


PROJECT Citizen

Gallatin County High School

Maintenance / Class Funding  *Rotation*
Science CLASS books

Pedestrian Safety Around the Schools

Civics Class
Gallatin County High School
70 Wildcat Way
Warsaw, KY 41092

Table of Contents

Task A: Explaining the Problem	3
Part I: Written Summary of the Problem	3
Part II: Graphic Representation of the Problem	3
Part III: Resources	4
Task B: Evaluating Alternative Policies	5
Part I: Written Summary of the Alternative Policies	5
Part II: Graphic Representation of the Alternative Policies	5
Part III: Resources	6
Task C: Proposing a Solution	7
Part I: Written Summary of the Solution	7
Part II: Graphic Representation of the Solution	7
Part III: Resources	8
Task D: Developing an Action Plan	9
Part I: Written Summary of the Action Plan: Support from the Community	9
Part II: Written Summary of the Alternative Policies: Support from the Government	9
Part III: Graphic Representation	9
Part IV: Resources	9

Task A: Explaining the Problem

Part I: Written Summary of the Problem

In our civics class, we are working on identifying a problem that our community faces in order to propose solutions and meet our community's need. The problem we identified was pedestrian safety near the high school and middle school. By surveying approximately 150 students in the high school (Resource 1), and interviewing members of our community (Resource 2), we determined that a priority area was the crossing between the high school and IGA (Resource 3). After our initial survey and interview data, we acquired data regarding the high level of traffic in this area, reinforcing the need for this project (Resource 4). This issue is important because it can improve and protect pedestrian and student safety. The City Council has recently discussed similar issues in other parts of town, which indicates the rest of the community also feels this is a priority (Resource 5).

In order to solve this problem, we will need to contact local government—City Council and the Board of Education—and state government. We will have to get additional help from the Kentucky Department of Transportation (KDOT). We will also try to get support from important community members, such as the business owners nearby, county attorney and judges, and school officials.

Part II: Graphic Representation of the Problem

City plans construction projects

Bids from three different construction firms for three projects were approved at Monday's Warsaw City Council meeting. The projects are for sidewalk repair, street paving, and re-

pairs at the firehouse. There was only one bid received for each project and they are as follows: Larry Lewis's bid for sidewalk repair was \$5.50 per square foot—a 50-cent increase from

last year.

Among the sidewalks to be repaired are sections of First Street, West Market Street (Old Show Building to Fourth Street), Main Street (in front of Dr. Ben Kutnicki's office), Second Street (in front of Kountry Komer Daycare), and Third Street (from Hwy 35 to Dean Wilson's rental property).

Len Riegler, Blacktop's bid was \$89,156 for seven street paving projects.

These will include Locust Street and the cul-de-sac by the river, Boaz Drive, Smith Avenue, Riverview Drive and Brown Avenue (behind the Dairy Queen), Leonard Street in front of Scott's Garage, Davis Drive, and the hill coming up from the river at Fourth Street.

Rick Peck's bid was \$10,360 to make many

repairs at the county firehouse on Main Cross Street. State funds will pay for the work.

In other city council business:

- In a board of adjustments reorganization, council approved the appointment of Alexandra Weldon. Current board members who were reappointed in staggered terms were: Sonny Hawkins, Betty Wright, Don Sprague, and Sally Peace. (See related photo on page 4.)

- Council approved the second and final reading of the new property tax rates. The real estate rate will fall to 12.9 cents per \$100 of value (the old rate was 13.5 cents). The tax rate on personal (or tangible) property will rise to 8.3 cents per \$100 of value (the old rate was 7.7 cents). The rates are

See Warsaw, page 3

Vouchers needed for Gallatin food pantry

Gallatin County residents who qualify may pick up a voucher on Monday, Sept. 15, for 50 pounds of food from the county's mobile food pantry. The vouchers will be available at the county's building at 205 West Pearl St. in Warsaw from 8:30 a.m. to

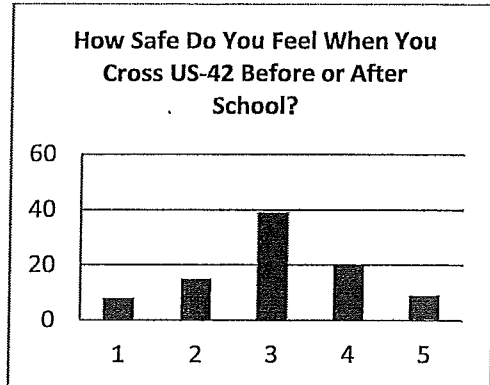
noon. They will also be available from 3:30 p.m. to 5:30 p.m. Anyone requesting a voucher must produce proof of Gallatin County residency.

The free food will be distributed at the West Pearl location on Saturday, Sept. 20, to anyone with a voucher.

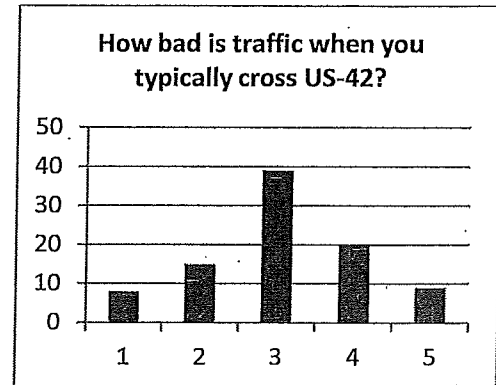


Gallatin County News, September 10, 2014

Article shows the need for better pedestrian access in Warsaw



Scale 1-5 How Safe do you feel



Student Surveys from Gallatin County Middle and High School
(data found in appendix)

Part III: Resources

1. Interview Data
 - a. Warsaw Sidewalk / Crosswalk Safety Survey
 - b. Project Citizen: Student Survey, Middle School
2. Interviews with the Community
 - a. Interview with Clay Warnick, Gallatin County News
 - b. Email Conversation with Rebecca Wilson, Three Rivers District Health Department
 - c. Email Conversation with Chad Murray, School Board Member
 - d. Email Conversation with Amy Treece, former Project Citizen Advisor
 - e. Interview with Travis Huber, Gallatin County Superintendent
3. Aerial Map
4. Traffic Pattern on US-42 near Gallatin County High School
5. Gallatin County Newspaper, September 10, 2014

Task B: Evaluating Alternative Policies

Part I: Written Summary of the Alternative Policies

In our class, we brainstormed ideas for a safer way for kids to cross the street after school. The reason this is important, is that many students cross the street every day for food or to hang-out with friends before heading home. Some of the students live behind this area and have to cross to walk home as well. Here are the proposed solutions we have developed.

Solution 1

The first idea was to put sidewalks down Dorman Drive on the east side of the school, then add a crosswalk on US-42 at the existing traffic light (Resource 1). The benefits of this first solution are that the crosswalk would be at an existing light, which would reduce costs, and it is in an area convenient for the high school. The drawbacks are that it would require a lot of sidewalk additions on both sides of the street, and there would be increased traffic in an already high-traffic area.

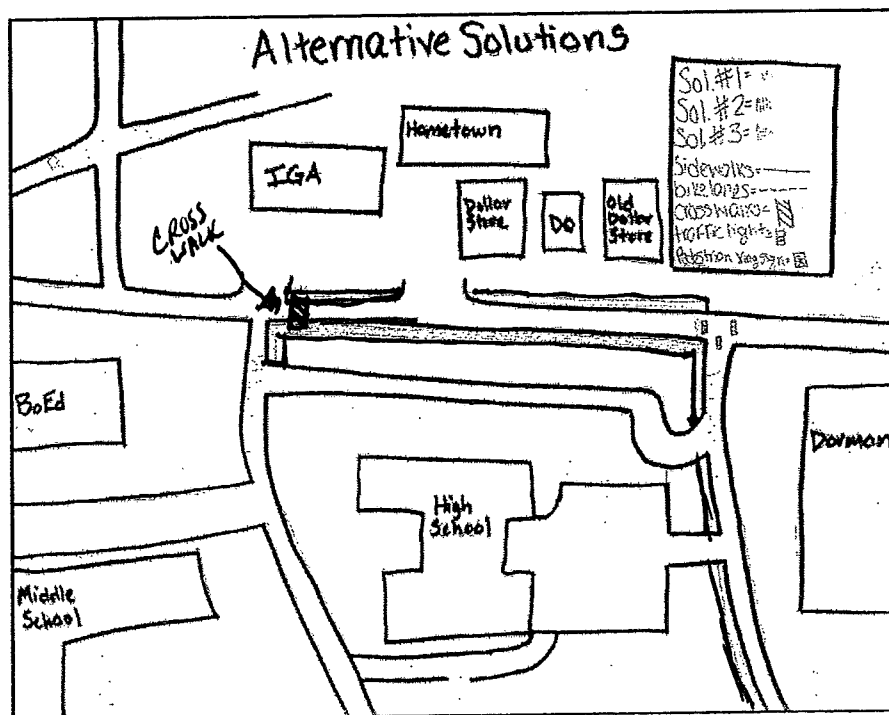
Solution 2

The second option was to put a crosswalk at the intersection of Wildcat Circle and US-42 (Resource 1). The benefits of this option are that it is a convenient location for both the high school and middle school students, it is located in an area with the least amount of sidewalks needed, and it would be the least expensive option. The drawbacks are minimal. There would be a slight increase in traffic, but it would be the lowest cost of each option (Resource 2).

Solution 3

The third option was to expand upon our first solution by adding a sidewalk in front of the school to increase the use for middle school students. The benefit of this option is that middle school students can utilize solution 1 more effectively. However, this will be the most costly option of the three.

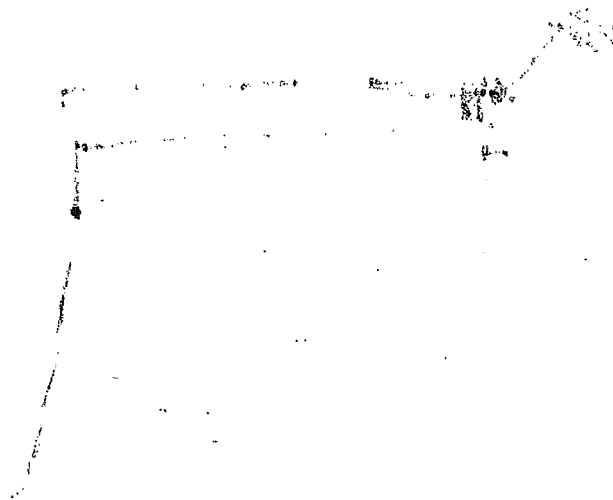
Part II: Graphic Representation of the Alternative Policies



Map of Alternative Solutions

Part III: Resources

1. Alternative Solutions Map
2. Cost Analysis (in progress)



Task C: Proposing a Solution

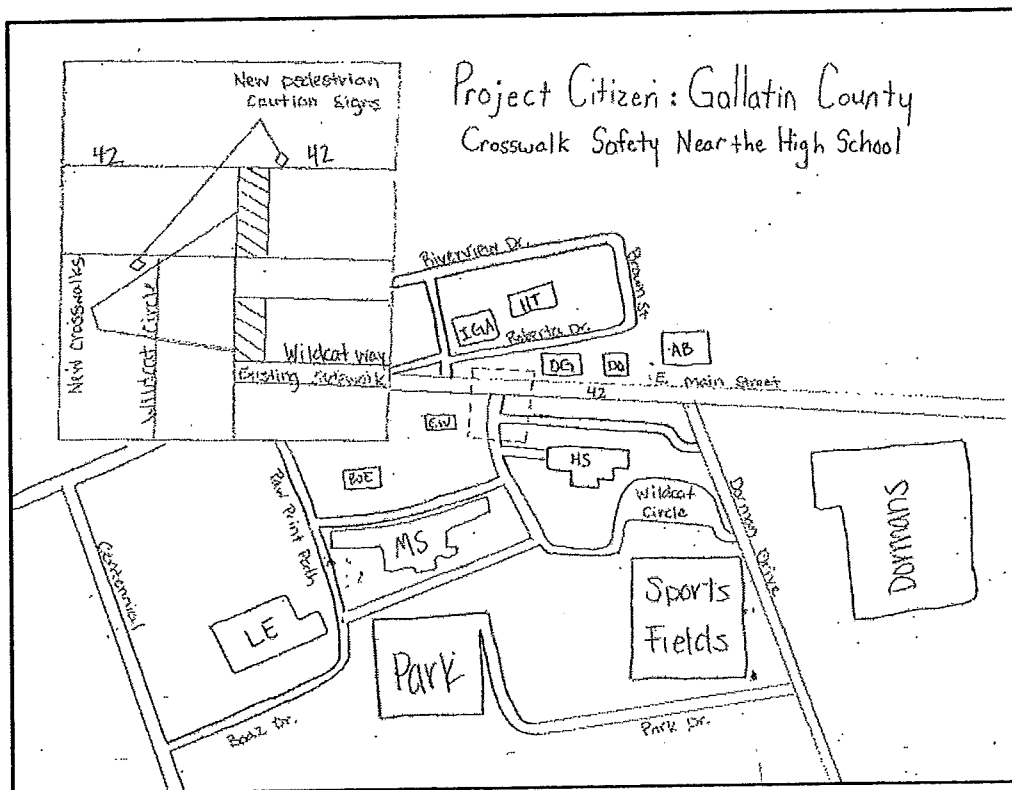
Part I: Written Summary of the Solution

After researching each option and discussing with community members (Resource 1), the most effective solution to our issue of pedestrian safety is solution two—adding a crosswalk at the intersection of Wildcat Circle and US-42. The practicality and low-cost of this option make it the most effective.

After selecting this solution, we began to discuss the feasibility with the Kentucky Department of Transportation (Resource 2). Through our discussions, we identified a detailed solution to our problem that includes signage, a series of crosswalks and sidewalks between the existing sidewalk in front of the high school and the IGA parking lot—the most logical place to cross safely—and possibly a flashing light for safe crossing at all times (Resource 3).

In order to make sure this solution was going to be appropriate, we interviewed Gallatin County students to ask how much this would be utilized. Of the 98 students surveyed, 88 of them said they would use this crosswalk if it were available to them, and 85 of them believed this would make them feel safer (Resource 4). The overwhelming support of this issue has led us to believe that this is the most effective solution to our problem of pedestrian safety near the high school.

Part II: Graphic Representation of the Solution



Proposed Plan for Crosswalk



Possible Pedestrian Crossing Signs

Part III: Resources

1. Interviews
 - a. Eric Moore, Warsaw Magistrate
 - b. Travis Huber, Gallatin County School Superintendent
2. Email Conversation with KDOT (ongoing conversation)
3. Project Citizen: Gallatin County, Crosswalk Safety Near the High School Map
4. Middle School Survey Data

Task D: Developing an Action Plan

Part I: Written Summary of the Action Plan: Support from the Community

In-progress

Part II: Written Summary of the Alternative Policies: Support from the Government

After researching the problem and deciding on the appropriate solution, the task becomes securing funds and approval from local and state government. Because of the location of the crosswalk, the responsibility of the work and funding requires approval from multiple parties.

The crosswalk and sidewalks are on a state highway, US-42, therefore we must acquire state approval from the Kentucky Department of Transportation. This conversation is on-going, however the majority of our discussions have directed us to the Transportation Alternatives Program (TAP). After researching this document and discussing the project with individuals who have gone through this project before, it has been determined that our project should meet the criteria for this reimbursement program (pg. 3, "Safe Routes for Non-Drivers"). Additionally, the project requires that a city or county must pay expenses up front in order to be reimbursed by the state (pg. 10, "Other Significant Factors for Funding"). This led us to our next step in the project, which is getting city approval.

In order to secure funding through the Transportation Alternatives Program, we must first get approval from our city government. To do so, we will present our project to City Council on January 12, 2015. We are hopeful, because of our overwhelming support by the student body of both Gallatin County High School and Middle School, the administration of Gallatin County schools, and the community members we have contacted, that the city will approve such funding and allow us to participate further in this project.

Upon approval from City Council, we will need to contact the Kentucky Department of Transportation and officially apply for the TAP reimbursement program.

Part III: Graphic Representation

In-progress

Part IV: Resources

- Transportation Alternatives Program (TAP)

*BOARD of Ed. Agenda
FEB 24 - 6pm @ MS Library*