

# Quitman County Elementary & Middle School

Safe Routes to School  
Comprehensive Travel Plan



2012



Prepared by the River Valley Regional Commission

**Safe Routes to School Plan FY2012**

**Quitman County Elementary & Middle School**

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## Publication and Publicity

### Disclaimer

*The contents of the publication reflect the views of the author(s), who is (are) responsible for the facts and accuracy of the data presented herein. The opinions, findings, and conclusions in this publication are those of the author(s) and do not necessarily reflect the official views or policies of those of the Department of Transportation, State of Georgia, or the Federal Highway Administration. This publication does not constitute a standard, specification, or regulation.*

## Section 1. - Safe Routes to School Team and Community Involvement

### Introduction

Quitman County Elementary & Middle School is committed to ensuring that all of its students can utilize a physically active transportation method, such as walking and bicycling, for a safe and enjoyable trip to school. This Safe Routes to School Plan aims to address the issues that will impede active transportation and seeks to strategically solve these problems by implementing a Safe Routes to School program. Our community is motivated to pursue Safe Routes to School because:

- 🚲 We value student physical activity and health
- 🚲 We wish to improve unsafe or insufficient walkways, bikeways, and crossings
- 🚲 We are committed to reducing speeding and reckless driving near school
- 🚲 Our students are possibly threatened by illegal behaviors near school

### The Safe Routes to School Committee

Our Safe Routes to School Team believes that having an active participation from diverse members in the community will allow us to develop a more successful Safe Routes to School Plan. Our team is comprised of a variety of stakeholders and community leaders, each lending their own unique perspective and expertise in order to make walking and bicycling to school more safe, accessible, and fun for students at Quitman County Elementary & Middle.

Our Safe Routes to School Team is composed of the following:

<b>Julio Portillo</b> <b>Kayra Velez</b> <b>Nykia Burke</b> <b>Mr. Joseph Williams</b> <b>Jon-Erik Jones</b>	<i>RVRC Safe Routes to School Project Coordinator</i> <i>RVRC Safe Routes to School Project Coordinator</i> <i>Safe Routes Resource Center Representative, South Georgia</i> <i>Quitman County Elementary &amp; Middle School Principal</i> <i>Quitman County Elementary &amp; Middle School Assistant Principal</i>
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The participation of each of the stakeholders in this committee has been of great importance in the development of the Safe Routes to School Plan. Each of the members of this committee contributed to developing and administering student surveys, walk-ability and bike-ability assessments, observed and documented pedestrian and traffic behavior during school rush hours, and developed the goals, objectives, and recommendations to the plan.

### School Description:

Quitman County Elementary & Middle School is located in Georgetown, Georgia and is the only elementary and middle school in the Quitman County School District. Students in grades Kindergarten through 8<sup>th</sup> are taught. As of May 2012, there were a total of 279 students enrolled at the school. One hundred percent of these 279 students are enrolled in the free/reduced lunch program. The demographical breakdown for the student population is as follows:

<b>Female Students</b>	131
<b>Male Students</b>	148
<b>Asian</b>	0
<b>Hispanic</b>	0
<b>African-American</b>	208
<b>White</b>	67
<b>Multi-Racial</b>	4

### Quitman County Elementary & Middle's Mission Statement:

"Learning Today, Leading Tomorrow."

**Community Profile:**

Georgetown, the county seat for Quitman County, was incorporated on December 9, 1859. The city was named for the historic community in Washington, D.C. by the same name, although the city was originally called "Tobanana", after a nearby creek. Georgetown is the county's only incorporated municipality, and currently has a population of about 900 people (Quitman County has a total population of over 2500, with approximately 32% of these people living below the poverty line). The Quitman County Jail and the Harrison-Brannon-McKenzie Antebellum Cottage are two historical city landmarks that have been listed on the National Register of Historic Places.

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**Section 2. - Evaluation of existing conditions**

**Mapping – School Boundary**

Quitman County Elementary & Middle is the only elementary and middle school in Quitman County that provides its educational services to all residents within the county boundary limits at a no-cost tuition assistance program. (See attached Map in Appendix 1)

**Walking and Cycling Assessments**

In order to create an efficient and effective Safe Routes to School Plan for Quitman County Elementary & Middle School, current conditions and feasibility for the children to either walk and/or ride their bicycles to the school must be evaluated. These assessments took place within a 0.5-1.5 mile radius from the school campus towards to the most highly populated areas where Quitman County Elementary & Middle School children live. A completed walk-ability and bike-ability assessment form was completed as provided by the National Pedestrian and Bicycle Information Center and Georgia Department of Transportation. The results from the observations are as follows:

1. Need for better School Speed Limit Signage on GA Highway 82 and Kaigler Rd.
2. Need for sidewalks to be constructed around the school with proper handicap accessibility.
3. Need for traffic calming signs to alert motorists of pedestrians and bicyclists.
4. Electronic crossing signs and bicycle racks for the school.
5. Need for all of Kaigler Rd to be paved (part of the road is a dirt road- up to GA Highway 27).

**Walk-Ability and Bike-Ability Assessment Photos**



A large section of Kaigler Rd (immediately past Quitman County Elementary and Middle) is not at all paved. This section continues to GA Highway 27.

There are no sidewalks whatsoever on Kaigler Rd, so those children who are walking to school are forced to do so in either grass or on the street.



In addition to no sidewalks, the existing signage to let motorists know they are entering a school zone is extremely small and outdated. Signs should be large, have a posted speed limit, and have flashing lights. Signage should also be placed on the surrounding highways (GA Highways 27 and 82).

A neighborhood near Quitman County Elementary and Middle School suffers from a lack of proper streets & drainage, and the runoff builds in the cul-de-sac. This makes walking and cycling conditions rather unpleasant.



### Section 3. - Data Collection and Analysis

The process of collecting Safe Routes to School data for Quitman County Elementary & Middle School was done through observations, interviews, walk-ability and bike-ability assessments, and student surveys. A total of 172 children were surveyed (see survey in Appendix 4). Traffic counts, average speed of vehicles, and crash data were provided by the local police department.

#### Projected Enrollment - Student Characteristics

At the start of 2011-2012, the student population for the school was approximately 500 students. There are currently 279 students enrolled at Quitman County Elementary & Middle School from grades Kindergarten through 8th. According to Mr. Joseph Williams, School Principal, they are not expecting a significant change in the size of the student population.

#### Student Survey Analysis

The following table illustrates the number of children surveyed and their preferred and current method of transportation to and from the school campus:

	<b>Walking</b>	<b>Biking</b>	<b>School Bus</b>	<b>Family Vehicle</b>	<b>Carpool</b>
Morning	1	0	98	72	1
Afternoon	2	0	102	68	1
% of Total	4.3 % (Morning) 12.8% (Afternoon)	0% (Morning) 0% (Afternoon)	37.9% (Morning) 51.1% (Afternoon)	54.9% (Morning) 30% (Afternoon)	5.9% (Morning) 3.6% (Afternoon)

These results clearly demonstrate the low number of children who are walking and cycling to and from school. However, despite the low number of children walking and cycling, our research reflects that both distance traveled and age affects parents' and children's decisions to choose these alternative methods of transportation to arrive to school.

<b>Distance that you live from the school (Miles)</b>			
<b>0-0.5 Miles</b>	<b>0.6-1.0 Miles</b>	<b>1.1-2 Miles</b>	<b>Over 2 Miles</b>
21	37	90	131

### Transportation Data

#### Traffic Counts

Traffic counts for major streets surrounding Quitman County Elementary & Middle School were provided by the Georgia Department of Transportation. Traffic counts are as follows <sup>1</sup>:

<b>Street</b>	<b>Traffic Count</b>
Kaigler Rd.	60
GA Highway 82	1990
GA Highway 27	850

#### Average Speed of Vehicles

The average speed of vehicles for a 2-mile radius from Quitman County Elementary & Middle School was provided by the Georgetown-Quitman Police Department. According to their records, most vehicles drive at a speed between 45 and 50 MPH within most surrounding streets inside the 2 mile radius to include GA Highway 27 and GA Highway 82. This speed limit is in clear accordance with the regular speed limit of 45 MPH, but poses a serious issue for students who wish to safely walk and cycle to school.

<sup>1</sup> Most frequently used streets

### Crash Data

Automotive crash data for Crisp County was provided by the Georgia Department of Transportation. The most recent data available compiles information from 1996-2003:

	<b>Crisp County (1996-2003)</b>
<b>Actual Number of Crashes</b>	204
<b>Rate per 10,000 Licensed Drivers</b>	155.8

Automotive crash data for a 2 mile radius from Quitman County Elementary & Middle School was provided by the local Police Department. The following table demonstrates the number of crashes and average speed of vehicles for each street within the 2 mile radius. The data shown reflects a 3 year time period (January 1, 2009 to June 30<sup>th</sup>, 2012). Data was only provided for Kaigler Rd:

<b>Location</b>	<b>Total Number of Accidents</b>
Kaigler Rd.	7

### Conclusion of Traffic Findings:

While streets within the identified 2 mile radius have relatively low numbers in terms of accidents, the streets are still heavily traveled. Because a majority of the surrounding streets are major state highways, this poses a problem for children wanting to feel safe if they decide to walk or bicycle to school.

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### Section 4. - Policies / Plans

Quitman County Elementary & Middle School does not prohibit walking and/or biking to the school campus. However, our research shows that the school has not yet implemented a health and fitness policy in its student handbook. While the school is located in the center of a residential area within the city of Cordele, the number of students walking to school is relatively low (40 students on average). However, there are several students (209 students on average) that travel to and from school using the school bus. It is therefore evident that Quitman County Elementary & Middle has a School Bus Policy in place for students and parents to follow. Such policy states measures to ensure both the children's and motorists' safety while on the road.

Despite the fact that Quitman County Elementary & Middle School embraces physical activity for its students, they do not have a wellness policy in place; hence there is no current reference to any Safe Routes to School Program. But due to their recent involvement in the program, as well as the partnership with the Safe Routes Resource Center, the school has decided to begin drafting a Health, Fitness, and Wellness Policy along with their support and involvement in the Safe Routes to School Program. Their involvement with this program has earned them a Silver Sponsorship level with the Safe Routes to School Resource Center. Also, as part of their new Health, Fitness, and Wellness Policy, the school will participate in both the International Walk to School Day and the Georgia Walk to School Day.

There are currently no current or future developments within a 2 mile radius from the school.

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### Section 5. - Goals and Objectives

After carefully reviewing traffic data, student survey results, walk-ability and bike-ability assessments, school policies, and overall students' means of transportation, our Safe Routes to School team was able to determine a set of goals from which to guide the development and implementation of our program.

- 1. Goal:** To increase the number of children riding their bicycles to and from school.  
**Objective:** Increase the number of student bicycle riders by 10% over the next 2012-2013 academic year.
- 2. Goal:** To develop and implement a Health, Fitness, and Wellness Policy which addresses the Safe Routes to School Program.  
**Objective:** To develop the Health, Fitness, and Wellness policy within a 6 month period of approving the Safe Routes to School Plan and implement this policy within the remaining 6 months of the 2012-2013 academic year.
- 3. Goal:** To participate in and include the National Walk and Bike to School Day and Georgia Walk to School Day on the school's Wellness Policy.

**Objective:** To participate in the National Walk and Bike to School Day on the first Wednesday of October of 2012 and participate in the Georgia Walk to School Day in March of 2013.

4. **Goal:** To develop and conduct a “Safe Walking and Safe Bicycling” class for all children attending elementary school.

**Objective:** To develop an adequate class syllabus (program) by September 2012 to be used during the 2012-2013 academic year.

5. **Goal:** To increase the number of bicycle racks at Quitman County Elementary & Middle School.

**Objective:** To increase the number of bicycle racks from 0 to 2 by Spring 2013.

6. **Goal:** To build community awareness and participation in the Safe Routes to School Program.

**Objective:** To increase the number of parents and community members who walk and/or bicycle with their children regularly from 0 to 15 by the end of the 2012-2013 academic year.

### Section 6. - Action Steps and Implementation Strategy

This section is based on using the data analysis, survey results, and community input in order to address the Five E’s (Engineering, Evaluation, Education, Encouragement, and Enforcement).

#### Non-Infrastructure Education

*“Everyone Should Know How to Be Safe”*

The education section of this plan consists on the development and implementation of educational programs that teach safety skills to pedestrians, motorists, and cyclists. Through these educational programs, we intend to increase awareness on the benefits of being physically active (walking and cycling) as well as raising awareness on issues which are related to school safety.

<b>Activity</b>	Bicycle Safety Training
<b>Timeline</b>	September 2012-May 2013
<b>Task</b>	Develop a bicycle safety training session which students can attend quarterly throughout the academic year. This training can also be available for parents who wish to engage in such activities and be taught during extra-curricular school hours. Research demonstrates that middle and elementary school level is the best time to begin this process of early education.
<b>Who</b>	Students, parents, and teachers.
<b>Status</b>	<a href="#">Program to be developed.</a>

<b>Activity</b>	Pedestrian Safety Training
<b>Timeline</b>	September 2012 – May 2013
<b>Task</b>	To teach student the basic pedestrian rules and how to safely use the roads as means of transportation. Sessions will be held quarterly.
<b>Who</b>	Physical Education teachers, students, and parents.
<b>Status</b>	<a href="#">Program to be developed.</a>

<b>Activity</b>	Bicycle/Pedestrian Safety Awareness Programs and Campaigns
<b>Timeline</b>	September 2012-May 2013
<b>Task</b>	Involve children in the creation of flyers, posters, banners, etc. in order to raise bicycle/pedestrian safety awareness throughout the school, as well as encouraging other children to participate in cycling/walking to school.
<b>Who</b>	Students, parents, and teachers.
<b>Status</b>	<a href="#">Program to be developed.</a>

<b>Activity</b>	Parental Safety Education Program
<b>Timeline</b>	September 2012-May 2013
<b>Task</b>	Educate parents on bicycle/pedestrian safety in order for them to educate their children as well; therefore, increasing the number of educated walkers and riders.
<b>Who</b>	Students, parents, and teachers.

<b>Status</b>	Program to be developed.
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<b>Activity</b>	Personal Safety Program
<b>Timeline</b>	September 2012-May 2013
<b>Task</b>	Develop a personal safety program that allows children to identify bullies and potential predators while on the street. This program is very important in order to provide a safe walking and cycling environment for kids.
<b>Who</b>	Students, parents, teachers, and law enforcement.
<b>Status</b>	School has continued to exercise and enhance a “No Bullying” policy within the school and therefore, provide for a fun and safe environment for children to walk/bike to school.

<b>Activity</b>	“Making Math Fun” Education using cycling elements
<b>Timeline</b>	September 2012-May 2013
<b>Task</b>	Develop an additional element to the current Mathematics curriculum in which teachers can educate children using elements from a bicycle; for example, geometry and standard measurements can be taught through this approach.
<b>Who</b>	Students, parents, and teachers.
<b>Status</b>	Program to be developed.

### **Encouragement**

#### *“Being Fun and Creative”*

The encouragement section of this plan will address the ways in which children, parents, teachers, and community members can become involved in developing and maintaining a Safe Routes to School Program active throughout the school year. These encouragement programs will consist of providing fun and educational activities that motivate and facilitate walking and bicycling to and from school. The Georgia Department of Transportation is committed to providing support during these promotional activities by providing fluorescent vests and personnel to attending as many activities as possible. It is important to not only develop student enthusiasm for these activities, but also to encourage parents and teachers to participate in as many Safe Routes activities as possible.

The following is a list of planned activities to support Encouragement efforts for the Safe Routes to School plan:

<b>Activity</b>	Park and Walk
<b>Timeline</b>	September 2012-May 2013
<b>Task</b>	Encourage those children who live outside the 1 mile radius of the school to walk to school through a system (method) known as “Park and Walk”. Through this method, parents can drive their children to a designated parking place usually within 1 mile or ½ a mile so that children can walk or bike to school from this point.
<b>Who</b>	Students, parents, and teachers.
<b>Status</b>	Program to be developed.

<b>Activity</b>	Activity Day “Giveaways”
<b>Timeline</b>	During the days of a bicycle/pedestrian activity
<b>Task</b>	During the days in which a bicycle/pedestrian activity will take place, giveaways will play an important role for increasing awareness as well as promoting the current and future bicycle/pedestrian activities. Such giveaways include, but are not limited to t-shirts, bumper stickers, hats, reflective gear, etc.
<b>Who</b>	Students, teachers, school staff, parents.
<b>Status</b>	Program to be developed.

<b>Activity</b>	Seasonal Rides
<b>Timeline</b>	September 2012-May 2013
<b>Task</b>	Seasonal Rides consists of organizing bicycle rides or walks celebrate the seasons. For

<b>Who</b>	example, "Welcome Spring Ride", "Celebrate the Autumn Ride", etc. These rides/walks can be organized once every season or during a festive holiday; "Turkey Ride", "the Santa Side", etc.
<b>Status</b>	Students, teachers, school staff, parents. <a href="#">Program to be developed.</a>

<b>Activity</b>	Walk and Ride Bus
<b>Timeline</b>	September 2012-May 2013
<b>Task</b>	Walking and Riding buses consists of organizing a group of students that meet at the same time and place and walk or ride to school together. Walking and Riding buses should include adult supervision and include active parents who wish to engage in such activities. Walking and Riding buses can also be organized according to neighborhoods where a significant number of residents attend Clay County Elementary & Middle School and wish to get organized to walk and bike to school together.
<b>Who</b>	Students and parents.
<b>Status</b>	<a href="#">Program to be developed and implemented.</a>

### **Enforcement**

#### *"Following the Safety Rules"*

This section focuses on the legal aspects of enforcing traffic laws. Developing an adequate enforcement strategy will provide the basis for educating motorists as well as cyclists and pedestrians; however, there is a greater focus on motorist education and safety. Earlier in this plan, crash data, as well as traffic counts and average speed were provided. This information demonstrates an average speed of 35 MPH in a 2-mile radius from Quitman County Elementary & Middle School. According to officials at the City of Cordele Police Department, this average speed may not provide for a safe walking and cycling environment, for it is only 10 miles over the School Zone speed limit. Education and Encouragement efforts deal mainly with training and educating children, parents, and teachers; little is done to educate motorists.

An Enforcement strategy will require active participation from local law enforcement officials as well as parents, teachers and even the students themselves. Developing and establishing Safe Routes to School policies and procedures for drivers will be the initial part of this enforcement strategy. These policies will be created in conjunction with law enforcement officials, local city officials, and Quitman County Elementary & Middle School Staff. Following the development of such policies and procedures, enforcement efforts can begin.

The following are law enforcement strategies that will allow us to educate motorists within the surrounding 2-mile radius of Quitman County Elementary & Middle School:

<b>Activity</b>	Hire a full-time crossing guard for the school.
<b>Timeline</b>	Ongoing
<b>Task</b>	To hire a full-time crossing guard to aid students who walk and cycle to school in providing safety means of crossing the main intersections by the school campus.
<b>Who</b>	Students, parents, teachers, crossing guards.
<b>Status</b>	The City of Georgetown is currently not encouraging much walking or riding to school other than for special events with police escort due to the lack of safe pedestrian facilities in place.

<b>Activity</b>	"Pace Your Car Program"
<b>Timeline</b>	September 2012-May 2013
<b>Task</b>	This program will consist of pacing the speed of motor-vehicles on the surrounding roads of Quitman County Elementary & Middle School. We intend to approach this task in a creative manner, using colorful and attractive signs in both English and Spanish, and use specific dates to promote the program.
<b>Who</b>	Students, parents, teachers, traffic engineers, law enforcement.
<b>Status</b>	<a href="#">Program to be developed and implemented.</a>

**Evaluation**

*“Identifying and Addressing the Problem”*

Evaluating both the development and progress of our Safe Routes to School Plan will allow us to monitor the effectiveness of our program. Maintaining a close monitoring of our program provides us with the advantage of detecting mistakes at an early stage, hence being able to develop an appropriate solution to the problem. Recognizing mistakes and taking prompt action to solve them ensures the steadiness and consistency of our program during its implementation stages.

The following table illustrates three key elements (Objective, Data Collection/Methodology, and Timeline) which will be monitored in order to ensure the accomplishment of our stated objectives:

<b>Objective</b>	<b>Data collection / Methodology</b>	<b>Timeline</b>
Increase the number of student cyclists by 10% over the next academic year (2012-2013)	<ul style="list-style-type: none"> <li>☾ Developing cycling awareness campaigns (including giveaways)</li> <li>☾ Parent and teacher initiative to support program and get children involved.</li> </ul>	Begin: September 2012 End: May 2013
To develop the Wellness Policy within a 6 month period of approving the Safe Routes to School plan and implement this policy within the remaining 6 months of the academic year 2012-2013. This will be an ongoing effort.	<ul style="list-style-type: none"> <li>☾ Georgia Department of Health plays a key role in developing the policies.</li> <li>☾ Must be approved by the Muscogee County Board of Education and Clay County Elementary &amp; Middle School.</li> <li>☾ Should address Safe Routes to School as a means of physical activity.</li> </ul>	Begin: September 2012 End: May 2013

<b>Objective</b>	<b>Data Collection / Methodology</b>	<b>Timeline</b>
Continue to participate in the National Walk and Bike to School Day on October, 2012.	<ul style="list-style-type: none"> <li>☾ Develop student-designed campaigns.</li> <li>☾ Involve parents, teachers, and community members.</li> </ul>	October, 2012
Develop an adequate class syllabus for “Safe Walking and Safe Bicycling” class by September 2012 to be used during the 2012-2013 academic year.	<ul style="list-style-type: none"> <li>☾ Using a previous model, develop a Safe Walking syllabus for teachers.</li> <li>☾ Using a previous model, develop a Safe Bicycling syllabus for teachers.</li> <li>☾ This class can be taught as part of the P.E curriculum or as an extracurricular activity.</li> </ul>	Begin: September 2012 End: May 2013
Increase the number of bicycle racks from 0 to 4 by May 2013.	<ul style="list-style-type: none"> <li>☾ Request and/or generate funds to purchase bicycle racks.</li> <li>☾ Should be supported by school officials and will promote bicycle riding to the students.</li> </ul>	Deadline: May 2013
Increase the number of parents and community members who walk and bicycle with their children by the end of the academic year 2012-2013.	<ul style="list-style-type: none"> <li>☾ Developing walking and cycling campaigns.</li> <li>☾ Developing awareness posters and banners.</li> <li>☾ Promoting the program to parents and the community through students and teachers.</li> </ul>	Begin: September 2012 End: May 2013

**Infrastructure  
Engineering**  
*“Designing Improvements”*

This section consists of determining if new road designs and operational techniques are needed in order to reduce traffic volumes, to decrease speed, and to improve bicycle/pedestrian safety. During the scope of performing the walk-ability and bike-ability assessments, we were able to determine areas where engineering would be needed in order to increase bicycle/pedestrian safety. Our findings are as follows:

**Problems:**

1. **School Zone Speed Limit Signs & Traffic Calming Signs:** There is currently only one School Zone Speed Limit sign, which is small, deteriorated, and has no flashing lights. This sign is only placed on Kaigler Road northbound; there is no sign southbound which poses a clear threat to children who are walking or biking to school. Furthermore, two additional signs with flashing lights (northbound and southbound) should be placed on GA Highway 82 so motorists know that they are entering a school zone and they should assume an appropriate, reduced speed. Other traffic calming mechanisms, such as rumble strips, could also have a tremendous impact.
2. **Painted Crossing Lines:** While children and parents that have the ability to walk to school within a 1 mile radius have adequate safety measures and infrastructure to do so, there are still improvements that can be made. Several crosswalks within the identified two mile radius are not painted properly or have paint that is wearing away. There is only one marked pedestrian crossing sign within the two mile radius, which could pose a threat to any pedestrians in the area.
3. **Electronic Crossing Signs and Bicycle racks for the school:** Our Safe Routes to School team believes that students could benefit from an electronic crossing signs at each crosswalk within a 2 mile radius of the school campus. Also, the school has no bicycle racks in place for students who wish to ride their bikes to school. This is one of the reasons that both students and teachers agreed on why children do not ride their bicycle to school.
4. **Sidewalk Construction and Road Paving:** There are currently no sidewalks, whatsoever, on Kaigler Road, which deters children from walking and/or cycling to school. It is recommended that sidewalks be placed on either side of Kaigler Road, with proper handicap accessibility, to encourage an increase in walking and cycling. If a sidewalk is not feasible, a multi-purpose trail could be created to connect the surrounding neighborhoods (Chattahoochee Estates and Georgetown Commons) There is also a large section of Kaigler Road immediately after the school that is not paved (up to GA Highway 27).

As stated above, there were some issues resulted from both our walk-ability and bike-ability assessments. Our final evaluation of the physical conditions of the roads and lack of sidewalks verify the need for engineering activities to take place in order to address the aforementioned issues. Our research and evaluations suggest that a number of children who attend Quitman County Elementary & Middle School are not walking or cycling to school due to lack of proper infrastructure. Funding for such activities will not only alleviate the current conditions of these roads, but will also provide safer means for children to walk and bike to school, therefore, accomplishing our main goal of increasing the number of cyclists and pedestrians, and providing a safe route to and from school for these children.

# Appendix 1:

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## Two-Mile Radius Map and School Boundary