



Neighborhood Traffic Safety Program Comments Received Via Email

During May of 2016, the City of Knoxville sought public comment on a proposed Neighborhood Traffic Safety Program. Comments were solicited by various means. Here are the comments received by email in the order in which they were received. Except for removing names and other identifying information, no effort has been made to edit these emails.

Sent: Wednesday, May 04, 2016

Subject: City of Knoxville Draft Plan for Public Safety

To whom it may concern,

I'm a resident of the Oakwood-Lincoln Park neighborhood. I live in the 100 block of E. Columbia Avenue, next to the Oakwood Baptist Church. These are my comments on the NTSP draft:

- 1) Speed should not be the only factor for traffic calming. In my neighborhood, due to lot sizes and topology, there is not sufficient off street parking. This means that most streets have parked cars on both sides, and there is only one passable lane in the middle of the street. There is a 25 mph speed limit but even that can be too fast when there's a car coming head on. Also, drivers that ignore stop signs are as much a danger as speeders.
- 2) Poor traffic light timing on the main arterials (N. Central Street and Broadway) and the lack of traffic lights on Woodland Ave between Central and Broadway drives traffic to our neighborhood streets. For instance, the traffic light at N. Central and Quincy Ave stops traffic to an empty intersection most of the time and it backs up traffic on N. Central. Drivers cut through the neighborhood at high speeds to avoid the traffic lights.
- 3) There's a large number of rental houses in OLP, and the tenants often do not have vested interest in improving the neighborhood. I suspect that this will make it hard to reach the 50% of households threshold to advance a petition. This also puts OLP (an other similar neighborhoods) to a significant disadvantage compared to neighborhoods with a majority of owner-occupied houses. I think it would be more fair to set the required signature threshold to be in proportion to owner-occupied houses in the neighborhood.

Sent: Saturday, May 07, 2016

Subject: Neighborhood Traffic Safety Program

I am writing as president of the Tazewell 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, Tazewell 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 the 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 with pertinent quotes below.

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

A traffic circle and a roundabout are not the same

By MICHAEL WALLWORK

Herald-Tribune Guest Columnist

(Michael Wallwork is president of Alternate Street Design, P.A., in Orange Park. A consultant to Sarasota County, he has more than 32 years of experience in traffic engineering and design, and has designed more than 500 roundabouts in five countries.)

“A study done by Per Gardner at the University of Maine found that traffic circles have 3.5 to 6.5 times more crashes than roundabouts. Traffic circles are very large and are designed for high-speed vehicle operation. Roundabouts are designed as small as possible, 16 to 180 feet wide.”

“It has been demonstrated that roundabouts reduce injury crashes by 75 percent compared with signalized intersections, and they reduce traffic fatalities by 90 percent compared with signalized intersections.”

“Roundabouts offer a sensible solution to safety and capacity problems at certain intersections.”

“The design of roundabouts forces drivers to slow as they approach them, then limits drivers' circulating and exit speed.”

“Roundabouts also increase intersection traffic capacity by 30 percent, with fewer delays, reduce costs significantly through lower annual maintenance and life-cycle replacement costs, lower crash costs, and decrease air pollution and fuel use.”

(Consequently, roundabouts could be used for congestion mitigation Grants)

We sincerely hope changes will be made and Tazewell Pike, a minor arterial, will be eligible to apply for a neighborhood traffic safety study.

Sent: Tuesday, May 10, 2016

Subject: Neighborhood Traffic Safety Program

I recently read through the program guide for the NTSP, and I'm encouraged by it. There's an area near my home that I hope will receive some consideration. I'll summarize my thoughts below. Please don't hesitate if I can answer any additional questions or expand on any of my comments.

Since we moved in on the south end of Luttrell Street in the 4th and Gill neighborhood about 3 years ago, we've observed regularly that drivers speed down Luttrell when traveling south between Lovenia and 4th Ave. The street is wider in that section, and it slopes downhill when traveling south. I would love to see a reduction in the speed that cars travel along these 2 blocks of Luttrell.

Additionally, at the intersection of Luttrell and 3rd Ave, vehicles traveling on 3rd often blow right through the stop signs. When observing from our front porch, I've often held my breath as 2 oncoming cars barely avoid a t-bone collision. The stop signs are set too far back on 3rd Ave, and I think people don't see them. Additionally, I regularly observe commuters on their bikes traveling this same stretch of Luttrell in the mornings and in the evenings as they're traveling to and from work downtown. Providing a safe, protected commute route for them is of utmost importance.

Sent: Thursday, May 12, 2016

Subject: Neighborhood Traffic Safety Program

I am writing as a member of the Tazewell 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, Tazewell 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 the speed limit and installing a small roundabout.

The program is planning to use "traffic circles" – we hope that will be changed to "roundabouts".

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We sincerely hope changes will be made and Tazewell Pike, a minor arterial, will be eligible to apply for a neighborhood traffic safety study.

The current speed limit is too high at 40 mph. It is not adhered to or enforced. The average speed seems to be 50-55 mph. It creates a dangerous and hazardous situation. Entering and exiting our drive way on a blind hill at 4221 Tazewell Pike is extremely hazardous primarily due to speeding and lack of enforcement. Most light poles in this area have been replaced due to crashes, not to mention mailboxes, trees, shrubbery, and yard damage. Vehicles sitting in driveways have even been damaged. There have been numerous and regular crashes at the intersection of Tazewell Pike, Villa Drive, and Beverly Road, the results of excessive speeding, rear-enders, t-bones, and head-on crashes. This is a residential neighborhood street in an Historical Overlay District which has constant and excessive traffic congestion, excessive speeding and aggressive driving situations. There are remedies to these problems if they will be studied, acted upon, and enforced by the city.

Sent: Tuesday, May 17, 2016

Subject: Neighborhood citizen speed watch

Good work on the program last night. As I mentioned, here's a program that others have used to "crowdsource" some of the tedious work of documenting the speeding problems. Usually neighbors are motivated to document the issue. Reliability could be an issue, particularly if they want to cook the numbers to show higher speeds. There are some ways around this though (use a GoPro camera simultaneously for example).

Also, as I mentioned, traffic calming is quite heavily featured in several of my classes and this fall will be no exception. There might be opportunities to get students out there for some field work.

http://guide.saferoutesinfo.org/enforcement/neighborhood_speed_watch_program.cfm

Sent: Wednesday, May 18, 2016

Subject: traffic

I missed the meeting to discuss traffic.

I live at ____ Bradshaw Garden Rd and cannot see oncoming traffic to my left when I pull out onto Bradshaw Garden and several of my neighbors have the same problem. We have had several accidents on this street one right in front of my house; one fatality. In the past couple of years. I have asked for a mirror on a telephone pole but they tell me it has to be at an intersection. I have asked for speed bumps at a neighborhood meeting and one councilwoman said the emergency trucks would have to slow down duh they go too fast now and they use our street as a short cut from Pleasant ridge to Clinton highway. No side walks or even space to walk and we get a lot of pedestrian traffic. I can not even walk my dogs to the next intersection with out cutting through the neighbors yard.

I am asking for help speed bumps stop signs warning children. something . One day I watch a police man pull over driver after driver for speeding all afternoon. Traffic is heavy during rush hour I have to say a prayer every time I pull out. I open my drivers side window and listen for oncoming traffic but this does not always work. I take my life in my hands every time I pull out.

Any suggestions as to how we can stop some of this fast traffic. The city bus also comes through our street as well as school buses. Children walk down the street every day with no side walk or even curb to protect them.

Thank you for your attention in this matter. I know I am not alone when I request help from you my neighbors would join me in this request. This is a senior citizen residential neighborhood and it was not designed or is it wide enough to accommodate this traffic.

Sent: Wednesday, May 18, 2016 12:07 PM

Subject: Busbee Rd near Taylor

Is this area on the list for traffic calming? (Barclay to Taylor area)

99% of the vehicles that come down to the Taylor end of Busbee are going well above the posted speed limit. Most of the mailboxes have been hit numerous times and have

lost a mirror in the process. One week (last year) we counted five mirrors. Small children live in some of these homes and their safety is in question.

Sent: Thursday, May 19, 2016

Subject: thanks for the work you have done to create awareness of this problem in Knoxville, TN

To whom it may concern:

I attended the meeting on Monday evening at West High School and want to thank you for the work you have done to make this problem of calming traffic in all areas of Knoxville a subject of study. I was pleased to see so many interested citizens from all areas of Knoxville represented there. The concerns about traffic seem to be similar all over Knoxville.

I live in West Hills and am still puzzled by the fact that two of our main streets cannot be considered for any calming devices because they are not "local" streets. I walk almost daily on Wesley Road and watch cars speed by and run stop signs. The KPD officers have been present at times to try to control this but they are not able to "catch" all of the offenders. Wesley Road is a cut-through street from Kingston Pike to Middlebrook Pike. Sheffield Drive is a cut-through street from Vanosdale to Wesley Road. I see parents taking students to Bearden Middle School daily and they are going faster than 30 miles per hour. I see large dump trucks traveling on Sheffield Drive and Wesley Road and they are taking "dirt" somewhere. I am concerned that these "minor collector" streets can not receive any help in trying to curb the problem of speeding cars and large vehicles. One officer told us at our community association meeting that one car was going 60 miles per hour on Sheffield Drive. We have many children trying to walk to school, as well as bikers and people with baby strollers trying to get some exercise. We are very close to West Hills Elementary School and the West Hills Park and greenway. It is a wonderful place for all to visit to enjoy nature and the park.

Is there anything that can be done on these two streets, Wesley Road and Sheffield Drive? We have asked for another sidewalk to be built in order to calm the traffic but we are not high enough on the list for sidewalks. There is a part of a sidewalk on Sheffield Drive at the elementary school but it stops about halfway up a hill.

I have also heard that a mother of a student was "hit by a car" several years ago and the mother pushed the student out of the way so the young person would not be injured. Is it going to take a serious injury or death to make the city officials realize that our streets are dangerous. We have many young families moving to our area as the older residents are selling and moving out. Children are numerous here.

We are facing more development in our area when the new Tennova Hospital will be finished on Middlebrook Pike. That means more vehicles and people using our neighborhood streets. Can you guide us in the future to help us with what we see is coming our way? It would be great to think ahead and try to solve these problems before they become bigger problems.

Again, many thanks and please consider other streets, not just the "local" streets to be a part of this program.

Sent: Thursday, May 19, 2016

Subject: Speeding & Traffic Volume

My name is _____ and I attended the Neighborhood Traffic Safety meeting at West High School this past Monday night. I must say that I was very impressed with the presentations and all the work that went into the process. Thank you for your excellent efforts and your informative, transparent, and helpful meeting.

I live in West Hills off Wesley Road on Haverhill Drive and I am particularly concerned about two things:

1. **Speed of Motorists** -- My wife and I walk up Wesley Road from Kingston Pike to Yorkshire Drive almost every day picking up trash. What we notice is the excessive speed of the drivers on Wesley Road and Sheffield Drive. The posted speed is 30 mph but most drivers, many of them "cut-through" drivers, are driving in excess of 40 mph and often do not stop at stop signs. One driver awhile back hit a woman who was protecting her own child from getting hit. Another driver was clocked at 60mph. What can you do to help us with slowing down the traffic? We would like to keep West Hills a place that is safe for our children and our adults.

2. **Volume of Traffic** -- The number of vehicles cutting through our neighborhood from Kingston Pike to Middlebrook Pike and vice versa seems to have picked up with the completion of more retail establishments on Kingston Pike. In addition, within 2 years we will have the Tennova Hospital on Middlebrook Pike which will certainly increase traffic.

I realize that Wesley Road and Sheffield Drive are classified as "Minor Collector" streets but perhaps that can be changed once you fully understand our predicament. Beyond changing the street classification, what can you do to help slow the excessive traffic we have now and the increased traffic which is sure to come within the next two years?

Finally, I would love for you to visit our neighborhood so that we could show you our problem and discuss further some solutions. We would be willing to meet with you at a time that is convenient for you.

Thank you for your service to our city and its citizens and thank you for your time and consideration.

Sent: 5/20/16

Subject: Application for a Neighborhood Traffic Safety Study

Hello,

I was at the meeting at the Senior Center in Park Ridge, and got a packet to apply for a neighborhood Traffic Safety Study.

I went to take it to my neighbors on E 5th this afternoon, and realized it says "Draft: Not for Use" at the top.

Should I be using this form? What date do I need it submitted by?

E 5th has many of the requirements for traffic calming:

1. Designated bike route to Zoo
2. Several elementary school bus stops along it from Sarah Moore Greene Elementary
3. Medium volume of pedestrian traffic (often children)
4. 2 parks within 1000' of the road
5. The Cansler YMCA community center within 1000' of the road
6. City Bus Route within 1000' of the road (On Magnolia)
7. a 25 MPH speed limit that is broken by every other vehicle evading traffic lights on Magnolia.
8. Pedestrians hit by vehicles

It also has heavy traffic, and often speeding, between 2 and 4 AM, which is indicating that people are using our residential street to drive drunk from the bar. It avoids the police that often sit on Magnolia Ave.

I have at least half of my neighbors already on board with generalized traffic calming measures, and I'm sure our entire street would be interested in the project if I was able to present a plan to them, or someone officially came out and said yes, we're considering options to help.

I would like to begin distributing flyers about the issue with contact information so more of my neighbors can contact you with their interest, and noticed your plan also included door-to-door visits after the application had been submitted.

Sent: May 24, 2016
Subject: Nubbin Ridge Road

Especially the ditch in front of the First Cumberland Presbyterian church - I've been nearly 'ditched ' several times when a truck of any size is coming from east to west direction- the road is wide enough for two small cars to pass but not a car and a truck.

With the increased activity at Cumberland Presbyterian Church and the use of the street as a pass through for Westmoreland Hills the speeding on Nubbin Ridge is a big problem. Several accidents have occurred through the years. The ditch in front of the church also serves as a driving hazard. We hope these growing problem can be addressed.

Sent: Tuesday, May 24, 2016
Subject: Comments on Traffic Calming

I enjoyed the meeting on traffic calming, and I want to give you my concerns.

I feel that the main reasons that folks are cutting thru residential areas is because the main roads are congested with too many bicycle lanes, unnecessary sidewalks, traffic calming devices, and poor traffic controls.

The Traffic Engineering department has done a poor job of managing these problems. When the Traffic Engineering department is offered solutions to these problems, they ignore these solutions.

Most of the small "traffic circles" that have been installed are nothing more than traffic hazards that motorists must dodge to get thru the intersections. A lot of emergency and maintenance vehicles have a hard time getting thru these intersections, and some have actually run over these small circles.

Another concern that I have are "speed bumps". These are especially harmful to people with orthopedic problems. My daughter has had two neck surgeries to have vertebra in her neck fused., and my wife has had a complete reverse shoulder replacement. Even when I come to a complete stop for these "speed bumps" it is very painful to them when we must run over these bumps.

I would suggest that you speak to some orthopedic doctors and therapist's to ask how these bumps affect their patients.

If you feel that you must do something, I would suggest that you install rumble strips instead of these bumps. This would save a lot of pain and money.

For twenty years, I have attempted to have a turning lane on Mineral Springs at North Broadway. This is a simple matter that could easily be accomplished with a simple striping job, but all I have gotten is the run around from everyone in city government, however there is always money for more parks, greenways and sidewalks. We need to concentrate our efforts on projects that benefit the majority of the taxpayers here in Knoxville.

I have previous transportation, and planning experience, and I would welcome the opportunity to discuss solutions to these problems with you.

Sent: Tuesday, May 24, 2016

Subject: New traffic calming thoughts

The painting of "bicycle images" on the roadways are so vivid and catch one's attention! I'd like to see "people or silhouette walker images" painted on streets, namely Sheffield Dr and Wesley Rd in our neighborhood where there is heavy volume traffic and also walkers. Perhaps that would get drivers attention that people would be in the street.

Also, painted white SLOW on the streets might get some attention. It gets one's attention when interstate signs or numbers are painted on the highway.

These are some suggestions that don't involve actual configurations to the street i.e. humps, etc and would not interfere with the fire trucks in our neighborhood.

Sent: Thursday, May 26, 2016

Subject: suggestion - West Hills

Revisit early studies, perhaps of John Bynon, to develop a boulevard between Middlebrook Pike and Kingston Pike via Vanosdale.

I hear you replying - the school. However, look at Kingston Pike: Bearden Elementary & Adaptive Schools, Bearden High School. Look at Sutherland Avenue and West High School. These seem to survive even with lots of traffic twice daily passing by their entries. A stop light at Sheffield would allow traffic to enter or exit Vanosdale. Stockton could dead-end at Vanosdale and a walk-over could be constructed there for pedestrians. Sidewalks on both sides of Vanosdale would be a necessity also.

Then two of the main West Hills connectors (Wesley and West Hills Roads) could be made one-way, forming a maze much like Westwood did a few years ago which eliminated their problems. The traffic on both these corridors is horrendous with out-of-the-neighborhood traffic which would be drastically reduced with such a plan. (Has a study ever been conducted of just who is using these streets?)

I expect the traffic will become even worse with the construction of Tennova in our neighborhood.

Thank you for considering these ideas.

Sent: Thursday, May 26, 2016 1:01 PM

Subject: no subject

How many years we have fought careless drivers speeding through our neighborhood and running the stop signs. It has worn most of down and the drivers know this.

The city cannot have police in every neighborhood. Members of city council smile and let our complaints pass. The city engineers do not listen and help make suggestions.

I am speaking of Wesley Road in West Hills. If you wish to be entertained sometime, come and watch drivers cutting through to Middlebrook Pike run the stop signs.

We are facing upcoming traffic problems once the Tennova Hospital is built. We have asked that something be done before the horse is gone from the barn before it is too late.

The neighborhood is changing. We are receiving new residence with young children that should be taken care of to make them safe. The sidewalk down Wesley helps a lot.

But, the individuals that live on Sheffield will have to wait until all the money is finally spent downtown to maybe receive a sidewalk.

I could go on and on, but here again, I know no one cares.

Maybe the next mayor will come to realize that most of the tax money comes from the neighborhoods and not downtown

Sent: May 26, 2016

Subject: more ways to "calm the traffic" in West Hills

I have been watching for devices on many streets in Knoxville that help with calming the traffic. I know that speed bumps are not used much anymore and roundabouts are difficult to create. Medians that are in the middle of the road can help but you must have enough right-of-way to create this. I have noticed several "drawings" that are embedded into the asphalt on the roads at several areas. I really like the way that these do not interfere with traffic but allow the driver to notice what is coming. Some examples are pictures of bicycles and pedestrians. These are very effective and allow time for the drivers to prepare for people to be on the streets. I also like the "stripes" that are painted or embedded into the asphalt. These stripes alert drivers that something is changing and to be ready. I would really appreciate it if more of these could be drawn in our area where there are many bikers, walkers and people with baby strollers. Anything that could help prevent a potential accident would be appreciated. It seems like this would be cost effective and not too expensive to install at other places.

I also want to comment on the fact that one sidewalk on Middlebrook Pike is enough. There is one sidewalk on the north side of the street near Bearden Middle School and it seems logical that walkers and students at that school could walk there and not worry about being on the other side of the street. Is it possible to remove a "future sidewalk" from that location and place another one higher on the list of future sidewalks? I would really like to see one placed on Sheffield Drive from Wesley Road to Vanosdale Drive. The number of vehicles that use this section of street is huge and the possibility of accidents happening is also huge. Please consider moving this location to a higher position on the list of future sidewalks, especially since "minor collector" streets can not receive any funds for traffic calming right now. These streets are busy, busy with traffic and many people use them for "cutting through" our neighborhood to get to Kingston Pike or Middlebrook Pike.

What about closing a street? Whitehall Drive seems to be an extra place that could be closed so that drivers can not "cut through" as much.

Thanks so much for allowing citizens to express their opinions and thoughts about how to improve our area. We, the voters, are electing the city officials and need to feel as if our officials are representing us well.

Please take these comments into consideration as you make decisions about our area. I would love to hear your feedback as you make these decisions about traffic calming.

Sent: Friday, May 27, 2016 2:04 PM
Subject: Sequoyah Hills

Please Please consider the stretch of Scenic Drive from Kingston Pike to Southgate for a calming hump or 2 (or 5). I live at the corner of Towanda Trail and Scenic and as it is at the bottom of the hill, cars coming into our neighborhood are prone to speeds way over the limit. My neighbor's children get off a bus at the crest of the first hill and I am so worried that they are going to be hit. We can hear the cars whizzing by at all hours of the day and night.

Sent: Friday, May 27, 2016 2:04 PM
Subject: Alta Vista Way in Sequoyah Hills

I am concerned that Alta Vista Way is not included in the Knoxville-Knox County Major Road Plan of 2011. Has the weighting of factors already occurred? I see that Arrowhead Trail is included in the Plan and I seriously doubt that Arrowhead has more problems than Alta Vista Way.

Alta Vista Way is a busy street. Both cars and trucks, including large city trucks, traverse in both directions. There is much speeding as vehicles barrel down the street; it is frequently a noisy street because of the traffic, precluding enjoying sitting in the front yard.

I have wished for many years that the city would make use of speed bumps on Alta Vista as have been installed in Westwood. I do not agree necessarily with the definition of "minor collectors," but I also think that Alta Vista Way can qualify as a "local road" and would like consideration given to some strong traffic calming measures for this street. Please do not omit Alta Vista Way from the traffic calming plans.

Thank you for the opportunity to participate to provide information and opinions about neighborhood traffic issues.

Sent: Monday, May 30, 2016 11:01 AM
Subject: Wesley Road (37909) Traffic

Please help my neighborhood to slow down the traffic on Wesley Road from Kingston Pike to Middlebrook Pike. The stop signs have helped somewhat but still way too many cut-throughs don't stop at all. We are willing to try anything before all the additional traffic begins stemming from all the medical complexes going up in Dowell Springs plus Tennova Hospital, etc. Thanks, in advance, if you can help us.

Sent: Tuesday, May 31
Subject: Speeding problem

My name is _____ and I live at ____ Davida Rd. I feel that the speeding on Davida Rd has become a major safety issue. My lawn comes to the edge of the road making lawn care very difficult. I also walk the neighborhood with my dog and it has become very dangerous. I would like to suggest speed bumps to slow the traffic for the safety of children and others in the neighborhood.

Sent: Tuesday, May 31
Subject: Davida Road Traffic Concerns

To Whom it may Concern,

I would like to put forward my comments on the speeding problem that we have in our neighborhood at Davida Road. We have a very high volume of traffic coming through our neighborhood and using it as a cut through. There is a large amount of speeding and dangerous driving and action needs to be taken to prevent it. I believe that the addition of speed bumps to the area would make the neighborhood a much safer place. Thank you for helping to make our neighborhood a safer place.

Sent: Tuesday, May 31
Subject: Davida Rd Neighborhood

Thank you for reading our concerns.

Considering this is a residential area with families walking about, crossing the street for mail, catching the school bus, etc., there is an unacceptable amount of danger due to traffic volume and speed. With no sidewalks to use, the people walking to the nearby KAT stops, the large church with an after-school program, or even walking their dogs are subjected to violently fast driving cars that disregard the posted speed limits and fail to consider others using the road. I have almost been hit multiple times due to my pace in crossing the street due to chemotherapy. Those speeding on this street not only fail to consider the speed limit, they disregard the lives of the residents here. No one should have to race across the street because vehicles regularly go above 60 mph to cut through from Clinton Hwy to Merchants Dr. Our neighbors with small children left the neighborhood after 15 years because of the safety issue. If I could put speed humps up myself I would. Please consider some action to increase the traffic safety in our neighborhood.

Sent: Tuesday, May 31, 2016 5:48 PM
Subject: Re: Response to Proposed Neighborhood Traffic Process

Please review the attached. Perhaps there will be matters that we can discuss, related to the City's Proposed process, and the recommendations included in these comments.

Thanks very much for the opportunity to review and respond.

PROCESS

- The process (summarized) as proposed now includes:
Kick-Off Meeting
Neighborhood Petition
Evaluation Meeting
Data Collection and Evaluation
Speed Data Status Meeting
Traffic Calming Feasibility Study
Traffic Calming Status Meeting
etc.
Each of the above includes a binary choice between Education and a second alternative following a meeting.
- As an alternative, the following is suggested for consideration, particularly where the neighborhood involved has already had relevant and relatively current data collection and evaluation
- The Neighborhood should have the major role in defining the geographic area, given that the neighborhood is most familiar with the area, and patterns of movement (vehicular and pedestrian) within the area.
The Neighborhood and the City might identify “contributing areas” that have some defined association with the traffic patterns, and those could be identified as such, but not as part of the primary area as defined by the Neighborhood.

[To this point, the Process proposed by the City does not require a “definition” of the Neighborhood until Step D, but requires a Neighborhood Application in Step A.]

If there are criteria for “defining” a Neighborhood, I am sure that each neighborhood would consider those, but in the final analysis, it seems the people most affected should have the primary role in defining their own Neighborhood, for purposes of this process.

- Kick-Off Meeting (City’s “Step A”)
Rather than start the process with a “Kick-Off Meeting”, it is recommended that the process instead start with a review by each Neighborhood of the Program Guide, Flow Chart (as it may be amended), AND the available data on traffic volumes, speed, street geometrics, number of driveway cuts, intersecting streets, etc.).

The GIS mapping information, along with records of the Traffic Engineering Department, should be very useful to the Neighborhood in reviewing the Program Guide within the context of their specific situation, as represented by the referenced data. It is assumed that all of this information can be provided via electronic media to the Neighborhood in a timely manner.

The Neighborhood could then meet, prior to a meeting with the City, to review together the available (historic) data, along with the Program Guide and associated other mapping, in order to be best educated prior to a Kick-Off Meeting, and to serve as relevant information in the Neighborhood's definition of the Neighborhood study area.

This proposed amendment to the Process would allow the Neighborhood to begin the conversation internally, including relevant data from the City, to determine whether or not the Neighborhood has any interest in filing an "Application".

- Kick-Off Meeting (as recommended in this correspondence)

It is recommended that the "explanation of traffic issues" be included as part of the Neighborhood Application.

If the process as recommended (above) in this correspondence is adopted, the proposed education period PRIOR TO Application would serve to identify the "traffic issues", from the perspective of the Neighborhood.

The City can then, within the Kick-Off Meeting, be prepared to provide comments and observations related to the explanation of traffic issues that was included in the Application, following the initial Neighborhood meeting to review data and relevant information previously provided by the City to the Neighborhood, prior to an Application.

- Alternate Solutions (City's "Step C")

It is recommended that the "Alternate Solutions", since they are general in nature, could be added to the Program Guide, or appended to the Program Guide, and provided to the Neighborhood (upon Neighborhood request), PRIOR TO an Application being submitted by the Neighborhood.

The general description of Alternate Solutions could, then, be provided as part of the base information (along with traffic data, geometrics, etc., as previously described), upon initial request (not "Application") by the Neighborhood. This would also be instructive to the Neighborhood, prior to

the Neighborhood making a decision whether or not to submit an official “Application”.

This approach, it is believed, could expedite the process for all parties. It is assumed that the “Alternate Solutions” are generic, and would otherwise be repeated multiple times throughout the community. If a Kick-Off Meeting and an “Alternate Solutions” meeting eventually occur (assuming an Application is actually filed by the Neighborhood), then some elaboration of those “Alternate Solutions” could occur after the Neighborhood has educated itself on the front end of any process, and it may be determined, in a more efficient manner, that the Alternate Solutions are acceptable to the Neighborhood at the Kick-Off Meeting (in the amended Process that is herein recommended).

- Neighborhood Petition (City’s Proposed “Step D”)

See previous note related to Neighborhood definition. If “Neighborhood” is not “defined” until Step D, how could Neighborhood Application occur in Step A?

See also previous notes on recommended alternate Process.

Are there specific criteria for defining a neighborhood, beyond what is reflected in the Program Guide?

Are those criteria used consistently throughout the City?

How are unique characteristics of a particular neighborhood addressed with the criteria that are currently used?

As to the Petition approach that is proposed by the City:

Does the City plan to define the Neighborhood, or does the neighborhood define the Neighborhood?

Why are signatures required, rather than a vote of the neighborhood at a public meeting of the neighborhood?

- Evaluation Meeting (City’s proposed “Step E”)

Neighbors detail traffic issues.

This is devoted to the same discussion as Step B, apparently. Is it likely that the issues / problems will have changed in terms of the nature or quantity if a “50 percent approval” is achieved? If only 49 percent approved, have the issues diminished in importance.

Has any neighborhood successfully achieved a 50 percent “approval” threshold?

- The steps proposed following “Step F”, the Speed Data Collection and Evaluation Meeting, are clearly important.
- What would be of particular interest is to what degree the request for Enforcement may be made by the Neighborhood directly to the Knoxville Police Department (outside the purview of the NTSP) , as that (potential) Enforcement is described as a separate ongoing program activity of KPD? Is there greater likelihood that the Enforcement would be favorably considered if a neighborhood actually participates in the NTSP process?

These are all my comments for now.

We greatly appreciate the opportunity to respond, and look forward to a conversation that addresses these few issues.