



**Farragut/Knox County Schools Joint
Education Relations Committee Meeting**

November 5, 2013

4:00 PM

Town Hall Main Floor, Community Room

Meeting Agenda

1. Call To Order (Chairman)
2. Approval Of Minutes
 - October 8, 2013
3. Review response regarding School Zone from Town Engineer
4. Discussion of inviting a PTO member to a future meeting
5. Any Other Business

Farragut/Knox County Schools Joint Education Committee

Minutes from October 8, 2013

Summary

- 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, president of the FHS PTO 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 introduced the agenda topic of school zones in community, notably the situation on Kingston Pike (KP) in front of FHS, FIS, FMS. He cited some perceived inconsistencies in school zone placement, high volume FHS pedestrian crossing on Kingston Pike with no school zone, no school zone on West End Boulevard (WEB) and almost no pedestrians on Campbell Station where there is a school zone. He asked the Town Engineer, Darryl Smith, to speak to the matter.

Mr. Smith cited rationale that cross walk with signals was safer than a school zone, and felt that the slow speed limit on WEB was itself sufficient. There is no reconciliation of the school zone on Campbell Station, which is likely an artifact from traffic flow that has changed over the years.

There was brief discussion of better enforcement of speed limits, which faded on comment that speeding was not the concern, but the surprise of high pedestrian volume in unlikely places.

Discussion of FHS needing to park at the old Kroger lot was not supported with available parking data one way or the other, except that one FHS lot is closed during football season for band practice. Chair Littleton encouraged redirection since parking decisions are an administrative function of the school.

Discussion of a 4-way hold on the KP crossing had conceptual traction but practical encumbrance on KP traffic flow. Chair asked Smith to investigate the model that was used and consider strategic timing of the 4-way hold primarily against Lendon Welch Way (LWW) since pedestrian flow is one way in the morning and one way in afternoon. FHS also has exits other than LWW. Smith agreed to investigate.

FHS PTO president brought five comments, including KC deputies', supporting a school zone at KP, four in favor of zone at LWW and two against or indifferent (see appendices). Surprise in the data was that desire for more awareness on LWW was generally as strong as for KP.

Discussion of stripes, signs, flashing lights, etc., ensued. Discussion of apparent increased safety when students proceed en masse, but lingering students who cross alone may be more at risk. Smith agreed to investigate the existence of flashing light devices, accident data on KP, etc. (see also item IIIp in transcript).

- IV. Letter of encouragement to BOMA approved.
- V. Well wishes to departing member Barber noted for record.
- VI. Adjourn.

Farragut/Knox County Schools Joint Education Committee
Minutes from October 8, 2013
Transcript

(Highlights are an attempt to show key point or summary, not to indicate value.)

- 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, president of the FHS PTO 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 acclamation.
- 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 from old Kroger lot to main campus across national artery Hwy. 70.
 - c. ERC is 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 students 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 crosswalks. Safer than being in a school zone. Realize lots of students park in old Kroger and walk across Lendon Welch Way (LWW). Matter of pushing button and traffic stops. **Typically signage is warranted on streets that schools 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. *(Continued next page.)*

- 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 road 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 15 minutes. 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 LWW. 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.](#)

(Continued next page.)

- 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. On 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

Lee Here are the emails I received:

I think there should be a school zone on Kingston Pike at both stoplights. At the elementary school the children are typically with their parent while at FHS/FMS they are not. West End Ave. also should be a school zone between the school and Kingston Pike.

The St. John Neuman school zone is really just for car/student pick up traffic...I have never once seen a student.

Is it possible that the school district has some sort of rule that says FHS and FMS are too far from the cross streets to need a dedicated school zone?

There are plenty of parking spaces at FHS now that HVA has opened. The kids who park at the Kroger lot either drive to school sporadically or just don't want to purchase a parking pass. Not allowing students to park there would solve a lot of the problem at that stop light.

Lee Wickman

I do not believe that adding school zones would have much impact. The amount of traffic usually slows everyone down. Students crossing Kingston Pike use the crosswalk signal and have ample time to safely cross. Students at FHS have been reminded to only use crosswalks when crossing the street. When the student was hit he was not using a crosswalk.

Lynn Flint

I do have a couple of clarification questions before I do though. What exactly does Mr. Littleton's committee want? To put school zones in West End and on Kingston Pike from where to where? West End already has a speed limit of 25mph so I'm not sure a school zone is necessary if everyone is doing the speed limit and the sheriff's department has been monitoring that area A LOT lately! I'm happy to contact Mr. Littleton myself. I hesitate to make any comments until I have all the details.

Patti Webb

I guess if I ran the world (or Farragut) I'd do away with the school zone on Campbell Station (by the HS-- leaving the zone at the Primary school of course) since I don't know of many walkers at that entrance. Also since the cars are only permitted a right turn out of the school, that alone should help with speed issues.

Because there are a lot of students walking "the hill" between West End Ave & the schools that area needs some speed control. Most parents manage to slow down once on the school driveways due to the signage & speed bumps, but they may be racing up West End before that.

I'm also not opposed to a school zone on Kingston Pike at Lendon Welch Way not only because of the foot traffic, but just to slow down the cars travelling that stretch of road.

So I guess I'd number them like this in order of needing a school zone speed limit:

1. West End Ave
 2. Kingston Pike
 3. Campbell Station at FHS
- Patti DeGraff

As I mentioned we were at St. John Neumann School and it took years to get the crossing light. There is a dip in the road that makes care difficult to see and a real hazard turning into St. John's Court. Other than the students that cross from the Kroger parking lot, I don't see a significant number in the morning on Kingston Pike, I drop off every day. The real issue is closer to FMS and FIS and the insane parents and students who can't drive. Not sure a school zone is needed on Kingston, but would support one on West End.
Barbara

I have wondered since living here why there is no school zone on Kingston Pike near those two entrances. I feel strongly that one should be added. I would not let my sophomore park at Kroger and walk across that road. Too dangerous if you ask me with the way people drive on KP.

Lori Moczadlo

Also as I have talked to members of the PTSO and community the question is split. Middle school and high school underclassmen parents feel the crosswalk and light are not enough and there should be a school zone on Kingston Pike if not on both roads. Intermediate school parents see no need since West End is already 25mph and the schools are far enough away from Kingston Pike. Parents of driving students wonder why there is no zone and the cross walk lights don't work all the time.

In a conversation I had at work, 5 county police offices also wondered why there was no school zone on Kingston Pike. They speculated it may be because it is a state road, or the Farragut board may not want it. They stated that the crossing lights and traffic lights throughout the county are scheduled for the same times in school zones with exception of Farragut that controls them by themselves.

From what I have read, heard and spoke to people about this issue ½ feel it is necessary and ½ feel it is not. But most feel if the mayor and the board of alderman are not behind it we will never see anything done about it.

Valerie Millsapps

From: Gary Palmer
Sent: Thursday, October 24, 2013 8:22 AM
To: Mark Littleton (MLittleton@aisintn.com); Michael Singletary; shyam.nair@e2.com; Pennycuff, Kristen (KPennycuff@tntech.edu); mtdwentz@chartertn.net
Cc: Valerie Millsapps; Darryl Smith; David Sparks
Subject: Discussion Regarding School Zones, Additional Signage on Kingston Pike and West End Boulevard
Attachments: 3431_001.pdf

ERC Members,

Below is Town Engineer Darryl Smith's analysis of the "school zone" question which arose at the last ERC meeting.

Please feel free to correspond directly with Mr. Smith or Mr. Sparks Asst. Town Engineer: dsmith@townoffarragut.org or dsparks@townoffarragut.org . Please do not include other ERC members in that correspondence as that would be a violation of the State's Sunshine Law.

Thanks....gp

Sincerely,



Gary Palmer, ICMA-CM
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www.youtube.com/TownofFarragutTenn

Subject: Discussion Regarding School Zones, Additional Signage on Kingston Pike and West End Boulevard

At the last meeting of the Education Relations Committee, staff was asked to consider several options that might make pedestrians (students) safer on Kingston Pike and West End Boulevard. Naturally, the safety of students attending Farragut High, Middle and Intermediate Schools is a major concern of all our citizens, and we've given several approaches a great deal of consideration. As with anything related to traffic control, however, we must carefully consider both the positive and negative possibilities, and oftentimes this can lead to recommendations that might seem insufficient to some. I offer the following recommendations for the next meeting of the ERC:

School Zone on Kingston Pike to include intersections at Brooklawn, Lendon Welch Way and Concord/West End Boulevard: The MUTCD recommends that school zones be located on roadways that actually front the school(s), and

particularly where pedestrians are typically present. None of the three schools actually front on Kingston Pike (though it could be argued that Lendon Welch Way is actually an entrance to the High School, as opposed to being a public street). Of course, we do see many High School students parking in the old Kroger shopping center parking lot and walking across Kingston Pike to Lendon Welch Way. At the same time, some students likely walk to the three schools from Concord Road, and enter via West End Boulevard. While all this is certainly true, it must be noted that school zones are intended to increase safety for pedestrians crossing the road. As we already have pedestrian signals at all three intersections, a school zone is not necessary. Simply put, one approach slows traffic down for the occasional crossing pedestrian. The other forces traffic to stop and allows a pre-determined time to allow pedestrians to cross, at the push of a button. Some might say, "Why not use both?" Good question. Our observations have been that existing traffic congestion does not actually allow much room to speed. Additionally, an unnecessary school zone can create other dangers, simply due to the creation of a speed differential when some motorists obey and others do not.

School Zone on West End Boulevard: West End Boulevard is already signed with a speed limit of 25 mph. Our observations have been that this speed limit appears to be fairly well observed, especially during the peak hours (morning and afternoon). A School Zone is simply not necessary.

Flashing Beacons on speed limit signs at Kingston Pike and/or West End Boulevard, or flashing beacons on signs reading "Slow – Watch for Children": No. Flashing beacons can occasionally be used to bring added attention to signs where there is a lack of sight distance, but this option basically describes a school zone, and our opinion is stated above. Additionally, we must follow the MUTCD 's recommendations with all our signs, without creation of "new," or unapproved wording. While cost is rarely a consideration when contemplating safe practices, I would offer the fact that installation of each beacon (assuming we can use existing poles) would be in the neighborhood of \$3500 to \$4000.

Reducing the number of pedestrians crossing Kingston Pike at Lendon Welch Way: It was noted that most of the pedestrians crossing Kingston Pike in this area do so at Lendon Welch Way, as many students park at the old Kroger shopping center and walk to the High School. One ERC member stated that this is primarily due to the fact that the large parking lot at the High School is reserved (with no parking) during the fall semester to allow the FHS band a location to practice. Perhaps the competition for space (band vs. football team) could be worked out to allow students to park in the student parking lot, thereby reducing the number of students parking at the old Kroger.

Forcing all approaches to stop during pedestrian crossing phase at Lendon Welch Way and West End Boulevard/Concord: The idea is that motorists turning onto Kingston Pike would not be allowed to make their turn during the pedestrian crossing phase. Actually, motorists are already required to yield to pedestrians in the crosswalk. Further, dedicating the time for the crossing movement purely to that movement (with no turns allowed) would create significantly worse congestion during the peak hours. I have discussed this with our signal timing consultant in the past (due to a previous request), and confirmed the matter again recently. One ERC member pointed out that young motorists (possibly leaving the High School) might not be aware of the requirement to yield to pedestrians, and it's likely many of our other residents need to be reminded of this requirement. With that in mind, we are installing additional signage at northbound and southbound approaches at both intersections (R10-15, "Turning Vehicles Yield to Pedestrians," see attached) as a reminder for motorists turning left and right across the crosswalks. This is a newer version of the familiar sign, and should easily catch motorists' attention.

With all of the above being said, the new signage is the only new element I can recommend. It must be noted that approximately 3,000 students (plus parents and staff) arrive and leave the area every school day, with limited congestion and a very good safety record (in my opinion). While we often describe the difficulty of "engineering a solution to an enforcement problem," this may be "engineering a solution to a problem that doesn't quite exist."

Darryl W. Smith, PE
Town Engineer
Town of Farragut
11408 Municipal Center Drive

Farragut, TN 37934
(865)966-7057
darryl.smith@townoffarragut.org



R10-15



New symbolic design for the R10-15 sign



Valerie Millsapps

From: Mark Littleton <MLittleton@aisintn.com>
Sent: Thursday, October 24, 2013 4:03 PM
To: Darryl Smith
Cc: 'Singletary, Michael W'; shyam.nair@e2.com; kpennycuff@tntech.edu; 'Julia Craze'; 'Nancy Wentz'; Valerie Millsapps; Gary Palmer
Subject: Crosswalk pictures
Attachments: crosswalk sign.jpg; crosswalk solar light.jpg

Darryl,

Thanks for meeting with our Education committee a couple of weeks ago. We had a productive discussion on the school crosswalk topic.

Apparently just as you were preparing your formal reply, which we received today, I was preparing this note to you and I think that it is still pertinent. I recently found a couple of interesting crosswalk markers on Melton Lake Drive in Oak Ridge. This road traverses a residential park area, from rural in the south to light density suburban in the north. As such, a crosswalk is rather unexpected but there are actually several to enable access from houses on the west side to the park on the east side.

Two pictures are attached and I have copied the committee for their review, although Mr. Palmer's caution of non-discussion needs to be remembered. The first is a rather ordinary but bright sign warning of an impending crosswalk. Of more interest is the second device, located directly at the crosswalk. The sign has solar powered flashing LED lights located on a strip below the main sign. These lights are incredibly visible when the crosswalk button is pushed and they start flashing. (Flashing mode not shown.)

You mentioned that flashing lights are a good way to alert motorists. Without ignoring your conclusion in today's report, I offer this as new information. Please consider how these solar devices might be utilized to increase attention around the FHS/FMS/FIS campuses, particularly on Kingston Pike and West End Boulevard. Since they do not define a special "zone" nor change the speed limit, it would seem that placement would be largely at the discretion of the local municipality.

Regards,
Mark Littleton
865-389-8521

Attachments (2)

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R10-15



New symbolic design for the R10-15 sign



