to city and county residents. Communication and regular updates on the implementation of the plan with the community and key stakeholders should be a part of the implementation process.

Implementation Strategies

- Elect an appropriate community resident and a non-resident committee member to serve as co-leaders.
- Develop and agree upon a regular meeting schedule.
- Explore the need to expand committee to include other stakeholders. Additional members may come from other existing coalitions serving the Clarkston community.

Recommendation V. A2: Establish a Safe Routes to School program at Jolly and Indian Creek elementary schools.

Bikeability assessment volunteers reported seeing children riding without helmets or riding against traffic and recommended bicycle safety education programming. The Safe Routes to School program teaches school-age children how to commute safely to school on foot or by bicycle and educates the larger community as well. The Metro Atlanta Safe Routes to School Resource Center provides support to elementary and middle schools to establish this program.

Implementation Strategies

- Coordinate with the Metro Atlanta Safe Routes to School Resource Center to establish the program at the schools.
- Utilize the results of the preliminary bikeability and walkability assessments to support this effort.

Recommendation V. A3: Maintain and promote affordable active living opportunities for youth and adults.

This active living plan includes a comprehensive inventory of adult and youth opportunities for physical activity currently offered in the Clarkston community. There are many free and affordable programs available to residents. However, there is a need to promote, advertise, and showcase these programs to the community. The adult and youth directory should be maintained and updated annually. The document should be available to community residents online and in gathering places such as the library and the Clarkston Community Center. The directory should be translated into all predominant languages spoken in the community. Radio can also be used to advertise the programs available to the community; some stations might offer these advertisements as free public service announcements.

Implementation Strategies

- Distribute print and electronic versions of the inventory to key community destinations and to existing organizations and groups.
- Coordinate with media contacts for wide distribution.
- Develop a regular schedule for updating the document.
- Explore the option to expand and build needed programs including coordination with the community colleges and schools to possibly offer community-based programs.
- Use the existing community garden program to implement programs related to healthy eating for active living.



Playgrounds at Milam Park offer a free active living opportunity for youth

Recommendation V. A4: Enlist student engineers as volunteers to improve upon the bikeability and walkability assessments.

The assessments conducted for the purpose of the Active Living Plan have provided a good but limited understanding of the community's needs. More information is needed to develop recommendations into technically specific recommendations that include dimensions, materials, and design. Resources should be committed for bringing the assessments to a higher level. This will help in obtaining funding for identified projects.

Implementation Strategies

- Develop a detailed scope of work for completing the assessments.
- Coordinate with Emory University, Georgia Institute of Technology, Georgia State University, and Georgia Perimeter College to identify potential student engineers to complete the assessments.

V. B. Other Sustainability Plan & Policy Recommendations

Recommendation V. B1: Establish and fund an active living director position.

The active living director would develop and oversee programs and seek funding to support the administration of community active living programs. The position could be a part-time or full-time employee or a contractor for the City of Clarkston or the Clarkston Community Center.

Implementation Strategies

- Establish a sub-committee of the active living Steering Committee to explore this recommendation.
- Develop a timeline for completion.
- Coordinate with the City of Clarkston and the Clarkston Community Center to determine whom best to employ and how to fund this position.

Recommendation V. B2: Celebrate implementation victories and accomplishments.

Plan recommendations that are implemented should be recognized by local media and elected officials and celebrated community wide. Doing so would build support for the project and show the community that beneficial changes are being made.

Implementation Strategies

- Identify media resources including:
 - City of Clarkston staff
 - DeKalb County Department of Communications
 - Local media outlets (television, radio, print, and online)
- Distribute press releases on project milestones to media contacts.

Recommendation V. B3: Examine the usefulness of adopting an area-wide complete streets policy.

A complete streets policy is a roadway design concept that ensures that transportation planners and engineers consistently design and operate the entire roadway with **all users** in mind - including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities. Complete streets promote safety and ultimately provide an environment where people are secure and feel encouraged to walk and cycle. The policy should begin with an examination of the existing zoning code, specifically identifying any opportunities and barriers to implementing a complete streets policy. The policy may include or lead the way for developing an active living design overlay, which could prescribe design standards for infrastructure such as sidewalks, bike lanes, sharrows, and streetscapes.

Implementation Strategies

- Establish a sub-committee of the active living Steering Committee to identify and review existing complete street policies throughout the country.
- Review current City of Clarkston and DeKalb County zoning, DeKalb County Comprehensive Plan, and other related documents to determine whether existing policies would support a complete streets policy.



The active living Steering Committee will be a key component in plan implementation

VI. Employee Incentives for Active Living

Nationally, many companies in active living communities offer incentives to their employees to encourage them to live actively. The idea is to identify ways to encourage people to adopt active lifestyles and habits outside of the home. Active living incentives and programs from across the country have been researched for examples most applicable to the Clarkston community.

The City of Clarkston has an opportunity to become a model for providing incentives to its employees who bicycle and walk to work. It can also begin to change the attitudes of other employers within the planning area through education and inclusion in the development of the Clarkston model. Through the implementation of any of the following recommendations, the City of Clarkston can begin to establish itself as an active living leader. Employee incentives have yet to be prioritized by the Active Living Steering Committee.

VI. A. Employee Incentive Recommendations

Recommendation VI. A1: Explore the opportunity to host an annual bike/walk-to-work day to encourage employees to use alternative methods of transportation to and from work.

An annual bike/walk-to-work day is a small-scale opportunity to educate the community about biking and/or walking to work. Incentives could range from free water bottles and towels to refresh-packs that commuters can use to freshen up when arriving at work. Incentives will encourage participation and the event can be paired with an existing festival or community event.

Implementation Strategies

- Establish a sub-committee of the Active Living Steering Committee to develop this recommendation.
- Host a brainstorming meeting with the Atlanta Bicycle Coalition (ABC) and Pedestrians Educating Drivers on Safety (PEDS) to determine the potential program format, incentives, and measurable outcomes.
- Draft a proposal to present to the City of Clarkston.
- Develop action items and steps for implementation.

Recommendation VI. A2: Explore the opportunity to develop and implement an employee commute program at the City of Clarkston that can be replicated among other Clarkston employers.

Way To Go Seattle is a city-sponsored program that encourages people to walk, bike, or use public transit to get to work. The program has several small, incentive-based components and challenges designed to encourage residents to use alternative modes of transportation to reduce stress, benefit the environment, and encourage physical activity. Incentives for walking, biking, carpooling, and using public transportation are offered to city residents and employees as well. Locally, the Downtown Atlanta Transportation Management Association offers incentives to downtown employers for its commuting staff. Additionally, the Clean Air Campaign has consulting services and several commute alternative programs.

An employee commute program could be spearheaded at the city level and on a smaller scale but, to initiate the process, it will be important to begin with a good understanding of how such programs work and to determine measurable benefits to the employer, employee and the larger community.

Implementation Strategies

- Establish a sub-committee of the Active Living Steering Committee to develop this recommendation.
- Host a brainstorming meeting with the ABC and PEDS to determine the potential program format, incentives, and measurable outcomes.
- Draft a proposal to present to the City of Clarkston.
- Coordinate a meeting with the City of Clarkston to discuss the benefits of implementing such a program and determine the potential for the city becoming a “model” for the program.
- Attend a meeting of the Clarkston Business Association and present the proposal.
- Develop action items and steps for implementation.

Recommendation VI. A3: Explore the opportunity to develop and implement a bicycle-sharing program within the Clarkston community.

Bicycle sharing programs provide bicycles to the public for free or at little cost in order to encourage bicycling as a viable form of transportation, to reduce traffic congestion, and to enhance the livability of cities. Many cities across the nation have bicycle-sharing programs and even more are exploring the idea of bringing similar programs to their residents. Boulder, Colorado, in particular has had a variety of bicycle-sharing programs ranging from completely free and volunteer-run programs in the 1990s, to local bike shops providing low-cost rentals, and now to a new fee-based system. A bicycle-sharing program sponsored by the City of Clarkston should provide incentives to residents and employers.

Implementation Strategies

- Research existing bicycle-sharing programs in Boulder, Colorado, and Portland, Oregon, to determine costs, management, maintenance, and other elements of such a program.
- Host a brainstorming meeting with the Atlanta Bicycle Coalition or other related organization to draft the potential program format, incentives, and measurable outcomes.
- Draft a proposal to present to potential partners in developing and launching the program.
- Develop action items and steps for implementation.



Bicycle-sharing programs encourage cycling and the use of bike routes

Clarkston Community Active Living Plan

VI. Employee Incentives for Active Living



Images counterclockwise from top left: Steering Committee members conduct the walkability assessment; Clarkston First Baptist Church; popular shopping destination Clarkston Village; Friendship Forest Wildlife Sanctuary



VII. Active Living Work Plan

This abbreviated version of the recommendations and implementation strategies also identifies potential partners and anticipated time frames.

Built Environment Priorities			
Recommendations	Implementation Strategies	Individuals/Departments Responsible	Anticipated Completion
Recommendation IV. A1: Improve sidewalk network by repairing and maintaining existing sidewalks and constructing new sections where needed.	Complete a thorough assessment of walkability and include recommendations for dimensions and scope of improvements. This in-depth evaluation should be based on sidewalk conditions and availability and Americans with Disabilities Act (ADA) compliance. It should be completed by an engineer.	<ul style="list-style-type: none"> • Student Engineers • City of Clarkston Public Works • DeKalb County Transportation Division • Community residents • Steering Committee Co-Chairpersons 	January - May 2012
	Conduct a survey of walking routes within a 1.5 mile radius of Jolly and Indian Creek elementary schools to assess specific safety and sidewalk needs.	<ul style="list-style-type: none"> • DeKalb County Board of Health Injury Prevention Coordinator • Metro Atlanta Safe Routes to School Resource Center • Community residents • Local school principals 	May 2011
	Coordinate with City of Clarkston and DeKalb County Code Enforcement officers and the Clarkston Business Association to enforce maintenance of sidewalks and driveways leading into and out of business establishments, particularly those along East Ponce de Leon Avenue and Church Street.	<ul style="list-style-type: none"> • Clarkston Business Association • Individual business owners • City of Clarkston Code Enforcement • DeKalb County Code Enforcement • Hands On Atlanta 	January 2011

Built Environment Priorities			
Recommendations	Implementation Strategies	Individuals/Departments Responsible	Anticipated Completion
Recommendation IV. A1: Improve sidewalk network by repairing and maintaining existing sidewalks and constructing new sections where needed.	Develop a schedule of programmed sidewalk improvements based on community prioritization and pre-approved projects, such as those listed in the Atlanta Regional Commission's Clarkston Livable Centers Initiative Plan.	<ul style="list-style-type: none"> Steering Committee 	July 2012
Recommendation IV. A2: Provide consistent crossings and clear signage for all crosswalks within the community so that motorists, pedestrians, and cyclists are fully aware of where they can and should cross safely.	Submit to the DeKalb County Transportation Division a listing of intersections with inconsistent or incomplete crosswalk striping and missing street and crossing signage. Review list of intersections and prioritize by consensus or vote which intersections should be addressed first.	<ul style="list-style-type: none"> City of Clarkston Public Works Student Engineers DeKalb County Transportation Division Community residents Steering Committee co-chairpersons 	June 2012
	Follow up with the City of Clarkston Public Works director to ensure implementation of plans to improve the Market Street railroad crossing as outlined in the Atlanta Regional Commission's Clarkston Livable Centers Initiative Plan.	<ul style="list-style-type: none"> Steering Committee 	May 2012
	Follow up with the City of Clarkston Public Works director regarding the re-opening of the Friendship Park railroad crossing as outlined in the Atlanta Regional Commission's Clarkston Livable Centers Initiative Plan.	<ul style="list-style-type: none"> Steering Committee City of Clarkston Public Works Community residents CSX Railroad Company 	December 2010

Built Environment Priorities			
Recommendations	Implementation Strategies	Individuals/Departments Responsible	Anticipated Completion
Recommendation IV. A2: Provide consistent crossings and clear signage for all crosswalks within the community so that motorists, pedestrians, and cyclists are fully aware of where they can and should cross safely.	Follow up with the City of Clarkston Public Works director to ensure installation of safety fencing along the railroad tracks to eliminate unsafe crossing.	<ul style="list-style-type: none"> Steering Committee City of Clarkston Public Works Community residents CSX Corporation 	December 2010
	Review crossings at parks to determine safety of crossing to and from recreational areas.	<ul style="list-style-type: none"> Steering Committee 	November 2010
	Coordinate with MARTA Planning Department's regional planners to determine the possibility of aligning bus stops with existing crosswalks.	<ul style="list-style-type: none"> Steering Committee MARTA 	October 2011
Recommendation IV. A3: Improve the quality of existing lighting and assess the need for additional lighting at strategic locations throughout the community to improve safety.	Conduct a lighting assessment to identify where broken and non-functioning lights are located. Submit list to Georgia Power.	<ul style="list-style-type: none"> Steering Committee Community residents Georgia Power 	November 2010
	Educate the community on the appropriate steps for reporting lighting outages.	<ul style="list-style-type: none"> Steering Committee Community residents Georgia Power 	Ongoing
	Replace broken and non-functioning lights within the community.	<ul style="list-style-type: none"> Steering Committee Community residents Georgia Power 	February 2011
	Explore the opportunity to plan for and install new lighting.	<ul style="list-style-type: none"> DeKalb County Capital Projects and Residential Streets program City of Clarkston Georgia Power Steering Committee 	March 2011

Other Built Environment Recommendations			
Recommendations	Implementation Strategies	Individuals/Departments Responsible	Anticipated Completion
Recommendation IV. B1: Develop a safe, convenient system for cyclists.	Work with the DeKalb County Public Works Department engineers to identify where bike routes should deviate from streets with heavy vehicular traffic, frequent driveways, or high travel speeds.	<ul style="list-style-type: none"> Steering Committee DeKalb County Public Works 	TBD
	Submit to DeKalb County Public Works Department engineer staff an inventory of locations where the condition of streets (potholes, metal plates, debris) makes riding unsafe.	<ul style="list-style-type: none"> Steering Committee Student engineers 	TBD
	Submit to DeKalb County Transportation Division and the City of Clarkston an inventory of intersections and bridges that are difficult for cyclists to cross safely.	<ul style="list-style-type: none"> Steering Committee Student engineers 	TBD
	Perform an audit of bicycle racks in the community, including at the elementary, middle and high schools; DeKalb Technical College; Milam Park; Clarkston Community Center; and other destinations. Submit audit to City of Clarkston.	<ul style="list-style-type: none"> Steering Committee Student engineers 	TBD
	Identify streets that need on-road bicycle facilities (such as bike lanes, sharrows, etc.) and prioritize for implementation.	<ul style="list-style-type: none"> Steering Committee Student engineers 	TBD

Other Built Environment Recommendations			
Recommendations	Implementation Strategies	Individuals/Departments Responsible	Anticipated Completion
Recommendation IV. B2: Maintain trees, bushes, and other foliage along streets and sidewalks to improve safety and visibility.	Build upon the walkability assessment results to identify additional streets in the city where overgrowth significantly impacts views or impedes the road or sidewalk.	<ul style="list-style-type: none"> Steering Committee Student engineers 	TBD
	Work with the DeKalb County Transportation Division to identify streets that the community can maintain itself and those that DeKalb County should maintain.	<ul style="list-style-type: none"> Steering Committee 	TBD
	Identify or develop an appropriate group within the community to perform regularly scheduled maintenance.	<ul style="list-style-type: none"> Steering Committee 	TBD
	Monitor growth and develop a maintenance schedule.	<ul style="list-style-type: none"> Steering Committee Maintenance volunteers 	TBD
Recommendation IV. B3: Address the issues of litter and trash on community streets and in common space.	Use the walkability assessment results to develop a list of areas within the community requiring attention.	<ul style="list-style-type: none"> Steering Committee 	TBD
	Work with the Keep DeKalb Beautiful program to organize a community-led cleanup.	<ul style="list-style-type: none"> Keep DeKalb Beautiful Steering Committee City of Clarkston Public Works 	TBD
	Identify Adopt-a-Road corridors within the community. Coordinate with Keep DeKalb Beautiful to ensure these roads are cleaned by the adopting group/organization on a regular basis.	<ul style="list-style-type: none"> Keep DeKalb Beautiful Steering Committee City of Clarkston Public Works 	TBD

Other Built Environment Recommendations			
Recommendations	Implementation Strategies	Individuals/Departments Responsible	Anticipated Completion
Recommendation IV. B3: Address the issues of litter and trash on community streets and in common space.	Coordinate with MARTA to ensure that bus shelters are well maintained and that trash receptacles are present and emptied regularly.	<ul style="list-style-type: none"> Steering Committee MARTA 	TBD

Sustainability Plan & Policy Priorities			
Recommendations	Implementation Strategies	Individuals/Departments Responsible	Anticipated Completion
Recommendation V. A1: Maintain the Active Living Steering Committee.	Elect an appropriate community resident and non-resident committee member to serve as co-leaders.	<ul style="list-style-type: none"> Steering Committee 	October 2010
	Develop and agree upon a regular meeting schedule.	<ul style="list-style-type: none"> Steering Committee 	October 2010
	Explore the need to expand committee to include other stakeholders. Additional members may come from other existing coalitions serving the Clarkston community.	<ul style="list-style-type: none"> Steering Committee 	October 2010

Sustainability Plan & Policy Priorities			
Recommendations	Implementation Strategies	Individuals/Departments Responsible	Anticipated Completion
Recommendation V. A2: Establish a Safe Routes to School program at Jolly and Indian Creek elementary schools.	Coordinate with the Metro Atlanta Safe Routes to School Resource Center to establish the program at the schools.	<ul style="list-style-type: none"> DeKalb County Board of Health Injury Prevention Coordinator Metro Atlanta Safe Routes to School Resource Center School principals School PTAs/PTOs 	May 2011
	Utilize the results of the preliminary bikeability and walkability assessments to support this effort.	<ul style="list-style-type: none"> Steering Committee 	May 2011
Recommendation V. A3: Maintain and promote affordable active living opportunities for youth and adults.	Distribute print and electronic versions of the inventory to key community destinations and to existing organizations and groups.	<ul style="list-style-type: none"> Steering Committee 	October 2010
	Coordinate with media contacts for wide distribution.	<ul style="list-style-type: none"> Steering Committee 	January 2011
	Develop a regular schedule for updating the document.	<ul style="list-style-type: none"> Steering Committee 	January 2011
	Explore the option to expand and build needed programs including coordination with the community colleges and schools to possibly offer community-based programs.	<ul style="list-style-type: none"> Steering Committee Clarkston Community Center 	June 2011
	Use the existing community garden program to implement programs related to healthy eating for active living.	<ul style="list-style-type: none"> Steering Committee DeKalb County Parks and Recreation Department 	June 2011 Ongoing

Sustainability Plan & Policy Priorities			
Recommendations	Implementation Strategies	Individuals/Departments Responsible	Anticipated Completion
Recommendation V. A4: Enlist student engineers as volunteers to improve upon the bikeability and walkability assessments.	Develop a detailed scope of work for completing the assessments.	<ul style="list-style-type: none"> Steering Committee 	May 2011
	Coordinate with Emory University, Georgia Institute of Technology, Georgia State University, and Georgia Perimeter College to identify potential student engineers to complete the assessments.	<ul style="list-style-type: none"> Steering Committee 	August 2011

Other Sustainability Plan & Policy Recommendations			
Recommendations	Implementation Strategies	Individuals/Departments Responsible	Anticipated Completion
Recommendation V. B1: Establish and fund an active living director position.	Establish a sub-committee of the Active Living Steering Committee to explore this recommendation.	<ul style="list-style-type: none"> Steering Committee 	TBD
	Develop a timeline for completion.	<ul style="list-style-type: none"> Steering Committee 	TBD
	Coordinate with the City of Clarkston and the Clarkston Community Center to determine whom to employ and how to fund the position.	<ul style="list-style-type: none"> Steering Committee 	TBD

Other Sustainability Plan & Policy Recommendations			
Recommendations	Implementation Strategies	Individuals/Departments Responsible	Anticipated Completion
Recommendation V. B2: Celebrate implementation victories and accomplishments.	Identify media resources including: <ul style="list-style-type: none"> • City of Clarkston staff • DeKalb County Department of Communications • Local media outlets (television, radio, print, and online) 	<ul style="list-style-type: none"> • Steering Committee • City of Clarkston • DeKalb County Communications Department 	TBD
	Distribute press releases on project milestones to media contacts.	<ul style="list-style-type: none"> • Steering Committee • City of Clarkston • DeKalb County Communications 	TBD
Recommendation V. B3: Examine the usefulness of adopting an area-wide complete streets policy.	Establish a sub-committee of the Active Living Steering Committee to identify and review existing complete street policies throughout the country.	<ul style="list-style-type: none"> • Steering Committee • DeKalb County Planning and Development Department • DeKalb County Zoning Department • Atlanta Regional Commission 	TBD
	Review current City of Clarkston and DeKalb County zoning codes, DeKalb County Comprehensive Plan, and other related documents to determine the level of existing policies that would support a complete streets policy.	<ul style="list-style-type: none"> • Steering Committee • DeKalb County Planning and Development Department • DeKalb County Zoning Department • Atlanta Regional Commission 	TBD

Employee Incentives for Active Living			
Recommendations	Implementation Strategies	Individuals/Departments Responsible	Anticipated Completion
Recommendation VI. A1: Explore the opportunity to host an annual bike/walk-to-work day to encourage employees to use alternative methods of transportation to and from work.	Establish a sub-committee of the Active Living Steering Committee to develop this recommendation.	<ul style="list-style-type: none"> Steering Committee Atlanta Regional Commission Bicycle and Pedestrian Planning Department 	TBD
	Host a brainstorming meeting with the Atlanta Bicycle Coalition (ABC) and Pedestrians Educating Drivers on Safety (PEDS) to determine the potential program format, incentives, and measurable outcomes.	<ul style="list-style-type: none"> Steering Committee ABC PEDS Clarkston Health Collaborative 	TBD
	Draft a proposal to present to the City of Clarkston.	<ul style="list-style-type: none"> Steering Committee 	TBD
	Develop action items and steps for implementation.	<ul style="list-style-type: none"> Steering Committee 	TBD
Recommendation VI. A2: Explore the opportunity to develop and implement an employee commute program at the City of Clarkston that can be replicated among other Clarkston employers.	Establish a sub-committee of the Active Living Steering Committee to develop this recommendation.	<ul style="list-style-type: none"> Steering Committee 	TBD
	Host a brainstorming meeting with the ABC and PEDS to determine the potential program format, incentives, and measurable outcomes.	<ul style="list-style-type: none"> Steering Committee ABC PEDS Clarkston Health Collaborative 	TBD
	Draft a proposal to present to the City of Clarkston.	<ul style="list-style-type: none"> Steering Committee 	TBD

Employee Incentives for Active Living			
Recommendations	Implementation Strategies	Individuals/Departments Responsible	Anticipated Completion
Recommendation VI. A2: Explore the opportunity to develop and implement an employee commute program at the City of Clarkston that can be replicated among other Clarkston employers.	Coordinate a meeting with the City of Clarkston to discuss the benefits of implementing such a program and determine the potential for the city becoming a “model” for the program.	<ul style="list-style-type: none"> Steering Committee 	TBD
	Attend a meeting of the Clarkston Business Association and present the proposal.	<ul style="list-style-type: none"> Steering Committee 	TBD
	Develop action items and steps for implementation.	<ul style="list-style-type: none"> Steering Committee 	TBD
Recommendation VI. A3: Explore the opportunity to develop and implement a bicycle-sharing program within the Clarkston community.	Research existing bicycle-sharing programs in Boulder, Colorado, and Portland, Oregon, to determine costs, management, maintenance, and other elements of such a program.	<ul style="list-style-type: none"> Steering Committee Clarkston Health Collaborative Atlanta Regional Commission Bicycle and Pedestrian Planning Department 	TBD
	Host a brainstorming meeting with the Atlanta Bicycle Coalition or other related organization to draft the potential program format, incentives, and measurable outcomes.	<ul style="list-style-type: none"> Steering Committee Atlanta Bicycle Coalition PEDS Clarkston Health Collaborative 	TBD
	Draft a proposal to present to potential partners in developing and launching the program.	<ul style="list-style-type: none"> Steering Committee 	TBD
	Develop action items and steps for implementation.	<ul style="list-style-type: none"> Steering Committee 	TBD

VIII. Implementation Resources

The following resources may be used to assist with implementing the active living plan.

Recommendation Area	Organization	Phone/Website
Sidewalks and Crosswalks		
Residential sidewalks (installation)	DeKalb County Transportation Division	770-492-5200 http://www.co.dekalb.ga.us/publicwrks/transportation/tr_planningEngineering.html
Sidewalk upkeep & maintenance	DeKalb County Code Enforcement	770-724-7940 http://web.co.dekalb.ga.us/DK_Police/pol-ced.html
	City of Clarkston Code Enforcement	404-296-6489
Sidewalk upkeep & maintenance (at businesses)	Hands On Atlanta	404-979-2800 http://www.handsonatlanta.org
	Clarkston Business Association	404-502-2090 www.clarkstonbusiness.org
Crosswalks (striping/signage)	City of Clarkston Public Works	404-296-6489 http://www.cityofclarkston.com/Content/ContentCT.asp?P=39
	DeKalb County Transportation Division	770-492-5200 http://www.co.dekalb.ga.us/publicwrks/transportation/tr_planningEngineering.html
Bus stops (relocation)	MARTA Planning Department	404-848-5208 http://www.itsmarta.com/planning.aspx

Recommendation Area	Organization	Phone/Website
Bicycle System and Facilities		
Bike routes	DeKalb County Public Works Department	404-371-4778 http://www.co.dekalb.ga.us/publicwrks/
Road maintenance (potholes/bridges/intersections)	DeKalb County Public Works, Roads and Drainage	404-297-3840 http://www.co.dekalb.ga.us/publicwrks/roads_drainage/index.html
Safety		
Residential lighting maintenance	Georgia Power	1-888-660-5890
New residential lighting	DeKalb County Transportation Division	770-492-5296 http://www.co.dekalb.ga.us/publicwrks/transportation/tr_planningEngineering.html
Tree/vegetation maintenance	DeKalb County Transportation Division	
Community clean ups	Keep DeKalb Beautiful	404-371-2654 http://web.co.dekalb.ga.us/beautiful/index.html
	DeKalb County Adopt-A-Road	404-294-2771 http://web.co.dekalb.ga.us/beautiful/adopt_a_road.html
MARTA bus shelter maintenance	MARTA Bus Stop Improvement Program	404-848-5000
Active Living Programs		
Safe Routes to School program	DeKalb County Board of Health School Health Coordinator	404-508-7759 http://www.dekalbhealth.net/
	Safe Routes to School (DeKalb coordinator)	404-631-1778 http://www.saferoutesga.org/

Recommendation Area	Organization	Phone/Website
Future Studies		
Student engineers	Emory University's College of Arts and Sciences' Pre-Engineering Program	404-727-6040 http://college.emory.edu/current/courses/special_programs/special.html pram@emory.edu
	Georgia Institute of Technology's School of Civil & Environmental Engineering	404-894-2201 http://www.ce.gatech.edu/lisa.baxter@ce.gatech.edu
	Georgia Institute of Technology's Master of City & Regional Planning Program	404-894-2350 http://www.planning.gatech.edu/mcrp/home dracy.blackwell@coa.gatech.edu
	Georgia State University's Institute of Public Health	404-413-1130 http://publichealth.gsu.edu/alhjs@langate.gsu.edu
	Georgia Perimeter College's Mathematics/Computer Science/Engineering Department, Clarkston Campus	678-891-3710 http://www.gpc.edu/~clamcse/
Employee Incentives		
Bike/walk-to-work day Employee commute program Bicycle-sharing program	Atlanta Bicycle Coalition (ABC)	404-881-1112 info@atlantabike.org
	Pedestrians Educating Drivers on Safety (PEDS)	404-685-8722 http://peds.org/
	Clarkston Health Collaborative	404-508-7845

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X. Appendices

Appendix A: Glossary of Common Terms

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Appendix C: Adult Survey

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Appendix E: Walkability Assessment Summary

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Appendix A: Glossary of Common Terms

Americans with Disabilities Act (ADA) - United States public law enacted in 1990 guaranteeing rights for people with disabilities. This law mandates reasonable accommodation and effective communication for those with disabilities. Examples in the community planning context include having curb ramps of appropriate width, slope, and location relative to crosswalks and entrances.

Adopt-a-Road corridors – streets that have been identified for the Adopt-a-Road program, which gives concerned individuals the opportunity to help their local community environment by collecting litter and beautifying streets in their neighborhoods.

Assistive or adaptive technology - products, devices or equipment, whether acquired commercially, modified, or customized, that are used to maintain, increase or improve the functional capabilities of individuals with disabilities.

At-grade crossing - a junction at which two or more transport axes cross at the same level (or grade).

Bikeability – a measure of how easy it is to ride a bike in a city or town.

Built environment - the human-made surroundings that provide the setting for human activity, ranging in scale from personal shelter and buildings to neighborhoods and cities and can often include their supporting infrastructure, such as water supply and energy networks.

Complete streets – roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users, including pedestrians, bicyclists, motorists, and public transit users of all ages and abilities.

Current community conditions report – provides a “snapshot” of existing conditions in an area and is a technical resource for an associated environmental document. Major subject areas often covered in this report include demographics, land use, facilities, services, transportation, and circulation.

Demographics - the characteristics of a human population as used in government, marketing, and opinion research, or the demographic profiles used in such research.

Keep DeKalb Beautiful – a non-profit organization affiliated with Keep America Beautiful and Keep Georgia Beautiful that is working to improve the quality of life in DeKalb County by involving residents, businesses, and students in anti-litter, beautification, recycling, water quality protection, and many other community improvement projects.

Land Use - a term used to indicate the utilization of any piece of land whether it be a lot, plat, tract, or acreage. The way in which land is being used is the land use.

Livable Centers Initiative – an Atlanta Regional Commission initiative that encourages local jurisdictions to plan and implement strategies that link transportation improvements with land use development strategies to create sustainable, livable communities consistent with regional development policies.

Safe Routes to Schools - programs that enable community leaders, schools and parents across the United States to improve safety and encourage more children, including children with disabilities, to walk and bicycle safely to school. In the process, programs are also reducing traffic congestion and improving health and the environment, making communities more livable for everyone.

Sharrow - a shared-lane marking used within travel lanes shared by bicyclists and other vehicles. The name "sharrow" was coined by Oliver Gajda, of the City and County of San Francisco Bicycle Program, as a combination of shared lane and arrow.

Stakeholder - a person, group, organization, or system that affects or can be affected by the planning process.

Streetscape - the visual elements of a street, including the road, adjoining buildings, street furniture, trees and open spaces, etc., that combine to form the street's character.

Transportation engineering - the application of scientific principles to the safe and efficient movement of people and goods.

Urban planning – integrates land use planning and transportation planning to improve the built, economic and social environments of communities.

U.S. Census data – the findings of a host of surveys conducted by the U.S. Census Bureau that collect information on subjects such as population; housing; retail merchandise; personal, business, and transport services; international trade; local, state and federal government agencies; education; and transportation.

Walkability - a measure of how friendly an area is for walking.

Clarkston Community Active Living Plan

Appendix B: Adult & Youth Active Living Directory

Appendix B: Adult & Youth Active Living Directory

Program	For	Place	Address	Phone	Contact	Website/email	Program description
Clarkston community garden	Adults	Clarkston Community Center	3701 College Avenue, Clarkston, GA 30021	404-626-4453	Shannon McNeal, Garden President	ShannonMcNeal@yahoo.com	Garden plots available for planting.
Healthy living programs	Adults	DeKalb County Public Library	951 North Indian Creek Drive, Clarkston, GA 30021	404-508-7175	Adult Services Librarian	http://www.dekalblibrary.org/branches/clarkston.html	Content of sessions varies.
Senior activities	Adults	Clarkston Community Center	3701 College Avenue, Clarkston, GA 30021	404-297-5653	Almaz Akalewold, Senior Refugee Program Coordinator	www.clarkstoncommunitycenter.org	Recreation and leisure activities specifically for older adults.
Senior refugee program	Adults	Clarkston Community Center	3701 College Avenue, Clarkston, GA 30021	404-297-5653	Almaz Akalewold, Senior Refugee Program Coordinator	ccsrp@bellsouth.net	Recreational activities, such as gardening, games, singing, refreshments, shared meals, celebrations, reading of native materials, etc. The program provides day activities, field trips, and culturally appropriate lunches for senior refugees.

Clarkston Community Active Living Plan

Appendix B: Adult & Youth Active Living Directory

Program	For	Place	Address	Phone	Contact	Website/email	Program description
T'ai Chi for health and longevity classes	Adults	Clarkston Community Center	3701 College Avenue, Clarkston, GA 30021	404-299-7534 404-216-2951	Michelle Huynh, Tai Chi Program Coordinator	www.clarkstoncommunitycenter.org/	T'ai Chi is a traditional Chinese conditioning exercise, consisting of a series of graceful movements linked together in a continuous sequence in order to improve balance, coordination, alignment, deep breathing and relaxation.
American Association of Adapted Sports Programs	Youth	Georgia Perimeter College	555 North Indian Creek Drive, Clarkston, GA 30021	678-891-4125	Robyn Hootselle, Sports Manager	www.adaptedsports.org	Interscholastic sports for children with physical disabilities or visual impairments in grades 1-12.
Baseball, softball, tee-ball fields; tennis courts; walking trails; pool.	Youth	Milam Park	3867 Norman Road, Clarkston, GA 30021	404-296-6489	City of Clarkston, Director of Public Works	www.cityofclarkston.com/36/points-of-interest.htm	Six pavilions for picnics, modern playground equipment, two tennis courts, one softball field, and one multi-use field.
Basketball	Youth	Clarkston International Bible Church	3895 Church Street, Clarkston, GA 30021	678-230-9984	Upward Basketball Coordinator	www.cibc-sbc.org	Youth basketball program for 1st through 8th grade boys & girls.
Soccer	Youth	Clarkston Community Center	3701 College Avenue, Clarkston, GA 30021	404-292-5116	Georges Edeline, Youth Sports Program Director	www.clarkstoncommunitycenter.org	YMCA soccer program (boys & girls); Ethiopian soccer program; toddler soccer program.

Clarkston Community Active Living Plan

Appendix B: Adult & Youth Active Living Directory

Program	For	Place	Address	Phone	Contact	Website/email	Program description
Soccer	Youth	Fugees Family, Inc.	P.O. Box 388, Scottsdale, GA 30079	678-358-0547	Luma Mufleh, Director	www.fugeesfamily.org	Offers select soccer for refugee boys ages 11 - 18. Also offers a tutoring program, an academy, an academic camp, and more.
Various athletics	Youth	Atlanta Area School for the Deaf	890 North Indian Creek Drive, Clarkston, GA 30021	404-296-7101	Reggie Bess, Athletic Director	www.aasdweb.com	Sports activities for preschool through 12th grade.
Wii love gaming	Youth	DeKalb County Public Library	951 North Indian Creek Drive, Clarkston, GA 30021	404-508-7175	Youth Services Librarian	www.dekalblibrary.org/branches/clarkston.html	For ages 9 to 15 years, program combines multi-player gaming action on the Wii.
Multiuse trail	All	PATH Stone Mountain Trail	Church Street, Lovejoy Street, and Rowland Avenue in Clarkston, GA 30021	404-296-6489	Executive Director	www.pathfoundation.org	Paved bicycle path runs through town; free.
Clarkston dog park	All	Milam Park	3867 Norman Road, Clarkston, GA 30021	404-296-6489	City of Clarkston, Director of Public Works	www.cityofclarkston.com/36/points-of-interest.htm	Open every day from sunrise to sunset. Rules for use are posted at the park. A dog watering foundation is available. Naturally shaded.
Contra dancing	All	Clarkston Community Center	3701 College Avenue, Clarkston, GA 30021	404-310-0929	Kimbi Hagen, Class Scheduler	scheduler@contradance.org	Partnered folk dance. Classes every Friday.

Clarkston Community Active Living Plan

Appendix B: Adult & Youth Active Living Directory

Program	For	Place	Address	Phone	Contact	Website/email	Program description
Family-oriented activities	All	Al Masjid Momineen	837 N. Indian Creek Drive PO Box 1289, Clarkston, GA 30021	404-786-7249	Omar Mohamed, Chairman	http://www.masjidaImomineen.com	Activities center around holidays and annual festivals.
Various programs (aerobics, dance, karate, Choi Kwang Do, etc.)	All	Clarkston First Baptist Church's Family Life Center	4007 Church Street, Clarkston, GA 30021	404-292-5686 (ext. 235)	Christin Taylor, Program Manager	www.clarkstonfbc.org	Indoor walking track, weight room, computer room, activity center, and business center.
Various sports	All	Milam Park	3867 Norman Road, Clarkston, GA 30021	404-296-6489	City of Clarkston, Director of Public Works	www.cityofclarkston.com/36/points-of-interest.htm	Six pavilions for picnics, modern playground equipment, two tennis courts, one softball field, and one multi-use field.
Various sports	All	Clarkston Community Center	3701 College Avenue, Clarkston, GA 30021	404-508-1050	McKenzie Wren, Executive Director	www.clarkstoncommunitycenter.org/	Table tennis, dance, and other sports
Walking trails	All	Forty Oaks Nature Preserve	3790 Market Street, Clarkston, GA 30021	404-508-7602	Gretchen Musser, Caretaker	N/A	Trails, a small human-made bog, hardwoods, small drainage stream, and an organic community garden.
Walking trails	All	Friendship Forest	4380 East Ponce de Leon Avenue, Clarkston, GA 30021	404-296-6489	Warren Hadlock, Clarkston City Councilmember, Caretaker	waha@bellsouth.net	Walking trails, bird watching.

Appendix C: Adult Survey

The adult survey was based upon the Twin Cities Walking Study conducted by the University of Minnesota. It consisted of questions categorized by these eight sections:

- A. Walking and Cycling
- B. Getting Around in My Community
- C. Facilities Near Your Home
- D. Community Surroundings
- E. Safety from Traffic
- F. Safety from Crime
- G. Home Environment
- H. Tell Us About You

The survey, as distributed to adults in the Clarkston community, is presented below.

A. Walking and Cycling

Please choose the one answer that best applies to you and your community.

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree
1. There are sidewalks on most of the streets in my community.				
2. The sidewalks in my community are in good condition (paved, even, and not a lot of cracks).				
3. There are bicycle or pedestrian trails in or near my community that are easy to get to.				
4. The streets in my community are hilly, so my community is hard to walk in.				

For questions 5 – 6, please mark all that apply for each question.

5. What most often stops you from walking?

- | | |
|--|--|
| <input type="checkbox"/> Heat & humidity | <input type="checkbox"/> Don't like to walk |
| <input type="checkbox"/> Distance | <input type="checkbox"/> Neighborhood safety |
| <input type="checkbox"/> Lack of sidewalks or crosswalks | <input type="checkbox"/> Traffic speeds |
| <input type="checkbox"/> Health | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Disability | |

6. What improvements would make you walk more often?

- | | |
|---|---|
| <input type="checkbox"/> More sidewalks | <input type="checkbox"/> Better places to walk to (restaurants, entertainment, etc) |
| <input type="checkbox"/> Better maintained sidewalks | <input type="checkbox"/> Slower traffic |
| <input type="checkbox"/> Improved crosswalks | <input type="checkbox"/> More or improved bus stops |
| <input type="checkbox"/> Better street lighting | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Improved neighborhood safety | |

7. How many working adult-size bicycles (any bicycle large enough for an adult) does your household have?

- None (0)
- One (1)
- Two (2)
- Three (3)
- Four (4) or more

8. When was the last time you rode your bicycle in your community?

- Within the past day
- Within the past week
- Within the past month
- Within the past year
- Within the past 2 years

9. In the past two years, were you ever injured while you were riding a bicycle? Only count injuries that required attention by a medical professional.

- Yes
- No
- Don't know/Not sure

10. If yes, was this injury a result of being hit by a motor vehicle?

- Yes
- No
- Don't know

For questions 11 – 12, please mark all that apply for each question.

11. What most often stops you from biking?

- | | |
|--|---|
| <input type="checkbox"/> Neighborhood safety | <input type="checkbox"/> Fear of being hit by a car |
| <input type="checkbox"/> Heat & humidity | <input type="checkbox"/> Disability |
| <input type="checkbox"/> Distance | <input type="checkbox"/> Health |
| <input type="checkbox"/> Lack of bicycle lanes | <input type="checkbox"/> Traffic speeds |
| <input type="checkbox"/> Don't like to bicycle | <input type="checkbox"/> Other: _____ |

12. What improvements would make you want to bicycle more often?

- | | |
|---|---|
| <input type="checkbox"/> More bicycle lanes | <input type="checkbox"/> Slower traffic |
| <input type="checkbox"/> Better street lighting | <input type="checkbox"/> Bicycle racks at public places (post office, library, schools) |
| <input type="checkbox"/> Improved neighborhood safety | <input type="checkbox"/> Better maintained roads (no potholes, etc.) |
| <input type="checkbox"/> Better places to bicycle to (restaurants, entertainment, etc.) | <input type="checkbox"/> Other: _____ |

B. Getting Around in My Community

For each question below, please choose the one answer that best applies to you and your community. Both local and within walking distance means within a 20-minute walk from your home.

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree
1. I can do most of my errands (shopping, personal business, etc) at local businesses.				
2. Stores are within easy walking distance of my home.				
3. Parking is hard to find in local shopping areas.				
4. There are many places to go within easy walking distance of my home.				
5. It is easy to walk to a transit stop (bus, train) from my home.				

The following statements are about everyday commuting activity. By everyday commuting activity we mean going to work, going shopping, taking a child to daycare or to school, or running other errands. Please count only commuting that you do on foot or by bicycle and that lasts at least 10 minutes each time.

6. Which of these statements fits you best at the present moment in time? Choose only one.

- I **never** commute on foot or by bicycle and it would be **out of the question** in my case.
- I **hardly ever** commute on foot or by bicycle and I have **never really thought** about doing it.
- I **hardly ever** commute on foot or by bicycle, but I **might start** doing it within the next 6 months.
- I **occasionally** commute on foot or by bicycle and I expect to **continue** like this.
- I **occasionally** commute on foot or by bicycle, but I intend to start commuting **more regularly** this way within the next month.
- I have been commuting **mainly** on foot or by bicycle, but only in the **last 6 months**.
- I have been commuting **mainly** on foot or by bicycle for **longer than 6 months, but less than 2 years**.
- I have been commuting **mainly** by foot or by bicycle for **longer than 2 years**.

C. Facilities Near Your Home

For each of these places where you can exercise, please check if it is on a frequently traveled route (on the way to and from work) or within a 5-minute drive or 10-minute walk from your work or home.

	Yes	No	Don't Know
1. Aerobic dance studio			
2. Basketball court			
3. Beach, lake, river, or creek			
4. Bicycle lane or trails			
5. Golf course			
6. Health spa/gym			
7. Martial arts studio			
8. Playing field (soccer, football, baseball/softball, etc.)			
9. Public park			
10. Public recreation center			
11. Running track			
12. Skating rink			
13. Sporting goods store			
14. Swimming pool			
15. Walking/hiking trails			
16. Tennis courts			
17. Dance studio			

D. Community Surroundings

For each question below, please choose the one answer that best applies to you and your community.

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree
1. There are trees along the streets in my community.				
2. Trees give shade for the sidewalks in my community.				
3. There are many interesting things to look at while walking in my community.				
4. My community is generally free from litter.				
5. There are many attractive natural sights in my community (such as landscaping, trees, etc.).				
6. There are attractive buildings/homes in my community.				

E. Safety from Traffic

For each question below, please choose the one answer that best applies to you and your community.

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree
1. There is so much traffic along the street I live on that it makes it hard or unpleasant to walk in my community.				
2. There is so much traffic along <u>nearby</u> streets that it makes it hard or unpleasant to walk in my community.				
3. The speed of traffic on the street I live on is usually slow.				
4. The speed of traffic on most <u>nearby</u> streets is usually slow.				
5. Most drivers go faster than the speed limits while driving in my community.				
6. There are crosswalks and pedestrian signals to help walkers cross busy streets in my community.				
7. The crosswalks in my community help walkers feel safe crossing busy streets.				
8. When walking in my community there is a lot of fumes (from cars, buses).				
9. The bus stops in my community are safe and attractive.				

F. Safety from Crime

For each question below, please choose the one answer that best applies to you and your community.

	Strongly Disagree	Somewhat Disagree	Somewhat Agree	Strongly Agree
1. My community streets are well lit at night.				
2. Walkers and bicyclers on the streets in my community can be easily seen by people in their homes.				
3. I see and speak to other people when I am walking in my community.				
4. There is a lot of crime in my community.				
5. The crime in my community makes it unsafe to go on walks during the day .				
6. The crime in my community makes it unsafe to go on walks at night .				

G. Home Environment

Please choose which items you have in your home, yard, or apartment complex. Please give one answer for each item.

	Yes	No	Don't Know
1. Stationary aerobic equipment (treadmill, cycle)			
2. Bicycle			
3. Dog			
4. Trampoline for jogging in place			
5. Running shoes			
6. Swimming pool			
7. Weight lifting equipment			
8. Aerobic workout videos or audiotapes			
9. Step aerobics, slide aerobics			
10. Skates (roller or in-line)			
11. Sports equipment (balls, racquets)			

H. Tell Us About You

1. **Do you: (Mark all that apply)**

- | | |
|---|---|
| <input type="checkbox"/> Live in the Clarkston community | <input type="checkbox"/> Attend school in the Clarkston community |
| <input type="checkbox"/> Worship in the Clarkston community | <input type="checkbox"/> Participate on sports teams in the Clarkston community |
| <input type="checkbox"/> Shop in the Clarkston community | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Work in the Clarkston community | |

2. **Do you own a car?**

- Yes
 No

3. **How do you usually get to work? (Mark all that apply)**

- | | |
|----------------------------------|--|
| <input type="checkbox"/> Car | <input type="checkbox"/> Limousine |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Hotel/airport shuttle |
| <input type="checkbox"/> Bicycle | <input type="checkbox"/> Air travel |
| <input type="checkbox"/> Walk | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Taxicab | <input type="checkbox"/> Don't know |

4. **What is your age? _____ years**

5. **Are you:**

- Female
 Male

6. **Are you of Hispanic, Latino, or Spanish origin?**

- Yes
- No
- Don't know

7. Please tell me which best describes your race, ethnicity or nationality. Mark all that apply.

- Somalian
- Ethiopian
- Burmese
- Vietnamese
- Nepalese
- Eretrian
- African American, Black
- White
- Other _____

8. Education: Years of school completed (Mark only one answer)

- Less than high school diploma
- Completed high school diploma (or General Education Degree)
- Vocational training (mechanic, barber)
- Some college (less than 4 years)
- College/university degree
- Graduate or professional degree
- Don't know

9. What is your marital status?

- Never married
- Married/domestic partners
- Separated
- Divorced
- Widowed
- Don't know

10. Do you own a dog? If "Yes" please answer questions 11 – 13. If "No" please skip.

- Yes
- No
- Don't know

11. Do you walk your dog?

- Yes
- No
- Don't know

12. If you answered "Yes" that you do walk your dog, how often do you walk your dog?

- One to two times each week
- Three to four times each week
- Five to six times each week
- Daily

13. How much time does it usually take for you to walk your dog?

- 1 hour or longer
- 45 minutes to 1 hour
- 30 to 45 minutes
- 15 to 30 minutes
- 1 to 15 minutes
- Don't know

Please provide your contact information below if you would like to be updated about this project:

Name	
Address	
City, State, Zip	
Email	
Phone	

Thanks again for giving us your input and feedback for the Clarkston Community Active Living Plan!

Adult Survey Summary of Responses

Responses for collected surveys are summarized by survey section as follows.

A. Walking and Cycling. The first set of questions was about the ease of walking and cycling in the community. Responses show that most people somewhat disagree that there are sidewalks on most streets and that they are in good condition. There are also not many facilities (such as trails or routes) dedicated to cyclists or pedestrians within the community. The community is not hard to walk due to few hills.

When asked what most often stops people from walking, the most popular responses, in rank order, were:

- Heat and humidity (24%)
- Lack of sidewalks or crosswalks (22%)
- Neighborhood safety (20%)

Popular write-in responses were time constraints and laziness.

When asked what improvements would encourage people to walk more the top responses, in rank order, were:

- More sidewalks (29%)
- Neighborhood safety (24%)
- Better places to walk to (22%)

When asked about the availability of a bicycle in the household, 60% responded that there was no working adult-size bicycle in their household, 19% of respondents had at least one, and 15% had two. However, those who do own bicycles do not ride them frequently in the community. In fact, most have not ridden their bicycle within the past two years.

To understand why people may not be riding bicycles in the community, respondents were asked what most often stops them. Responses, in rank order, were:

- Fear of being hit by a car (18%)
- Neighborhood safety (16%)
- Lack of bicycle lanes (15%)

Many also responded that what stops them from riding a bicycle in the community is the fact that they do not own one.

According to respondents, the following improvements, in rank order, would encourage them to ride a bicycle more in the community:

- More bicycle lanes (23%)
- Improved neighborhood safety (17%)
- Better maintained roads (15%)

Respondents cited safer crossings at the railroad or busy intersections as other improvements that would encourage them to bicycle more often.

B. Getting Around in My Community. These questions assess the ease of getting around Clarkston for errands and everyday commuting. Most people somewhat agree that they can do most of their errands (shopping, personal business, etc.) at local businesses. However, they somewhat disagree that stores or other places are within easy walking distance from their homes. When running errands, there is ample parking and getting to a transit stop is somewhat easy.

However, when asked if they ever commute for at least 10 minutes by foot or bicycle to get to work, shopping, or running other errands:

- 34% never commute on foot or bicycle and feel that it would be out of the question.
- 18% hardly ever commute on foot or bicycle and have never really thought about doing it.
- 15% hardly ever commute on foot or bicycle, but might start doing it within the next 6 months.

C. Facilities Near Your Home. To determine the convenience of places to exercise, respondents were asked to check facilities that are on a frequently traveled route (on the way to and from work) or within a five-minute drive or ten-minute walk from work or home. A total of 17 facilities were listed. Respondents were generally aware of most facilities in the community. The most convenient include a track for running, swimming pool, public park, public recreation center, and basketball court.

- D. **Community Surroundings.** Aesthetics and general surroundings play a big role in whether or not people will walk or bicycle recreationally. Most respondents to the survey somewhat agree that there are trees along the streets in their community and that they provide shade for the sidewalks. Natural sights (such as landscaping and trees) are present to make active living more enjoyable. However, there are not “interesting” things to look at and most people somewhat disagree that the buildings and homes in their community are attractive.
- E. **Safety from Traffic.** Most respondents somewhat agree that traffic volumes and speeds are high on their street and nearby streets, making it hard or unpleasant to walk. However, most respondents somewhat agree that there are crosswalks and pedestrian signals to help walkers cross busy streets in their community and that the presence of crosswalks makes them feel safe when crossing busy streets. When asked about MARTA bus stops in the community, most respondents somewhat disagree that they are safe and attractive.
- F. **Safety from Crime.** Crime – either real or perceived – can be a major hindrance for people who may be otherwise willing to walk or bicycle in their community. According to survey results, community streets should be better lit so that walkers and cyclists can be easily seen. People somewhat agree that there is crime in the community and that most of the crime occurs at night, making it unsafe for people to walk when it is dark.
- G. **Home Environment.** Respondents were asked to indicate which items are present in their homes, apartment complexes, or yards. A significant number of respondents have access to running shoes, stationary aerobic equipment (treadmill, cycle), a swimming pool, and weight lifting equipment. Availability or access to equipment does not seem to be a barrier to exercising.
- H. **Tell Us About You.** Lastly, respondents were asked to answer some basic questions. These results are summarized in the table at right.

Table 4: Summary of Adult Survey Demographics	
GENERAL CHARACTERISTICS	
Live in Clarkston community	28%
Worship in the Clarkston community	36%
Age (average)	42
Female	65%
Male	35%
Never married	26%
Married/domestic partner	52%
Divorced	15%
Do not own a dog	82%
COMMUTING CHARACTERISTICS	
Own a car	85%
Usually get to work by car	82%
Usually get to work by bus	10%
RACE/ETHNICITY	
Hispanic, Latino, or Spanish	5%
African American, black	70%
White	11%
Somalian	8%
EDUCATIONAL ATTAINMENT	
Completed high school/GED	17%
Some college	27%
College/university degree	26%

Appendix D: Youth Survey

The youth survey was based upon the Neighborhood Environment Walkability Scale – Youth (NEWS-Y) instrument developed and conducted by San Diego State University. It consisted of questions categorized by these nine sections:

- A. Stores and Other Public Places in Your Neighborhood
- B. Recreation Places in Your Neighborhood
- C. Access to Services
- D. Streets in My Neighborhood
- E. Places for Walking
- F. Neighborhood Surroundings
- G. Neighborhood Safety
- H. Crime Safety
- I. Tell Us About You

The survey, as distributed to youth in the Clarkston community, is presented as follows.

A. Stores and Other Public Places in Your Neighborhood

About how long would it take you to walk from your home to the nearest stores or places listed below? Please circle the time it would take you to walk to each place, even if you don't normally go there.

1	Convenience/corner store/small grocery store	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
2	Supermarket	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
3	Laundry or dry cleaners	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
4	Post office	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
5	Library	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
6	Middle or high school	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
7	Fast food restaurant	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
8	Non-fast food restaurant	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
9	Video store	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
10	Pharmacy/drug store	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
11	Bus, subway or train stop	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know

B. Recreation Places in Your Neighborhood

About how long would it take you to walk from your home to the nearest recreation place listed below? Please circle the time it would take you to walk to each place, even if you don't normally go there.

1	Indoor recreation or exercise facility (like a gym)	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
2	Biking/hiking/walking trails, paths	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
3	Basketball court	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
4	Other playing fields/courts (like soccer, football, softball, tennis, skate park, etc.)	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
5	Swimming pool	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
6	Walking/running track	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
7	Small public park	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know
8	Large public park	1 - 5 min	6 - 10 min	11 - 20 min	21 - 30 min	31+ min	don't know

C. Access to Services

Please circle the answer that best applies to you and your neighborhood. Both local and within walking distance mean within a 10-15 minute walk from your home.

1. Stores are within easy walking distance of my home.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

2. Parking is difficult in local shopping areas.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

3. There are many places to go (alone or with someone) within easy walking distance of my home.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

4. From my home, it is easy to walk to a transit stop (bus, subway, train), alone or with someone.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

5. The streets in my neighborhood are hilly, making my neighborhood difficult to walk in (alone or with someone).

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

6. There are major barriers to walking (alone or with someone) in my local area that make it hard to get from place to place (for example, freeways, railway lines, rivers).

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

D. Streets in My Neighborhood

Please circle the answer that best applies to you and your neighborhood.

1. The streets in my neighborhood do not have many cul-de-sacs (dead-end streets).

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

2. The distance between intersections (where streets cross) in my neighborhood is usually short (100 yards or less; the length of a football field or less).

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

3. There are many different routes for getting from place to place in my neighborhood (I don't have to go the same way every time).

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

E. Places for Walking

Please circle the answer that best applies to you and your neighborhood.

1. There are sidewalks on most of the streets in my neighborhood.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

2. Sidewalks are separated from the road/traffic in my neighborhood by parked cars.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

3. There is grass/dirt between the streets and the sidewalks in my neighborhood.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

F. Neighborhood Surroundings

Please circle the answer that best applies to you and your neighborhood.

1. There are trees along the streets in my neighborhood.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

2. There are many interesting things to look at while walking in my neighborhood.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

3. There are many beautiful natural things to look at in my neighborhood (e.g., gardens, views).

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

4. There are many buildings/homes in my neighborhood that are nice to look at.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

G. Neighborhood Safety

Please circle the answer that best applies to you and your neighborhood.

1. There is so much traffic along nearby streets that it makes it difficult or unpleasant to walk (alone or with someone) in my neighborhood.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

2. The speed of traffic on most nearby streets is usually slow (30 mph or less).

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

3. Most drivers go faster than the posted speed limits in my neighborhood.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

4. My neighborhood streets have good lighting at night.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

5. Walkers and bikers on the streets in my neighborhood can be easily seen by people in their homes.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

6. There are crosswalks and signals to help walkers cross busy streets in my neighborhood.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

7. When walking in my neighborhood there are a lot of exhaust fumes.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

H. Crime Safety

Please circle the answer that best applies to the neighborhood where you live.

1. There is a high crime rate in my neighborhood.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

2. The crime rate in my neighborhood makes it unsafe to go on walks alone or with someone at night.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

3. I am worried about being outside alone around my home (like in the yard, driveway, or apartment common area) because I am afraid of being taken or hurt by a stranger.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

4. I am worried about being outside with a friend around my home because I am afraid of being taken or hurt by a stranger.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

5. I am worried about being or walking alone or with friends in my neighborhood and local streets because I am afraid of being taken or hurt by a stranger.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

6. I am worried about being in a local/nearby park because I am afraid of being taken or hurt by a stranger.

1	2	3	4
strongly disagree	somewhat disagree	somewhat agree	strongly agree

I. Tell Us About You

14. What is your age? _____ years

15. Are you:

Female

Male

16. Are you of Hispanic, Latino, or Spanish origin?

Yes

No

Don't know

17. Please tell me which best describes your race, ethnicity or nationality. Mark all that apply.

Somalian

Ethiopian

Burmese

Vietnamese

Nepalese

Eretrian

African American, Black

White

Other _____

Thank you for your ideas! We will use this information to make your neighborhood
a better place to bike, walk and play!

Youth Survey Summary of Responses

Responses for collected surveys are summarized by survey section as follows.

- A. **Stores and Other Public Places near Your Neighborhood.** The first set of questions determine the amount of time it would take to walk from home to public places typically found in the Clarkston community. Responses show that most destinations are an 11 to 20 minute walk. Closer destinations (those within a 6 to 10 minute walk) include convenience and corner stores or small grocery stores, and bus stops.
- B. **Recreation Places in Your Neighborhood.** These questions determine the amount of time it would take to walk from home to recreation places typically found in the Clarkston community. Like public places in the previous question, recreation facilities are also an 11 to 20 minute walk. Closer destinations (6 to 10 minute walk) are biking/hiking/walking trails. But even farther away is the large public park which is between 21 and 30 minutes away.
- C. **Access to Services.** These questions assess the ease of getting around Clarkston within a 10 to 15 minute walk from home. Most youth somewhat agree that stores are within easy walking distance. They somewhat agree that there are many places to go within easy walking distance including transit stops. However, they also agree that neighborhood streets are hilly and that there are barriers (such as freeways and railway lines) in the community that make it difficult to get from place to place.
- D. **Streets in My Neighborhood.** To determine the connectivity between where youth live and where they need to go, questions were posed about neighborhood streets. According to their responses, the community has few cul-de-sacs which can isolate some residents from the community as a whole. Blocks are short and there are different routes for getting from place to place.
- E. **Places for Walking.** When asked about the things that make walking appealing, most youth respondents somewhat disagreed that there are sidewalks on most streets. Additionally, sidewalks are generally not separated from the road, meaning there are no barriers (either dirt or grass) between the sidewalks and traffic.

- F. **Neighborhood Surroundings.** Most youth respondents somewhat agree that their neighborhood streets have trees and nice buildings and homes to look at while out. However, they somewhat disagree that there are many interesting or beautiful things to look at (like gardens).
- G. **Neighborhood Safety.** According to youth survey results, traffic volumes are not a deterrent to walking. However, speeds are generally higher than posted speed limits. There is a need for improved lighting so that walkers and cyclists can be seen. Additionally, youth somewhat disagree that there are crosswalks and signals to help walkers cross busy streets.
- H. **Crime Safety.** Unlike adult survey respondents, the youth somewhat disagree that there is a high crime rate in their neighborhood and that crime makes it unsafe to go on walks at night either alone or with someone. They generally feel safe when being outside alone or with friends and when they are around their home, in the neighborhood or on local streets, and when in a local park.
- I. **Tell Us About You.** Lastly, respondents were asked to answer some basic questions. These results are summarized in the table below.

Table 5: Summary of Youth Survey Demographics	
GENERAL CHARACTERISTICS	
Age (average)	15
Female	61%
Male	39%
RACE/ETHNICITY	
Hispanic, Latino, or Spanish	9%
African American, black	83%
White	9%
Vietnamese	4%

Appendix E: Walkability Assessment Summary

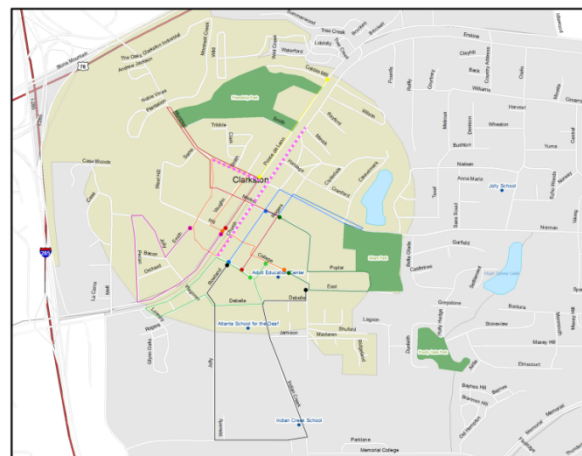
Suitability of the Built Environment and Recommendations



Office of Chronic Disease Prevention

Summary

The DeKalb County Board of Health, as part of ongoing efforts to encourage active living and improve the accessibility of its communities by foot and bicycle, conducted an assessment of the ease and safety of walking in the Clarkston, Georgia, community. Utilizing the Walkability Checklist developed by the National Highway Traffic Safety Administration, Pedestrian and Bicycle Information Center and Federal Highway Administration, eight volunteer teams took a walking tour of the community on Monday, June 7, 2010. Each team was assigned a different route (delineated by colors) and was provided with a disposable camera, the Walkability Checklist, and a community map. At the conclusion of the walk, each team rated and scored their route. Each route covered from 0.8 to 1.3 miles.



Scores	Teams	
23	Blue	Eryn & Carolyn
21	Purple	Patrice & Robin
17	Dark Green	Wendy, LaShanda & Beverly
16	Black	Joanna
15	Red	Lyubov
15	Light Green	April, Dean & Jen
14	Orange	Rodney
13	Yellow	Jan, Jackie & Dana
17	Average Assessment Score	

Findings from Survey Tool

The table shows each of the eight teams and the overall rating given to the route. The average rating of 17 out of a maximum possible score of 30 places Clarkston in the “Okay, but needs work” survey category. Some volunteer groups indicated positive observations along routes including nice landscaping, shaded streets, and areas ideal for pedestrian activity. However, there were some common themes for improvement among the groups, summarized as follows:

- **Improve Maintenance and Cohesion of Sidewalk Network.** While some routes provide good, well maintained sidewalks, other places throughout the community do not. Volunteers indicated that ADA ramps were missing in critical areas and sidewalks are non-existent along many streets where people were seen walking and where traffic speeds exceed posted limits. In places where sidewalks do exist, they were sometimes too narrow, overgrown with weeds, or in such disrepair that pedestrians, wheelchair users, or people pushing children in strollers along them could be harmed. Filling in the patchy network, especially along major streets and walk routes, would be ideal. Easy fixes such as trimming weeds and shrubbery along existing sidewalk routes would make pedestrians feel safer and their commute more pleasant overall. Additionally, businesses along East Ponce de Leon Avenue and Church Street should be held accountable for maintaining the sidewalk and/or driveways leading into/out of their establishments.
- **Improve Signage.** There was an overall need for improved signage at the pedestrian level. Some streets were missing street signs and dangerous curves should be indicated to slow vehicle speeds. Volunteers who walked to Milam Park (dark green team) reported the need for signage to alert pedestrians that they are entering the park from all access points. Striping and signage or other markings are also needed to delineate how pedestrians and vehicles should navigate the shared space used for parking and entry.
- **Improve Safe Crossings.** Several teams pointed out the need for crosswalks and improved striping to indicate safe places for pedestrians to cross. ADA-compliant crossings which provide audible indicators should be considered. There were also several teams that pointed out the danger in crossing the railroad tracks and the long distance between safe rail crossings for pedestrians.
- **Improve MARTA Stops.** Some teams indicated the need for trash receptacles, maintenance, and benches/shelters for transit riders to improve the riding experience. It was also noted that the stops along East Ponce de Leon are too numerous.

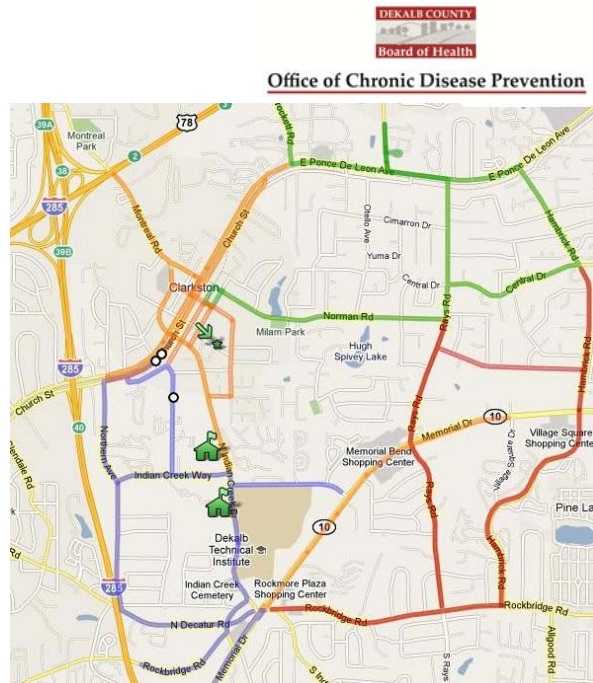
Appendix F: Bikeability Assessment Summary Suitability of the Built Environment and Recommendations

Summary

The DeKalb County Board of Health, as part of ongoing efforts to encourage active living and improve the accessibility of its communities by foot and bicycle, retained the Atlanta Bicycle Coalition (ABC) to assess the street and off-road infrastructure networks for bicycling in Clarkston, Georgia. On Wednesday, July 21, 2010, a group of eight volunteers was divided into teams of two and assigned routes. The assessment was conducted primarily by bicycle, and volunteers stopped to take notes and photos of hazards, spots in need of improvement, and other issues. The survey used was the Bikeability Checklist from the National Highway Traffic Safety Administration, Pedestrian and Bicycle Information Center, and Federal Highway Administration.

Streets Assessed

Each route covered 4 to 6 miles of roadway. All streets except Memorial Drive and North Decatur Road were assessed by bicycle.



Score	Teams	
23	Green	Elizabeth & Al
21	Pink	Drue & Sam
20	Orange	Dean & Rebecca
19	Blue	Robin & Bridget
21	Average Assessment Score	

Findings from Survey Tool

The average rating of 21 out of a maximum possible score of 30 places Clarkston in the “pretty good, but room for improvement” survey category. Some common themes for improvement among the groups are summarized as follows:

- More Safe and Convenient Bicycle Facilities Needed. Volunteers indicated that most neighborhood streets and multi-use trails were quite comfortable for bicyclists of all levels, but that major thoroughfares posed significant challenges. Issues identified included lack of bicycle facilities such as bike lanes, surface condition of streets (potholes, metal plates), heavy or fast traffic, frequent driveways, narrow lanes, and debris. Some intersections and bridges were difficult for cyclists to cross safely.
- Teach Children to Bike Safely. Volunteers reported seeing children riding bicycles, many riding without helmets or riding against traffic, and recommended bicycle safety education programming. Also noted were the lack of bicycle racks at Indian Creek Elementary School, Clarkston High School, and DeKalb Technical College, as well as overall lack of bicycle accessibility to schools in Clarkston.

Tips for future Bikeability Assessments

- Timing. Question #4 on the survey asked “Did drivers behave well?” Conducting the assessment after rush hour may have influenced the results. Consider asking volunteers biking to the start location to pay attention to driver interaction during the morning commute period. Also, the assessments took somewhat longer than expected – about two hours to cover 4 to 6 miles plus additional mileage getting to streets and returning to the start location.
- Volunteers. While the volunteers were excellent, turnout was light. Consider conducting the assessment on a weekend day, avoiding summer vacation, and providing loaner bicycles. Pair less experienced volunteers with more confident cyclists. Include elected officials when possible to gain valuable political support for proposed improvements.
- Documenting Hazards. Volunteers were given disposable cameras to record hazards. Encourage them to indicate on maps where photos are taken, or to use digital cameras and add captions.

Appendix G: Sample Thank You Card Text

Thank you cards were hand written and mailed to people instrumental in distributing the adult and youth surveys. Recipients included various members of the Active Living Steering Committee. The contents of each thank you note varied by recipient but generally read as follows:

Thank you for your invaluable contribution to the Clarkston Community Active Living Plan. Community input is so important to our process and your assistance helped us to reach more community members than we could have ever done on our own. You are truly helping to shape your community – thank you!



Office of Chronic Disease Prevention

This report is available in its entirety online at

www.dekalbhealth.net