

Farragut/Knox County Schools Joint Education Committee

Minutes from October 8, 2013

Revised November 5, 2013

- I. Meeting was called to order at by Chair Littleton. Members present were Julia Craze, Mark Littleton, Michael Singletary, Shyam Nair, Kristen Pennycuff-Trent, and Nancy Wentz as well as Gary Palmer and Valerie Milsapps of the Town administration. Also present were Lee Wickman, Past President of the FHS PTSO and Town Engineer Darryl Smith.
- II. Minutes from the September 3 meeting were presented. Nair moved to approve the document and Craze seconded. Approved by acclimation.
- III. Chair Littleton gave welcome to guests and reminded the committee that they were there to reflect on topic of school zones in community, notably the situation on Kingston Pike(KP) in front of FHS, FIS, FMS. He continued:
 - a. Stating guidelines for school zones depend on factors such as pedestrians
 - b. We observe quite a few pedestrians coming fr. Old Kroger lot to main campus across national artery Hwy. 70.
 - c. Chartered to reach out to schools and understand needs. Contacted Mr. Reynolds and asked his thoughts and he said he wanted a school zone for years with no traction. The chair also talked to Ss to who crossed and said they felt safe if cross as a group but a little more intimidating if stay after school or come late.
 - d. School zone on Campbell Station(CS) but no crossing on CS at all. Might have been years ago. Traffic flow on CS. Walk down to corner at KP or walk to Herron Rd/Library/Park. Only safe place to cross is out of school zone.
 - e. Inconsistent about not having signs on KP.
 - f. Chair Littleton asked the Town Engineer, Darryl Smith, to speak to the matter.
 - i. Darryl Smith: Didn't bring anything to present but happy to talk about it. Three intersections signalized with push button controls for cross walks. Safer than being in a school zone. Realize lots of students park in Old Kroger and walk across Lindon Welch Way (LWW). Matter of pushing button and traffic stops. Typically signage is warranted on streets that schoolss front. FIS and FMS front only on West End Blvd (WEB). FHS fronts WEB and LWW and Campbell Station road (school zone there). On KP since you already have pedestrian signals it's better than a zone and we haven't felt the need for a sign. Belt and suspenders analogy.
 - ii. Wentz: On LWW not make right turn when pedestrians going? Littleton: clarify turning light has green but pedestrians can cross too. Nair: Always this way in big cities. Wentz: not used to be. Darryl Smith: Pedestrians always have right away.
 - g. Chair Littleton: Recent injury and kid admitted not doing the right thing. Darryl Smith: WEB already signed at 25, where do you drop it from there? Drop to 15,

ignored. Drop to 20, what accomplishing? Can look at stripe and cross walks to give drivers better visual cue that it's a crosswalk. Did the young man's accident happen at intersection? DS: During peak hours my observation that you can't go faster than 25 anyway. If you do only to catch up to line in about 200 ft. Not sure it would do good to do that.

- h. Chair Littleton: In interest of offering observations, asked Lee Wickman of FHS PTSO to come. Poll of PTSO board, comments from board. ID pertinent ones. Comment on page 2 about 5 police officers. Lee Wickman: Speed humps at FHS best thing that ever happened. Thought for West End Ave. People felt a little more scary where kids park across at Kroger. Walkers from Thornton Dr. area. Darryl Smith: Berry Hills, Comfort Hills. Wickman: Massive amounts of kids walk to Subway and McD's. One thing to point out is that FHS has plenty of parking spaces now. Chair Littleton: Closed one lot for part of year for band practice. Wickman: Promise there are spaces. Kids can't afford passes? Senior lot lots of spaces. Littleton: We can't tell school how to run themselves. As to whether or not there's a lot of parking, I haven't been up there.
- i. Mike Singletary: What we're talking about is student safety. So either change light to be red for everyone and put up sign No Turn on Red. WEB rd traffic bumps would slow down traffic and give it some teeth. Littleton: WEB and KP are committed. CS seems lower on list, not advocating taking it down. Darryl Smith: Varied over years is students (Ss) parking over by Stein Mart. Saw a lot of Ss walking down sidewalk and coming across. Also from Village Green. Can always cross at Herron Rd at park entrance. Signage at CS because of pedestrian use over years.
- j. Littleton: When on KP, assume good speed 45-55 throughout county. Difference here seems to be that I'm not really at a main intersection where you might expect that there might be pedestrians. Crossing at Kroger parking lot is not a main intersection but mid-block. When schools are out and traffic is heavy, would flashing light help drivers remember that there might be pedestrians crossing. Kids brought up that cross as group feels ok, but stragglers crossing in ones and twos and cars were back to going 45 with mid-block situation, would light help? DS: Flashing light will get your attn. but not more than red lights. Turning lights get attn. as driver. 4 signals through that corridor. All in line and can see them. Makes me want to slow down. L: Reflect back on S point that for 15-30 minutes program to be 4 way red for pedestrians to cross. DS: Talked with traffic engineer use as a consultant. Can we make this work to get all red for pedestrians? Congestion that creates in his model is unbelievable. L: Only talking 15minues. DS: 15 minutes a day will get me hung in effigy. L: Big effect not traffic on KP but coming fr school. Maybe reteach people to exit CS or WEB instead of Linden alley street. 4 way red, shorten green on alley: DS Every sec precious during peak hours. L: No delay on CS. One parent expressed concern, trying to get another traffic signal (must have been 10-15 years) Told by the state that there weren't enough deaths there. She wondered if more people hurt then might get more traction on topic. Ask engineer to check his model.

- k. MS: Create problem? DS: yes. MS: Wait for 4 way stop when push button then have 20 seconds to cross. DS: Follow NACTD traffic devices, control speed of peds and how much time it takes to cross and we all got a little slower. Stretched out time a little longer which puts a little more stress on peds signals. L: One cycle 4 ways red, short green for L, then peds cross. Next cycle no peds crossing. Same situation on R and F nights for ballgames but usually have police help. SN: Affect traffic downstream traffic and others. L: Why not alter just Traffic coming fr high school? Stack up peds for extra cycle? DS: Replace buttons sometimes every few months. Doesn't stop traffic immediately they get kicked. May lose buttons more often if they have to wait a cycle.
- l. SN: Traffic more or less in control even with high density. Left two lanes going pretty slow. Right lane pretty fast so that's the only real problem. People aware of school and kids crossing. All kids coming at same time in morning. All kids don't come back at same time. Problem is in afternoon when traffic is not always geared to school kids leaving. Behavior in afternoon is issue.
- m. L: As asking about 4 red model, it seems like you wouldn't need to hold it very long. Just get kids $\frac{1}{2}$ way and then can turn. Possible that high school students might be moving faster than manual will indicate. Another situation. DS: We can look at it, but just not sure I can give you the answer you want here. L: One other thing. One WEB no red light to catch eye. Most not much traffic. At one time during day, more kids walking to fast food. If I concede point that speed limit is already low. Could we at least use flashing lights to raise awareness that school is now exiting. LW: Flashing peds entering roadway sign. DS: What if we just reinforced speed with additional signs? L: Make a speed limit sign that can flash at some times a day or are we back to school zone type?
- n. SN: Feel not have parking on Kroger side. Kids congestion will increase no matter what models. Ideally all kids should park on campus. L: Lot is wide open and not gated. DS: Some businesses there. LW: Can't afford parking pass or driving on temporary pass. DS: Liability to owner of property if kids are parking there? Accessible but privately owned. LW: No parking allowed here during these hours?
- o. L: Reinforce speed limit? How? DS: Engineer a solution to an enforcement issue. More signage? L: Speed not a factor. Surprise factor that there's kids there. Admit that barrel down KP and suddenly you're in the middle of a lot peds. Only similar at UT campus or maybe Bearden. JC: Only on Gleason. Speed less of concern than surprise. Awareness issue. Not sure a sign would do it, but flashing sign might. MS: Flashing yellow lights gets attn. Flashing blue light gets attention even more.
- p. L: Flash for certain period of time. Do they exist? Appreciate willingness to investigate. Come back in month? DS: Can send data out. SN: Send data on use/accidents on KP. Gary Palmer: Analysis for Krispy Kreme. DS: Will find out what we can. L: Reasonable request given the amount of unsettled opinion. LW: What about a temporary sign? How can we get them parking at school again? Temp parking permit? More than once a week?

- q. L: Appears a need to park at Kroger, is there enough parking at FHS. Last two accidents seem to have nothing to do with speed. Girl in Oak Ridge bus turning right and latest incident here. L: Look at 4 way red, look at engineers model even to point of being off putting, flashing signs. Our job is to link community to schools and enough dialogue to suggest that community has a reasonable concern. Return or send report back. Appreciate for DS visit.
- IV. MS: Draft letter to BOMA to encourage support and thank for past work.
L:Comments. Looks good. Looks great. Simple and to the point. Who signs?
Usually secretary signs. Motion to approve. KPT will reprint on letterhead and send to GP.
- V. Thanks to Barber and wish him well.
- VI. Motion to adjourn