



Neighborhood Traffic Safety Program Comments Received During Public Meetings

Two public meetings were held during May of 2016 to present the draft Neighborhood Traffic Safety Program and to receive public comments on the program. The comments below include those made verbally and captured by city staff at the meeting, along with statements that citizens wrote on comment cards. Other than removing names and identifying information, no effort was made to edit the comments from the comment cards.

- Hard to know what a street's density (volume) is. Give some examples of common streets?
 - Typical local street ~400/day?
 - Density threshold? Or just point system?
- Will density of children in the area be considered?
- How was the "local" street determination made?
- How do we include more major streets? (capital budget request?)
 - MLK and Castle children – need education or enforcement of some sort
 - MLK and Castle – need signal
- MLK from Elm to Mary
 - No voice with absentee landlords – renters
 - 3 household signatures – too high?
- Is there an appeal process for street classification?
 - Washington Ave is classified as a minor collector but it is a residential street.
- Is there a way to limit heavy truck traffic?
 - Ordinance change?
- Parking in bike lanes or segmented bike lanes
 - Hard with speeding vehicles
 - Not enough safe bike lanes
- Large agreement about lowering speed and traffic circle but on minor arterial
 - Tazwell pike inside city limits
 - Other solutions?
- Mineral Springs – small dead end street. Traffic issue not speeding
 - Whittle springs and old Broadway and Walker Blvd. Large intersection effects all surrounding smaller streets and backs up.
- Flow chart – bureaucracy at its finest
 - One point person? Or will things fall through the cracks?
- Speed humps can hurt people. Too abrupt?

- Going to have to control sub arteries because people are trying to avoid main arteries
 - Avoid lights on magnolia – use MLK
 - Need for force people back on main streets
- Alma Ave – speeding esp motorcycle and with children around
- Why is the process 18 months?
- There are still other options in engineering like signs etc
- Crosswalk / painted pavement in 4th and Gill seems to be helping

Name:

Address: Washington Ave

Comment: “Needs to be an appeal process for minor collectors that are residential and _____ enforcement and education have not worked after previous traffic study found a need for traffic calming. Another consideration is older neighborhoods where residents must park on the streets. Parents of young children are trying to load children in car seats while traffic whizzes by at high speed. Washington Ave is a poster child for needed traffic calming along a residential street. Adding historic district streets to traffic calming also makes sense in terms of historic preservation and blight reduction. High volume of traffic can damage historic buildings through vibration. Tractor trailer trucks must be eliminated from residential streets especially in historic districts. What matters is what is along the street – houses, parks, children, NOT the strength of the pavement. (_____ law I ever encountered!) BTW we are about to lose a district attorney as a neighbor Washington ave because his/his wife’s cars have been wrecked 3 times by speeders crashing into the parked vehicles. Ridiculous that this is happening”

Name:

Address: Washington Ave

Comment: “I am concern about Washington Ave, Magnolia Ave and Woodbine Ave. The traffic flow on Washington ave has increase in the past years. Magnolia ave has a problem trying to cross the street. There is a large number of children playing in the neighborhood.”

Name:

Address: Tazwell Pike

Comment: “ Speed on Tazwell Pike needs to be reduced (it was reduced on a section of Kingston Pike, and it helped with number of collisions, etc). Accidents are almost entirely between intersections. We have asked for 9 years for a round about – several neighbors have even offered to donate land towards that effort – and we are united as a neighborhood on asking for this. Regarding the 85th percentile on speed – why have speed limit signs if 85% drive significantly over the speed limit? The average speed of traffic on our street is 50-55 mph instead of the posted limit of 40. Police never patrol our street for speeding – they used to and several of us let the police park on our property. How many speeding tickets have been issued within the city limits on Tazwell Pike in the last 2 years? I would “guess” – not 1!”

Also attached letter:

"I am writing as president of the Tazwell Pike – Beverly Station Neighborhood Coalition.

After reading the Neighborhood Traffic Safety Program, I was disappointed to find out that all minor arterials were excluded from engineering fixes. Our neighborhood, Tazwell Pike – Beverly Station Neighborhood Coalition, has been meeting and talking to the city engineering department and others for over nine years regarding lowering our speed limit and installing a small roundabout

We ask that you please consider adding to the plan some minor arterials for engineering fixes. There is already consensus in our neighborhood regarding lowering our speed limit and installing a small roundabout.

The program is planning to use ' traffic circles' – we hope that will be changed to 'roundabouts'. We direct your attention to the article and website below

<http://www.heraldtribune.com/article/20090621/COLUMNIST/906211023>"

Name:

Neighborhood/ Address: Lyons View

Comment: Biggest problem cut through traffic from Kingston Pike to Northshore. Children playing in streets. Signs in some neighborhoods say 'No Through Traffic'. Do these signs help?

Name:

Neighborhood/ Address: Hillcrest Drive

Comment: Which traffic calming devices will be used for which neighborhoods? How will you determine which type of device? How long is the process for a project to get done?

Name:

Neighborhood/ Address: Kesterwood Drive

Comment: What defines the impact area? School days are difficult. How quickly can they put in an application? Anything the neighborhood can do to expedite the program? Like by paying for things on their own.

Name:

Neighborhood/ Address: Woodbine/ Chilhowee Park

Comment: How do you determine the 50% in a large area? Some neighborhoods are divided by larger streets.

Name:

Neighborhood/ Address: Burlington

Comment: Submitted a petition year before last. Does it qualify?

Name:

Neighborhood/Address: Sheffield Drive

Comment: Large cut through from Middlebrook to Kingston Pk. Tried to get traffic calming before. Need sidewalks and other safety for walkers and children. Dump trucks coming through because of construction site. Can streets be changed from minor/major

collectors, etc., to a local street? How do they become more of a priority? Does number of children in the area count in the consideration of ranking?

Name:

Neighborhood/ Address: Sequoyah Hills

Comment: He would like to see engineering more empowered where they know there is a need. Where do we go first? Can the process be shorter? Don't need to set up a long bureaucratic process to address speeding. Thinks the process is too long and complex. Thinks neighborhoods can fund fairly inexpensive devices easily.

Name:

Neighborhood/ Address: Sheffield Drive

Comment: Time to take another look at our process with sidewalks. Do sidewalks slow down speeders in neighborhoods?

Name:

Neighborhood/Address: West Hills

Comment: How do you determine when the volume of traffic is excessive on a street? New development coming in will increase traffic volume. A portion of the money developers give to cities should be set aside to pay for sidewalks.

Name:

Neighborhood/Address: Davida

Comment: A lot of the qualifiers in the survey don't apply to their neighborhood. Any access to educational materials to give out before implementing the program to inform people in neighborhood?

Name:

Neighborhood/Address: Anteelah

Comment: Does the city have any other programs for traffic calming? Overhaul of traffic signals. Create street criteria. Complete streets.

Name:

Neighborhood/Address:

Comment: Speed humps in annual resurfacing program.

Name:

Neighborhood/Address: Adair Gardens, Crawford Road

Phone:

Comment: Crawford, Sanders, Adair, they don't qualify for much on the criteria list but there is a big traffic problem. [From Comment Card: A lot of valid comments. The traffic problems on my street have gone on for a long time and I realize that these problems will not be solved overnight—but I believe that this meeting is a good starting point.]

Name:

Neighborhood/ Address: Lake Forest

Comment: Priority to people in wheelchairs. Priority to children. Concerned about those who can pay. Neighborhoods that can and can't afford should be equal.

Name:

Neighborhood/Address:

Comment: Road closures- can it be up to the neighborhood then through MPC, City Council. What is the possibility of cutting off the road.

Name:

Neighborhood/Address: Adair Gardens

Comment: How do we get sidewalks higher on the priority list? Overhaul what we already have. Is there an opportunity to help expedite the process by funding some of it what can they do to push their priorities?

Name:

Neighborhood/Address: Glenview

Comment: Timing of traffic lights- working on getting new systems. Contact engineering for traffic light changes. Timing of traffic lights. Unnecessary waiting for 3 minutes when there are no other cars around. People speed through traffic lights to try and beat them.

--How do they ask for enforcement from KPD?

Name:

Neighborhood/Address: Chilhowee Park

Comment: Lack of parks and playgrounds ought to be more points. Number of children should be more points. Nowhere for children to play except in the streets. Sidewalks in disrepair. Have sidewalks but some aren't maintained and some people have removed the portions in front of their homes. Be open to assessing each neighborhood. Things should be done on a case by case basis and not a point system because every neighborhood is set up differently. Be open to assessing each neighborhood.