

School Safety Audit for Hamblen and Jefferson Counties



McGill
ASSOCIATES
ENGINEERING • PLANNING • FINANCE

2240 Sutherland Ave., Suite 2
Knoxville, Tennessee 37919
(865) 540-0801

TABLE OF CONTENTS

SECTION 1	GENERAL	3
	INTRODUCTION	3
SECTION 2	AUDIT PROCESS	5
	A. SCHOOL QUESTIONNAIRES	5
	B. SITE MAPPING & DATA COLLECTION	6
	C. SITE VISITS	7
SECTION 3	RECOMMENDATIONS	8
	SCHOOL ZONE IMPROVEMENTS	8
	TABLE 3.1 – RECOMMENDATIONS FOR SCHOOL ZONE IMPROVEMENTS	8
SECTION 4	DETAILED SCHOOL SUMMARIES	11
	1. ALPHA PRIMARY & ELEMENTARY SCHOOLS	11
	A. SITE VISIT DETAILS:	11
	B. OBSERVATIONS:	11
	C. RECOMMENDATIONS:	12
	2. EAST RIDGE MIDDLE SCHOOL	13
	A. SITE VISIT DETAILS:	13
	B. OBSERVATIONS:	13
	C. RECOMMENDATIONS:	14
	3. FAIRVIEW-MARGUERITE ELEMENTARY	15
	A. SITE VISIT DETAILS:	15
	B. OBSERVATIONS:	15
	C. RECOMMENDATIONS:	15
	4. HILLCREST ELEMENTARY	16
	A. SITE VISIT DETAILS:	16
	B. OBSERVATIONS:	16
	C. RECOMMENDATIONS:	17
	5. JOHN HAY ELEMENTARY	18
	A. SITE VISIT DETAILS:	18
	B. OBSERVATIONS:	18
	C. RECOMMENDATIONS:	18
	6. LINCOLN HEIGHTS ELEMENTARY & MIDDLE	19
	A. SITE VISIT DETAILS:	19
	B. OBSERVATIONS:	19
	C. RECOMMENDATIONS:	20
	7. MANLEY PRIMARY & ELEMENTARY	21
	A. SITE VISIT DETAILS:	21
	B. OBSERVATIONS:	21
	C. RECOMMENDATIONS:	22
	8. MEADOWVIEW MIDDLE	23
	A. SITE VISIT DETAILS:	23
	B. OBSERVATIONS:	23
	C. RECOMMENDATIONS:	23
	9. MILLER BOYD	24
	A. SITE VISIT DETAILS:	24
	B. OBSERVATIONS:	24
	C. RECOMMENDATIONS:	24

10. MORRISTOWN – HAMBLÉN EAST HIGH.....	25
A. SITE VISIT DETAILS:	25
B. OBSERVATIONS:	25
C. RECOMMENDATIONS:	26
11. MORRISTOWN – HAMBLÉN WEST HIGH.....	27
A. SITE VISIT DETAILS:	27
B. OBSERVATIONS:	27
C. RECOMMENDATIONS:	27
12. RUSSELLVILLE PRIMARY	28
A. SITE VISIT DETAILS:	29
B. OBSERVATIONS:	29
C. RECOMMENDATIONS:	30
13. RUSSELLVILLE ELEMENTARY	31
A. SITE VISIT DETAILS:	31
B. OBSERVATIONS:	31
C. RECOMMENDATIONS:	31
14. UNION HEIGHTS ELEMENTARY	33
A. SITE VISIT DETAILS:	33
B. OBSERVATIONS:	33
C. RECOMMENDATIONS:	33
15. WEST ELEMENTARY	34
A. SITE VISIT DETAILS:	34
B. OBSERVATIONS:	34
C. RECOMMENDATIONS:	34
16. WEST VIEW MIDDLE.....	36
A. SITE VISIT DETAILS:	36
B. OBSERVATIONS:	36
C. RECOMMENDATIONS:	36
17. WHITESBURG ELEMENTARY.....	37
A. SITE VISIT DETAILS:	37
B. OBSERVATIONS:	37
C. RECOMMENDATIONS:	38
18. WITT ELEMENTARY	39
A. SITE VISIT DETAILS:	39
B. OBSERVATIONS:	39
C. RECOMMENDATIONS:	40
19. JEFFERSON ELEMENTARY & MIDDLE.....	41
A. SITE VISIT DETAILS:	41
B. OBSERVATIONS:	41
C. RECOMMENDATIONS:	44
20. WHITE PINE ELEMENTARY	45
A. SITE VISIT DETAILS:	45
B. OBSERVATIONS:	45
C. RECOMMENDATIONS:	47
APPENDIX A.....	48
SCHOOL QUESTIONNAIRE RESPONSES	49

Introduction

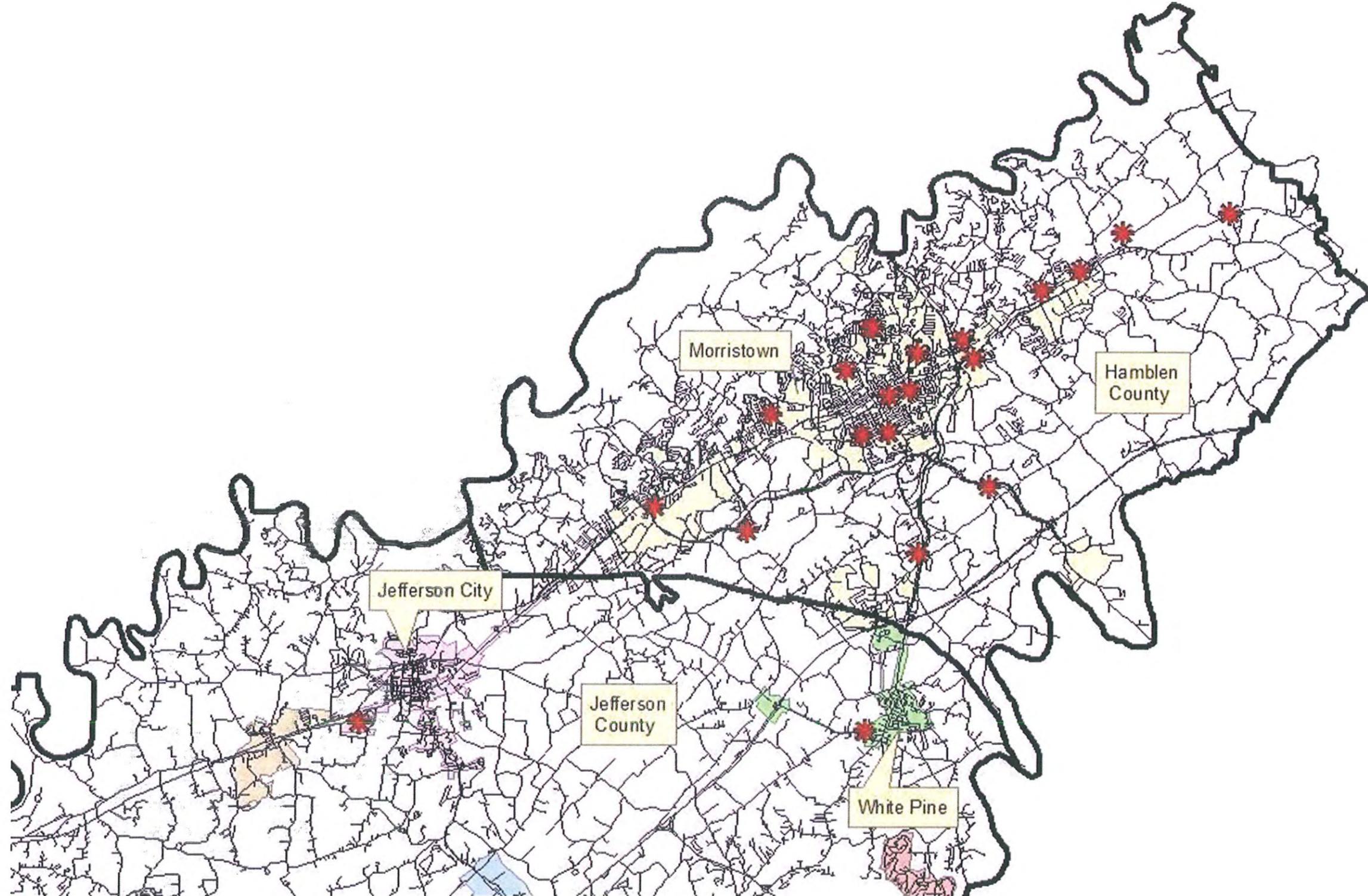
The Lakeway Area Metropolitan Transportation Planning Organization (LAMTPO) is the federally designated Metropolitan Planning Organization (MPO) for the Morristown metropolitan area, as well as portions of Hamblen, Jefferson, and Cocke Counties. As a MPO, they are responsible for assuring a continuing, cooperative, and comprehensive transportation planning process that results in the development of plans, programs, and projects that support all transportation modes and supports the goals of each of its communities. As a result of LAMPTO being awarded a Safe Routes to School (SRTS) grant in 2011 for a school safety study report, McGill Associates began work on a school safety audit that would cover each of the Hamblen County grade schools, as well as Jefferson Elementary, Jefferson Middle and White Pine Elementary/Middle Schools, and would meet the primary objectives of the SRTS program. Those objectives are:

- Increase the number of students walking or biking to school.
- Improve safety around schools.
- Reduce traffic and air pollution near schools.

Particularly, the intent of the audit is to evaluate each of the specified schools zones to ensure that the conditions at each meet or exceed the safety guidelines presented in the Manual on Uniform Traffic Control Devices (MUTCD) and to make suggestions as to how to improve the overall traffic flow and safety for vehicular and pedestrian traffic if deficiencies exist.

Figure 1.1 – Study Area Map shows the geographic location of each of the included school zones.

Figure 1.1 – Study Area Map



A. School Questionnaires

Upon approval by the Tennessee Department of Transportation (TDOT), the state's SRTS grant administrator, to proceed with the school safety report, each of the included schools were notified by LAMTPO of the planned audit and asked for input on their particular school zone. A questionnaire was sent out that included the following questions:

- 1) Traffic Safety:
 - a) Is there a history of past traffic accidents?
 - b) If so, what has been the nature of the accidents, where are they occurring, and are there known causes?
- 2) Traffic Congestion:
 - a) Are there traffic congestion issues at your school?
 - b) If so, when and where do they occur and is the cause apparent?
- 3) Pedestrian Safety:
 - a) Are there known pedestrian and vehicular traffic conflict location?
 - b) Is there a history of past accidents?
 - c) Do you know if many students, teachers, parents, etc. commute to your school via non-motorized means (i.e. walk, bicycle, etc.)?
 - d) If so, are there primary routes that are taken?
- 4) Suggestions:
 - a) Are there any specific improvements that you would like to see made at your school to improve vehicle and/or pedestrian access and safety?

The intent of the request was to pull together as much "local knowledge" as possible about how the school zones were used, if problems were known to exist, what the nature of such problems might be, and if they had any ideas of their own that would remedy the situation. This feedback helps the schools to feel more involved in the process as a stakeholder and, having this input before the site visits were made, allowed the inspectors to focus their attention better on their needs.

B. Site Mapping & Data Collection

In addition to getting local input on how the school zones operated, McGill Associates collected data on each of the schools zone that included traffic counts on the surrounding roads, GIS mapping of the school properties, and aerial photography of the entire school zones. This data was analyzed prior to the site visits to:

- Better understand the volume of traffic that the streets used as ingress and egress for each school carried,
- Identify existing property boundaries that might limit infrastructure improvements, and
- Get an idea of what the site planimetrics (i.e. street, drive, median cut, acceleration/deceleration lane, pedestrian facility locations) include and how they relate.

C. Site Visits

Inspectors visited each of the included Hamblen and Jefferson County schools during either a morning or afternoon peak period to observe the site conditions in approximately their most taxed state. During these visits, contact was made with school personnel to notify them of the inspector's presence and purpose and any "real-time" input about the ongoing activity was requested. School-related personnel that were approached for comment included school administrators, teachers involved in the drop-off or pick-up activities, school-provided crossing guards, and police officers.

While on site, inspectors observed and took photos of all pertinent vehicular and pedestrian facility details and made note of their functionality. Additionally, the location, dimension, and condition of these facilities were recorded on the prepared site mapping. At a minimum, the following school zone safety issues were considered at each of the schools:

- 1) Signalization/ flashing beacons
- 2) Signage
- 3) Road markings/ striping
- 4) Speed zones (signage, posted speeds, etc)
- 5) Student street crossing locations
- 6) Student pedestrian safety issues (near buses, school student transfer areas, and adjacent streets)
- 7) School zone locations
- 8) School zone flasher and other warning signage locations
- 9) School zone flasher programming system
- 10) Parking and signal timing at nearby intersections

School Zone Improvements

In general, the surveyed school zones were functional and safe. As expected, the campuses that included two schools were the most challenged with congestion and access problems. Providing clear, well-spaced ingress/egress facilities with separate bus traffic and vehicular traffic should be the focus at these locations. Most schools did not have crossing guards but would benefit from their use. Having trained and highly visible personnel to help organize and control traffic at key points of conflict is a highly valuable trait of a safe, smoothly operating school zone. Finally, signage, striping, and signalization are the tools used to provide advanced notification and instruction to traffic as they approach and maneuver through a school zone. With a few exceptions, most of the schools observed had the appropriate notification facilities. An outline of the improvements suggested for each of the schools is shown below in Table 3.1 – Summary of School Zone Recommendations. For detailed information on each school zone, see Section 4.

Table 3.1 – Summary of School Zone Recommendations

School	Recommendations
Alpha Primary/Middle	<ul style="list-style-type: none"> • Provide additional crossing guard at the exit locations. • Add right-turn storage along north side of Old Hwy 11-E. • Add a center turn lane to Old Hwy 11-E for left-turn vehicles. • Replace one (1) school speed limit sign. • Consider use of flashing beacon system.
East Ridge Middle	<ul style="list-style-type: none"> • Add school notifications signs to two (2) speed limit signs. • Increase curb radius at driveway exit. • Widen school drive. • Restripe left-turn only exit to accommodate left & right turns. • Extend the left-turn lane on St. Clair Road.
Fairview - Marguerite Elementary	<ul style="list-style-type: none"> • Install sidewalk up school drive.
Hillcrest Elementary	<ul style="list-style-type: none"> • Adjust signal timing at S. Liberty Hill Road and E. Morris Blvd. • Extend left-turn lane on S. Liberty Hill Road at Oak Street.
John Hay Elementary	<ul style="list-style-type: none"> • None.

Lincoln Heights Elementary	<ul style="list-style-type: none"> • Update flashing beacon signage. • Update controller for the flashing beacon system. • New crosswalk striping. • Construct a sidewalk in front of the schools. • Improve curb return radii. • Provide a center turn lane. • Additional law enforcement surveillance.
Lincoln Heights Middle	
Manley Elementary/Middle	<ul style="list-style-type: none"> • Review pedestrian routes and provide connectivity.
Meadowview Middle	<ul style="list-style-type: none"> • Consider independent bus access.
Miller Boyd School	<ul style="list-style-type: none"> • None.
Morristown-Hamblen East High	<ul style="list-style-type: none"> • Separate bus and vehicular traffic ingress/egress routes and loading zones. • Provide safe, designated corridors for students to get to parking areas. • Replace crosswalk striping on S. James Street at E. Morris Blvd.
Morristown-Hamblen West High	<ul style="list-style-type: none"> • Add two (2) school notification signs to pedestrian notification signs on Sulphur Springs Road. • Install school zone notification signage on Lincoln Avenue. • Update crosswalk striping to one uniform type. • Consider crosswalk signalization at signalized intersection. • Add right-turn lane on Sulphur Springs Road at school entry.
Russellville Primary	<ul style="list-style-type: none"> • Re-design road & driveway layout around the Old Russellville Pike and Hwy 11-E intersection. • Provide left & right-turn storage on Old Russellville Pike & Hwy 11-E at school and other adjacent access points. • Extend school zone eastward on Hwy 11-E. • Provide uniform signage & striping within school property. • Add or reroute on-site traffic patterns to avoid points of conflict. • Add instructional signage & striping on Old Russellville Pike at school's front exit. • Provide crossing guard training and equipment. • Replace flashing beacon signage.
Russellville Elementary	<ul style="list-style-type: none"> • Provide additional school zone signage or implement a flashing beacon system. • Request additional law enforcement help. • Widen shoulder & add a left-turn lane on Hwy 11-E.
Union Heights Elementary	<ul style="list-style-type: none"> • Install a stop sign at the school exit onto Lowland Pike.
West Elementary	<ul style="list-style-type: none"> • Add "school" & speed limit signage on Richardson Street. • Add school crossing signage at W. Converse St. & N. Henry St. • Install school zone and speed zone signage on W. Converse St. • Provide crossing guard at Richardson Street entrance.

West View Middle	<ul style="list-style-type: none"> • None.
Whitesburg Elementary	<ul style="list-style-type: none"> • Install “end school zone” signage. • Provide school zone signage on Stubblefield Street.
Witt Elementary	<ul style="list-style-type: none"> • Install “end school zone” signage on Hwy 25-E. • Consider adding connectivity to Watkins Chapel Road. • Install additional school notification signage on Hwy 25-E.
Jefferson Elementary/ Middle	<ul style="list-style-type: none"> • Adjust location of flashing beacons on Hwy 11-E to broaden school zone. • Update “school” road striping at flashing beacon locations. • Install school notification signage on either side of the Hwy 11-E flashing beacons and elementary school access on Universal Drive. • Provide left-turn lane for westbound Hwy 11-E traffic at Universal Road and westernmost middle school drive. • Extend left-turn lane on Hwy 11-E at the shared school drive median cut. • Sign the western middle school drive for “bus entry only”. • Separate bus & vehicle loading areas at middle school. • Minimize student transfer locations at elementary school. • Provide dependable crossing guards service at key school intersections.
White Pine Elementary	<ul style="list-style-type: none"> • Install school notification signage on either side of the SR-341 flashing beacons. • Provide pedestrian connectivity between school and adjacent sidewalks. • Install crosswalk & signage on SR-341 at existing market. • Install striping/signage at school entrance restricting left-turns. • Replace “end of school zone” sign. • Remove/relocate 30 MPH speed limit sign within school zone.

1. Alpha Primary & Elementary Schools

A. Site Visit Details:

- 1) Visited November 14, 2011 and observed both the morning drop-off & afternoon pick-up periods.
- 2) Weather was overcast and dry.

B. Observations:

1) General:

- i. Crossing guard at Alpha Primary entrance aids left-turn entries. None at Alpha Elementary drives.
- ii. The morning traffic routine for parents with children at both Alpha Primary & Elementary allows for these two drop-offs without requiring multiple entries & exits onto/from Old Hwy 11-E. The afternoon routine does not allow such for pick-ups.
- iii. The school would like an exit location for Alpha Primary-only traffic onto Old Hwy 11-E.
- iv. No signalization at SR-160 and Old Hwy 11-E intersection (main road intersection with school traffic).
- v. No school zone related signage on SR-160.
- vi. School signage along Old Hwy 11-E appeared adequate with the exception of the western school speed limit sign, which was falling over and does not meet current MUTCD color standards.



2) Concerns:

- i. Numerous ingress/egress locations on Old Hwy 11-E, with little separation cause, entry/exit problems.



- ii. Lack of vehicle storage areas on Old Hwy 11-E for cars waiting to enter the schools causes congestion and back-up issues. Back-ups occasionally reach the intersection of Old Hwy 11-E and SR-160, thereby affecting its safety and function.
- iii. Bus and parent traffic at Alpha Elementary uses the same drop-off/pick-up route.
- iv. Vehicular route on Alpha Primary site goes through a parking area which creates the opportunity for unsafe traffic, parking, and pedestrian conflicts.
- v. Some speeding within the school zone was noted by school personnel.

C. Recommendations:

- 1) Provide an additional crossing guard to organize traffic at the exit locations onto Old Hwy 11-E (requested by school).
- 2) Add a right-turn lane or widened paved shoulder to the north side of Old Hwy 11-E for right-turn vehicular storage.
- 3) Add a center turn lane to Old Hwy 11-E in front of the school property to provide storage for left-turn vehicles and allow the opportunity for thru traffic. This improvement would improve traffic flow on Old Hwy 11-E and possibly keep back-ups from affecting SR-160.
- 4) Replace the western school speed limit sign on Old Hwy 11-E with the required fluorescent yellow-green type and a properly installed post.
- 5) The installation of a flashing beacon system would allow law enforcement officers to cite speeding drivers and improve school zone safety.

2. East Ridge Middle School

A. Site Visit Details:

- 1) Visited on December 16, 2011 during afternoon pick-up.
- 2) Weather was overcast and rainy.

B. Observations:

1) General:

- i. No crossing guard.
- ii. With the volume of traffic that enters from or exits to the east being low, the left-turn only lane at the drive's exit onto St. Clair Road gets little utilization.
- iii. Buses have difficulty getting to unload/load area in traffic circle at the front of the gym due to stacked autos.
- iv. No "school" notification on speed zone signage.
- v. Parent loading/unloading occurs in the drive loop at the rear of the gym.
- vi. The one incoming lane & two outgoing lanes at the drive's intersection with St. Clair Road transitions to two incoming lanes & one outgoing lane at the approach to the bus pick-up/drop-off loop.
- vii. School zone includes a timed flashing beacon system on St. Clair Road.
- viii. Due to traffic issues at the school, some parents pick-up their children after they are bused to other schools.
- ix. The school has requested a loop drive that connects to their rear drive loop (current parent pick-up/drop-off location), goes around the building to the west, and then ties back into St. Clair Road southwest of their current drive.



2) Concerns:

- i. Accidents have occurred at this location due to congestion.
- ii. With only one access drive, buses and parents use same ingress/egress.

- iii. While there is a fairly large turning radius provided at the access to St. Clair Road, buses have difficulty exiting the school westbound when cars are stacked up waiting to turn in.
- iv. Despite the presence of a left turn lane, vehicles back up on St. Clair Road and stop thru-traffic.

C. Recommendations:

- 1) Add fluorescent yellow-green “school” sign (S4-3P type) to the school speed limit signs for better notification and visibility.
- 2) Update flashing beacon signage to fluorescent yellow-green color.
- 3) Provide a larger radius for the curb/edge of pavement on the west side of the existing drive at its intersection with St. Clair Road to improve bus accessibility.
- 4) Provide additional driveway width at St. Clair Road to allow for more on-site, incoming vehicular storage. Additionally, having two lanes for continuous incoming & outgoing traffic would not only eliminate the need for internal directional transitions but would also allow the left-hand incoming lane to be buses-only, making their ingress less congested.
- 5) Restripe the left-turn only exit lane at St. Clair Road to allow for both left & right turn egress.
- 6) Extending the left-turn lane on St. Clair Road would provide additional storage for vehicles waiting to enter the school and help minimize disruption to street thru-traffic.



3. Fairview-Marguerite Elementary

A. Site Visit Details:

- 1) Visited on November 15, 2011 at mid-day.
- 2) Weather was overcast and rainy.

B. Observations:

1) General:

- i. Signage on Fairview Road appeared adequate.
- ii. No school related signage was observed on Buffalo Trail near the Fairview Road intersection.
- iii. No flashing beacon system is used.
- iv. Fairview Road and Buffalo Trail intersection is signalized.
- v. Long approach drive to school provides adequate storage for waiting vehicles and keeps interference on the street to a minimum.

2) Concerns:

- i. Aside from minor congestion near Fairview Road and Buffalo Trail intersection at school pick-up & drop-off periods, no major issues were noted along Buffalo Trail.



- ii. The school is located in a residential area with sidewalks and pedestrian crossing pavement markings at the driveway entrance but no sidewalk exists along the drive up to the school.

C. Recommendations:

- 1) As requested by the school, a sidewalk should be installed along the school's driveway to safely provide connectivity between the school and the existing pedestrian facilities at Fairview Road.

4. Hillcrest Elementary

A. Site Visit Details:

- 1) Visited on November 16, 2011 during the morning drop-off period.
- 2) Weather was overcast & rainy.



B. Observations:

1) General:

- i. Traffic generally flowed well around school.
- ii. Crossing guard used at crosswalk on S. Liberty Hill Road.
- iii. School requests additional green light time during pick-up & drop-off periods for northbound traffic at the S. Liberty Hill Road & E. Morris Blvd intersection.
- iv. Some parents park in the Hillcrest Baptist Church parking lot and wait for their children to walk across S. Liberty Hill Road to them with the crossing guard.
- v. Buses and vehicles have separate one-way, two-lane, loop drives for pick-up/drop-off.
- vi. Signage on South Liberty Hill Road is sufficient. No school-related signage on E. Morris Blvd or Oak Street.
- vii. The abundant road network surrounding the school provides several alternatives for thru-traffic to bypass congestion during peak times.

2) Concerns:

- i. Congestion occurs at signalized intersection of E. Morris Blvd and S. Liberty Hill Road that occasionally causes back-ups through the school zone.



- ii. Due to short, southbound left-turn lane on S. Liberty Hill Road at Oak Street, stacking traffic (waiting to enter school drop-off/pick-up area) overflows storage area and blocks thru-traffic on S. Liberty Hill Road.
- iii. Northbound traffic on S. Liberty Hill Road also stacks up at Oak Street waiting to turn right to school entrance.

C. Recommendations:

- 1) Adjust the timing of the signal S. Liberty Hill Road and E. Morris Blvd to provide additional green light time for northbound traffic.
- 2) Lengthen the left-turn lane on S. Liberty Hill Road at Oak Street to provide additional storage and relocate on-street handicap parking in front of Hillcrest Baptist Church.

5. John Hay Elementary

A. Site Visit Details:

- 1) Visited on November 16, 2011 at mid-day.
- 2) Weather was overcast & rainy.

B. Observations:

1) General:

- i. School has single access looped drive located in front of the school for drop-offs & pick-ups.
- ii. Mild, but manageable, congestion occurs in loop drive and at Camilla Avenue intersection during peak periods.
- iii. Other than two (2) directional signs for the school on Hwy 11-E, there is no school zone signage on any of the surrounding roadways.



- iv. School is located in a residential subdivision setting with long approach roads for vehicle stacking during peak times.
- v. Multiple access points from Hwy 11-E to the school appear to keep any one intersection from being critical or becoming overwhelmed.
- vi. Despite residential setting, only about half dozen students are said to commute on foot.
- vii. School does not have any requests for improvements at this time.

2) Concerns:

- i. There are no sidewalks within the residential area surrounding the school or from the school to the adjacent streets.

C. Recommendations:

- i. None.

6. Lincoln Heights Elementary & Middle

A. Site Visit Details:

- 1) Visited on December 9, 2011 during the morning drop-off period.
- 2) Weather was cool & clear.

B. Observations:

1) General:

- i. Crossing guards used at the entrances to both schools. They wear highly reflective outerwear and use lighted wands to direct traffic.
- ii. Two-school campus, proximity to urban and high volume residential areas, and nearness to high school make this school zone irregularly congested.
- iii. The adjacent residential area contributes to a high amount of pedestrian traffic.
- iv. School zone was well signed and a flashing beacon system is utilized.
- v. Both schools have two-lane, one-way looped drives for parent drop-off/pick-up in front.
- vi. Buses enter and exit at middle school drive but separately unload/load behind the school. The school requests a fully independent bus loop.



2) Concerns:

- i. Crossing guard has been struck by a car at this location.
- ii. School drives are close enough together that westbound stacking for the middle school backs up to the elementary school entrance and hinders access.
- iii. Stacking within the right-turn lane for the elementary school sometimes blocks the middle school entrance/exit.
- iv. With no left turn storage for westbound traffic, Lincoln Avenue backs up through the school zone to the point of occasionally reaching S. Cumberland Street.

- v. Poor level of service on Lincoln Avenue caused by vehicle stacking causes some westbound motorists to detour off of the road and through the commercial properties on the north side of the road.
- vi. The commercial parking areas on the north side of Lincoln Avenue are also utilized by some parents to drop-off/pick-up their kids for/after escort by the crossing guard. The practice is discouraged by the school but still occurs.
- vii. Crossing guard notes that speeding through the school zone is an issue.
- viii. Sidewalks exist on both sides of Lincoln Avenue except for the section in front of the school property (south side of road).
- ix. Crosswalk striping worn in front of schools and none present at the Lincoln Avenue & Jackson Avenue intersection.
- x. Flashing beacon system requires manual start to a timed end.
- xi. Limited turn radii exist at both the elementary school exit and the middle school entrance.

C. Recommendations:

- 1) Update flashing beacon signage to fluorescent yellow-green color.
- 2) Provide a new controller for the flashing beacon system that will time the system on & off at regular intervals without human dependence.
- 3) Update the crosswalk striping in front of the schools and install a new crosswalk for the north/south crossing of Lincoln Avenue on the east side of its intersection with Jackson Avenue.
- 4) Construct a sidewalk in front of the schools (south side of Lincoln Avenue) to allow for pedestrian movement across the school zone without the need for crossing the street. This item was also requested by the school.
- 5) Increase the curb return radii at the elementary school exit and the bus/middle school entrance to improve maneuverability.
- 6) Provide a center turn lane in front of the schools for the storage of left-turn vehicles.
- 7) Provide additional law enforcement surveillance to minimize speeding within the school zone.



7. Manley Primary & Elementary

A. Site Visit Details:

- 1) Visited on November 28, 2011 during the drop-off period.
- 2) Weather was overcast & rainy.

B. Observations:

1) General:

- i. Considering that there are two schools on this campus, traffic flowed pretty well.
- ii. W. Economy Road was signed adequately except for the lack of an “end school zone” sign (S5-2 type) at the north end of the school zone.
- iii. The morning drop-off routine includes two incoming lanes – one for primary school & one for middle school – and two outgoing lanes, while the afternoon pick-up traffic pattern includes three incoming lanes (one for primary school & two for middle school).



- iv. Buses use same ingress as vehicular traffic but divert to separate drop-off/pick-up areas and have independent egress.
- v. School has some students that walk to school.
- vi. School traffic has a minor impact on W. Economy Road, but its center turn lane provides adequate left-turn storage and allows free flow of thru-traffic.
- vii. No major issues noted at the intersection of W. Economy Road & Andrew Johnson Hwy.

- 2) Concerns:
 - i. Stacking of traffic for middle school occasionally reaches W. Economy Road.
 - ii. There is a sidewalk on the west side of W. Economy Road but no interior walkway from it to the school.
- C. Recommendations:
 - 1) Examine the primary pedestrian routes to & from school and provide adequate connectivity between facilities.

8. Meadowview Middle

A. Site Visit Details:

- 1) Visited on November 30, 2011 during mid-day.
- 2) Weather was overcast & rainy.

B. Observations:

1) General:

- i. School located in a setting of mixed rural, residential, and urban land uses.
- ii. Long, independent access to school keeps stacking traffic from affecting adjacent roads.
- iii. School has one-way, two-lane looped drive for drop-off/pick-up.
- iv. Some students walk or ride bicycles to school. Primary route is along Meadowview Lane and N. Liberty Hill Road.
- v. There is sidewalk on the north side of Meadowview Lane (between school drive and N. Liberty Hill Road) and on both sides of N. Liberty Hill Road.
- vi. Crosswalks are striped and signed well at the Meadowview Lane & N. Liberty Hill Road intersection.
- vii. School zone is signed well on both Meadowview Lane and N. Liberty Hill Road.
- viii. A flashing beacon system is utilized on N. Liberty Hill Road on either side of the Meadowview Lane intersection.
- ix. A crossing guard is utilized at the Meadowview Lane & N. Liberty Hill Road intersection.



2) Concerns:

- i. Bus and auto traffic utilize the same route and loading/unloading zones.

C. Recommendations:

- i. Consider providing independent access route for bus traffic to avoid conflicts with vehicular traffic and expedite entry/exit.

9. Miller Boyd

A. Site Visit Details:

- 1) Visited on November 16, 2011 at mid-day.
- 2) Weather was overcast.



B. Observations:

1) General:

- i. There is no established school zone is established, however low attendance does not demand such.
- ii. There is only directional signage on E. Morris Blvd.
- iii. Loop drive for drop off/pick up and plenty of parking.
- iv. Median cuts exist in E. Morris Blvd at both the Boyd School Road & Snyder Road intersections to all for unrestricted turn movements.

2) Concerns:

- i. None.

C. Recommendations:

- 1) None.

10. Morristown – Hamblen East High

A. Site Visit Details:

- 1) Visited on November 16, 2011 during afternoon pick-up.
- 2) Weather was cloudy & rainy.

B. Observations:

1) General:

- i. School located in a densely developed urban & residential area and fronts a major thoroughfare (E. Morris Blvd).
- ii. Traffic extremely congested on school property. However, back-ups did not impede Hwy 11-E traffic.



- iii. East 4th Street becomes impassable while parents wait for students. Some wait on East 4th rather than pulling through designated loading/unloading zone.
- iv. Traffic from student lots flow primarily north out S. James Street to E. Morris Blvd and south out E. 4th Street to Inman Street.
- v. Inman Street traffic eastward to Montvue Avenue causes back-ups at their intersection and at the Montvue Avenue & E. Morris Blvd intersection.
- vi. School receives a mild amount of pedestrian traffic.
- vii. Sidewalks exist along all surrounding streets and crosswalks are located at the intersections of E. Morris Blvd with S. James Street & Montvue Avenue.
- viii. Signage on Hwy 11-E was adequate, but no school zone signs were found on side streets.

2) Concerns:

i. Buses and vehicular traffic use the same route to two separate but adjacent loading/unloading zones. Students moving to & from the parent drop-off/pick-up zone from school must walk through the bus zone.



ii. Student drivers must walk through both parent and bus drop-off/pick-up zones to get to much of the parking.



iii. Road geometry of E. Morris Blvd in front of the school is irregular horizontally and vertically.

iv. Crosswalk deteriorated on S. James Street at E. Morris Blvd intersection.

C. Recommendations:

- 1) Consider options for separating bus and vehicular traffic ingress/egress routes and loading zones.
- 2) Provide designated corridors for students to get to parking areas that limit conflicts with motorists as much as possible. Routes need to be well-marked for both pedestrian and automobile notification.
- 3) Replace crosswalk striping on S. James Street at E. Morris Blvd intersection.

11. Morristown – Hamblen West High

A. Site Visit Details:

- 1) Visited on November 30, 2011 during afternoon pick-up.
- 2) Weather was overcast but dry.

B. Observations:

1) General:

- i. Traffic flowed fairly well with no major traffic issues.
- ii. Two-lane, one-way traffic loop in front of school for parent pick-up/drop-off (parking along the sides).
- iii. Independent bus loop on south side of school.
- iv. Residential setting yields a high pedestrian traffic volume.
- v. Sidewalks exist along all Sulphur Springs Road and Lincoln Avenue.
- vi. The signalized intersection at Sulphur Springs Road and Lincoln Avenue backs-up at peak periods but clears at each cycle.
- vii. Left-turn stacking on Sulphur Springs Road fills up the turn lane and occasionally, but seldom, exceeds its capacity. Turn lane is as long as it can be without blocking exit to loop drive.
- viii. With student parking being on either side of the parent pick-up zone, students were not forced to go through it.

2) Concerns:

- i. Pedestrian crossing signs abundant on Sulphur Springs Road, but no school zone notification signs exist.
- ii. No school zone or pedestrian notification signs exist along Lincoln Avenue.
- iii. Crosswalk striping type varies.
- iv. Parents & students not wanting to wait for left-turns into the school entrance on Sulphur Springs Road occasionally turn into the exit to access the northern parking lot.
- v. Right-turn stacking at the entrance to the parent drop-off/pick-up loop blocks northbound traffic on Sulphur Springs Road.



C. Recommendations:

- 1) Add fluorescent yellow-green “school” signs (S4-3P type) to pedestrian notification signs at each end of school zone.

- 2) Install school zone notification signage (S1-1 & S4-3P at a minimum) on Lincoln Avenue east of the bus entrance and west of the Sulphur Springs Road intersection.
- 3) Update crosswalk striping to one uniform type at location in front of school (on Sulphur Springs Road) and at intersection of Sulphur Springs Road and Lincoln Avenue.
- 4) Consider use of crosswalk signalization at Sulphur Springs Road and Lincoln Avenue intersection to better inform pedestrians of safe crossing times and avoid conflicts with traffic.
- 5) Provide a right-turn lane on Sulphur Springs Road between Lincoln Avenue and the school's front entrance to allow for some back-up traffic without impeding northbound thru-traffic.



12. Russellville Primary

A. Site Visit Details:

- 1) Visited on November 10, 2011 during afternoon pick-up.
- 2) Weather was clear & sunny.

B. Observations:

1) General:

- i. A crossing guard is utilized at the Old Russellville Pike & Hwy 11-E intersection to direct traffic (spoke with regarding issues).
- ii. Pre-K drop off/pick up is on the east side of the school, while parent & bus loading/unloading for K-2 is in front of the school.

2) Concerns:

- i. Congestion around school due to heavy traffic flow on multiple routes with multiple intersections in close proximity to one another. The most significant intersection (Old Russellville Pike & Hwy 11-E) is also geometrically irregular.
- ii. With Hwy 11-E and Old Russellville Pike both only having two lanes (no turn lanes) in proximity to the school, stacking from traffic trying to get into the school or to navigate through one of the several intersections completely stops thru-traffic on these routes during peak periods.



- iii. Westbound traffic on Hwy 11-E backs up to the eastern limits of the school zone, giving little warning to full speed motorists coming into the congestion.
- iv. Traffic control signage & striping within the school property are inconsistent and could cause confusion (i.e. stop bar with no stop sign, stop sign with no stop bar, etc).
- v. Parent & bus drop-off/pick-up routes for K-2 are the same and cause unsafe conditions.
- vi. Pre-K drop-off/pick-up route crosses drop-off/pick-up route for the rest of the school causing additional congestion.

- vii. Buses have difficulty exiting left out of parking area, as there is no signage or striping showing westbound traffic where to stop when yielding to buses. Inevitably, vehicles stop too late and buses don't have sufficient room to negotiate the turn.
- viii. Crossing guard uses unconventional motions to direct traffic and is ill-equipped.
- ix. Flashing beacon system is utilized on Hwy 11-E on either side of the Old Russellville Pike intersection, but the signs are faded and difficult to read.
- x. There is no school zone signage on Old Russellville Pike. The speed limit is 30 MPH heading westbound into school zone (20 MPH coming off of Hwy 11-E).



C. Recommendations:

- 1) Entire road layout and driveway connectivity in the area of the Old Russellville Pike and Hwy 11-E intersection needs to be reoriented. Consult possible TDOT plans for improvement and coordinate modifications.
- 2) On-road storage is needed for left & right-turning vehicles at the school entrances and other intersections to avoid stopping thru-traffic.
- 3) As long as traffic stacking continues to occur at its current level on Hwy 11-E, the school zone needs to be extended eastward to provide earlier warning of the congestion.
- 4) Provide uniform signage & striping on school grounds to clearly communicate the desired traffic patterns.
- 5) Alter on-site drop-off/pick-up traffic routes to minimize flow disturbance and avoid bus-vehicle-pedestrian conflicts. Possible improvements include:
 - i. Add drive to pre-K loading/unloading zone from Luther Proffitt Road.
 - ii. Add access to Vaughn Road for use as bus entry/exit.
- 6) Provide signage and/or striping at the school's front exit that clearly shows westbound traffic on Old Russellville Pike where it should stop when yielding to exiting school traffic.
- 7) Provide crossing guard training and appropriate equipment.
- 8) Replace flashing beacon signage with new high-visibility type.

13. Russellville Elementary

A. Site Visit Details:

- 1) Visited on November 10, 2011 during morning drop-off period.
- 2) Weather was clear & sunny.

B. Observations:

1) General:

- i. Traffic flowed well but faster than the posted speed limit (20 MPH).
- ii. No pedestrian traffic to school.
- iii. For the most part, bus and vehicle traffic is separated. Bus loading/unloading zone is at the rear of the school and vehicle drop-off/pick-up is in the front. The two do converge just prior to exiting onto Hwy 11-E.
- iv. Some parents appeared to use the rear of the school for drop-off/pick-up in order to avoid the more congested front zone.
- v. Crossing guard located on 11-E at entrance. No assistance at exit end of loop.
- vi. Westbound traffic wanting to turn right into the school uses the shoulder for stacking, but it is too narrow to safely allow passage of thru-traffic.



2) Concerns:

- i. Vertical geometry of 11-E and speeding within the school zone cause safety issues for crossing guard (been hit numerous times) and school traffic.

C. Recommendations:

- 1) Add additional signage to school zone to remind motorists of speed zone (ex: "Higher Fines") or implement a flashing beacon system.

- 2) Request additional law enforcement surveillance to help reduce speeding.
- 3) Widen westbound shoulder on Hwy 11-E just east of school entrance for storage of right-turn vehicles and a left-turn lane west of this entrance to accommodate stacking of traffic in this direction. Consult possible TDOT plans for improvement and coordinate modifications.



14. Union Heights Elementary

A. Site Visit Details:

- 1) Visited on November 9, 2011 during the afternoon pick-up.
- 2) Weather was overcast but dry.



B. Observations:

1) General:

- i. Well functioning school zone. Pretty long stacking but moved well once kids were released.
- ii. Traffic on SR-160 was not impaired and minimal stacking occurred on Lowland Pike as it exited onto SR-160.
- iii. Lowland Pike & SR-160 were both signed appropriately for the school zone.
- iv. Only one known kid walks to school.
- v. No crossing guard or crosswalk in school zone.
- vi. Some parents with students at East Ridge come to pick-up their kids after being bused here to avoid the other school zone.
- vii. School has an access road off of Springvale Road that is utilized for parent drop-off/pick-up. This long approach provides ample stacking space.
- viii. Traffic is one-way; parents are not to use front of school for pick up.

2) Concerns:

- i. School exit onto Lowland Pike does not have a stop sign.



C. Recommendations:

- 1) Install a stop sign at the school exit onto Lowland Pike.

15. West Elementary

A. Site Visit Details:

- 1) Visited on November 16, 2011 at mid-day.
- 2) Weather was overcast & rainy.

B. Observations:

1) General:

- i. School is located in a highly residential area and several students walk or bicycle to school.
- ii. Most of the surrounding roads have sidewalks and the school has walkways that connect with them.
- iii. Drop-off/pick-up traffic enters off of Richardson Street on the south side of the school, loops left, and northward onto W. Converse Street.
- iv. School personnel requested lighting at rear of school.
- v. Primary issue is with parents not following instructed traffic patterns and accidents have occurred.

2) Concerns:

- i. The only school zone related signage is on Richardson Street south of the school entrance.
- ii. No speed limit signage exists on W. Converse Street between Cherokee Drive & Richardson Street.



- iii. There are crosswalks at the intersection of Converse Street & Cherokee Drive and on W. Converse Street at N. Henry Street, but no notification signage is provided for the later.
- iv. Conflicts occur at the school entrance off of Richardson Street when northbound & southbound drivers wanting to enter the site don't yield to each other.

C. Recommendations:

- 1) Add "school" sign (S4-3P type) to existing Richardson Street notification sign and a speed limit sign to inform motorists.

- 2) Provide school crossing notification signage on either side of the W. Converse Street crosswalk at N. Henry Street.
- 3) Install school zone and speed zone signage on W. Converse Street (just south of N. Henry Street) for southbound motorists heading towards the school (S1-1 & S4-3P combo and R2-1 at a minimum).
- 4) Provide a crossing guard at the Richardson Street entrance to control traffic ingress.

16. West View Middle

A. Site Visit Details:

- 1) Visited on November 14, 2011 during mid-day.
- 2) Weather was overcast but dry.

B. Observations:

1) General:

- i. Fairly newly built school on a four-lane divided highway (SR-160).
- ii. The school accesses the highway at a signalized intersection (SR-160 & Eller Road) with little competing traffic on its leg of the intersection (southeast).
- iii. Three tiered signage (notification, reduced speed & zone speed limit) on SR-160 on either side of the traffic signal is adequate.
- iv. With good signage, signalized access, a long approach drive, and a well organized & marked internal drop-off/pick-up route, the school zone appears to function well.
- v. There is little or no pedestrian traffic.
- vi. Internal traffic lanes are clearly defined by letter of last name for student pick up.



2) Concerns:

- i. None.

C. Recommendations:

- 1) None.



17. Whitesburg Elementary

A. Site Visit Details:

- 1) Visited on November 16, 2011 during mid-day.
- 2) Weather was overcast & rainy.

B. Observations:

1) General:

- i. A small, rural community school.
- ii. Traffic flows from Hwy 11-E, through school to Stubblefield Street, and back out to Hwy 11-E.
- iii. A flashing beacon system is utilized on Hwy 11-E with adjacent “school” road markings (poor condition).



- iv. School zone notification signs are present prior to the flashing beacons on either side of the school zone.
- v. No signage existed noting the end of the school zone.
- vi. Traffic volume is generally low on this section of Hwy 11-E except for the higher morning & afternoon commuting periods.
- vii. Typical speed limit through town is 40 MPH and the school zone speed limit is 15 MPH.

2) Concerns:

- i. Limited stacking distance is available before affecting Hwy 11-E functionality.
- ii. There is no school zone signage on Stubblefield Street.

C. Recommendations:

- 1) Update “school” road striping at flashing beacon signals.
- 2) Install “end school zone” signage (S5-2) on Hwy 11-E.
- 3) Provide school zone notification (S1-1 type) with “school” (S4-3P type) sign on Stubblefield Street north of the school and just south of Lane Street.

18. Witt Elementary

A. Site Visit Details:

- 1) Visited on December 9, 2011 during morning drop-off & afternoon pick-up.
- 2) Weather was clear & sunny.



B. Observations:

1) General:

- i. The school's sole access is to a busy four-lane divided highway (Hwy 25-E), with no traffic signal, which makes traffic control difficult in the school zone.
- ii. There is little interior stacking space for waiting parents.
- iii. Parents approaching from the north stack on the right shoulder of Hwy 25-E and those from the south stack in the median's left-turn lane and median cut (school access on west and Jacobs Road on east).
- iv. A crossing guard is used at the school entry/exit to control ingress/egress and was very effective (used traffic cone & handheld "slow/stop" paddle).
- v. Vehicular and bus traffic both enter the site at the school entrance with crossing guard assistance. Buses loop around and come back out at this same location, while parents exit the site via a separate access to the south onto Hwy 25-E.
- vi. Pre-K pick-up occurs 15-20 minutes prior to that of the rest of the school to allow for parents to sign children out and leave prior to the K-3 grade peak.
- vii. No signage existed noting the end of the school zone.

- viii. The general speed limit on Hwy 25-E is 55 MPH but it reduces to 50 MPH between S. Cumberland Street (north end of school zone) and Interstate 81. During school drop-off/pick-up times, the school zone speed limit is further reduced to 25 MPH.
- ix. Area was observed early during morning drop off and found traffic to be respectful of school zone speeds as well.
- x. There is no known pedestrian traffic at this school.



2) Concerns:

- i. There is no advanced notification signage on Hwy 25-E for the school zone prior to the flashing beacons.
- ii. Vehicles leaving the school property that want to go north on Hwy 25-E must exit the site to the south and then make a U-turn at the Benton Hale Road median cut.
- iii. During site visits, most traffic appeared to comply with the school zone speed limit, but the crossing guard said motorists regularly don't slow down to the school zone speed limit.

C. Recommendations:

- 1) Install "end school zone" signage (S5-2) on Hwy 25-E.
- 2) Adding connectivity to Watkins Chapel Road to the northwest would allow for the option of ingress/egress to a more controlled intersection and provide plenty stacking storage.
- 3) On either side of the flashing beacons on Hwy 25-E, install school notification signage (S1-1 type) above "school" (S4-3P type) and "begin higher fines" (R2-10 type) signs.

19. Jefferson Elementary & Middle

A. Site Visit Details:

- 1) Visited on December 6, 2011 during morning drop-off.
- 2) Weather was overcast & rainy.

B. Observations:

1) General:

- i. Schools are located on a high volume, four-lane divided highway (Hwy 11-E) with lots of thru-traffic.
- ii. Two City Police were present performing crossing guard duties. One was stationed at the Hwy 11-E median cut at the shared access drive and one was located at the median cut at Universal Road.
- iii. It was reported that a school volunteer is often stationed within the school property at the shared school drive. That person helps direct traffic at the three-way intersection on-site but was not present at the time of the site visit.
- iv. Exiting the shared middle/elementary school drive and Universal Road onto Hwy 11-E is restricted to right-only turning movements during drop-off & pick-up times.
- v. The speed limit is reduced from 45 MPH to 25 MPH through the school zone.
- vi. A flashing beacon system is used on Hwy 11-E to notify motorists of the school zone & speed limit therein. There is "school" road striping at the beacon locations but it is heavily worn.
- vii. Parents needing to drop-off/pick-up kids at the elementary school can either enter the site from Hwy 11-E at the shared school drive and loop around the front circle for 3rd-5th grade students or they can come in off of Universal Road and go through the kindergarten & 1st grade transfer station (southwest corner of bldg), the 2nd grade transfer station (east side of bldg), and then the 3rd-5th grade transfer loop.



- viii. Buses were observed to enter the elementary school via the shared school drive at Hwy 11-E and drop-off/pick-up students at the 3rd-5th grade transfer area.
- ix. Parents needing to drop-off/pick-up kids at the middle school can enter from Hwy 11-E either through the shared school drive or the western entry before looping clockwise around the building for student transfer at the rear of the school.
- x. Buses were observed to enter the middle school via both its western & shared school drives and drop-off/pick-up students at both the front & rear of the school.



- xi. Exiting either site requires use of the shared school drive or the western middle school drive. There is no exit available to Universal Road.
 - xii. For parents with kids at both schools, they must go through both loops. The preferred routine is to go through the elementary school transfer first and then the middle school, with connectivity via the shared school drive.
- 2) Concerns:
- i. The large hill on Hwy 11-E just east of the school access locations limits motorist warning ability.
 - ii. The flashing beacon on Hwy 11-E at the east end of the school zone is located west of the hill and right at the Universal Road median cut, thereby providing limited warning to westbound traffic.
 - iii. Likewise, the flashing beacon on Hwy 11-E at the west end of the school zone is located fairly close to the westernmost middle school drive and provides limited warning to eastbound traffic.
 - iv. There is no school zone notification signage on Hwy 11-E in advance of the flashing beacons.
 - v. There is no school zone signage on Universal Road.

- vi. There is no left-turn lane for westbound traffic on Hwy 11-E at the Universal Road intersection. When traffic stacks up here waiting to cross the eastbound lane, it blocks the left lane of the highway in a location where oncoming traffic has very poor sight distance due to the crest of the hill.
- vii. There is also no left-turn lane for westbound Hwy 11-E traffic at the westernmost middle school drive entrance.
- viii. The left-turn lane for westbound Hwy 11-E traffic at the shared school drive is not long enough to hold all of the stacking created by motorists trying to enter the school. The overflow vehicles then block the westbound left lane of Hwy 11-E.
- ix. Eastbound traffic on Hwy 11-E was observed to back-up nearly to the traffic signal at Old Andrew Johnson Hwy. This intersection is also the primary access for Jefferson Memorial Hospital.



- x. Close proximity of schools and shared access to Hwy 11-E make congestion and traffic control difficult.
- xi. With both schools having multiple points of ingress (three for middle school & two for elementary school) and egress (two for each school), it is very difficult to control traffic and achieve fluid vehicular movement.
- xii. Some parents use the front of the middle school for drop-off/pick-up even though it is marked for buses only.
- xiii. Due to limited police staffing, traffic control is not dependable. During the site visit, one police officer left to perform other law enforcement duties, leaving the shared access drive onto Hwy 11-E unmanned for a period of time. It was reported that there are often times when there is no traffic control presence.
- xiv. The lack of consistent traffic control personnel at the three-way intersection within the shared school drive (on-site) further promotes instability.

C. Recommendations:

- 1) Move the eastern flashing beacon on Hwy 11-E further east towards the top of the hill for better notification of school zone and slowing traffic.
- 2) Move the western flashing beacon on Hwy 11-E further west to provide additional slowing time for eastbound traffic prior to reaching first school drive.
- 3) Update “school” road striping at flashing beacon locations.
- 4) Install school notification sign (S1-1 type) over “school” (S4-3P type) signage on either side of the Hwy 11-E flashing beacons and on either side of the elementary school drive access on Universal Drive.
- 5) Provide a left-turn lane for westbound Hwy 11-E traffic at the Universal Road and western middle school drive median cuts.
- 6) Extend the left-turn lane on Hwy 11-E at the shared school drive median cut to its maximum length to better accommodate stacking traffic and minimize interference with highway thru-traffic.
- 7) Sign the western middle school drive for “bus entry only” to Hwy 11-E traffic and turn it primarily into an exit-only for vehicles.
- 8) Use the two separate drive loops at the middle school to load/unload buses in the front or back and vehicles in the opposite location.
- 9) Eliminate the multiple student transfer locations at the elementary school to provide a smoother loading zone with less stops & starts.
- 10) Provide dependable, trained, and properly equipped crossing guards at shared school drive and Universal Road accesses to Hwy 11-E, as well as at three-way intersection on the south end of the shared school drive.

20. White Pine Elementary

A. Site Visit Details:

- 1) Visited on November 30, 2011 during morning drop-off and on January 25, 2012 during afternoon pick-up.
- 2) Weather was rainy on 11/30/11 and clear on 1/25/12.

B. Observations:

1) General:

- i. The school is located in a rural area and serves a low density community.
- ii. School comes from a two lane road (SR-341).
- iii. Nearby housing area creates moderately high pedestrian traffic (primarily from the east).
- iv. A flashing beacon system is used on SR-341 on either side of the school zone reducing the speed to 20 MPH therein.



- v. The County Sherriff provides traffic control at the front of the school but appears to only stop traffic for the entry & exit of buses. Having a flashing light law enforcement vehicle parked at the school entrance is also effective in keeping motorists mindful of their speed.
- vi. Buses enter & exit the school via an independent loop drive on the east side of the school.
- vii. Parents enter & exit the school for loading/unloading via a loop drive at the front of the school. Traffic flows through this transfer zone in a counterclockwise fashion.
- viii. There is not sufficient storage within the school drive for stacking cars awaiting drop-off/pick-up to stay out of SR-341.
- ix. The overflow stacking of westbound traffic occurs on the wide right shoulder of SR-341 and extends back to the Lions Park frontage.

- x. No parking signage is used at several locations along the SR-341 shoulder to keep parents from blocking drives and restricting sight distance at corners.
- xi. The entry & exit drives for the school are too close to one another to permit the stacking of more than a couple of eastbound cars at the entrance before they block the exit. For this reason, no eastbound traffic turns left into the school. Instead, they all go down to Lions Park, turn around, and stack on the right shoulder with the westbound parents.
- xii. Many parents park at Lions Park and have for their kids walk to them rather than go through the school's student transfer zone.
- xiii. Stacking for school is on the shoulder for those turning right into school, and in the road for those turning left into the school.
- xiv. "End of school zone" signage on SR-341 was in pretty poor condition.
- xv. While the traffic patterns within the school zone appear a little dysfunctional, they overall work pretty well.



- xvi. Low levels of service were reported at the signalized intersection (flashing stop & yield light) of SR-341 and SR-113 just east of Lions Park during peak school periods. However, during the site visits no out-of-the-ordinary back-ups or dangerous situations were observed. None of the left-turn lane capacities were ever exceeded and traffic cleared from the east & west "stop" conditions without much wait.

2) Concerns:

- i. There are no school zone notification signs in advance of the flashing beacons on SR-341.

- ii. There are sidewalks from the housing areas to the neighboring Lions Park but none between the school and the park.
- iii. Students cross the road to an adjacent market on the south side of SR-341 without a controlled or marked crossing location.
- iv. A few parents travelling eastbound on SR-341 do try to turn left into the school drive and cause conflict by cutting off the stacked westbound traffic and blocking thru-traffic while they wait.
- v. There is a 30 MPH speed limit sign east of the western flashing beacon that makes it appear that the speed limit for eastbound traffic drops to 20 MPH at the beacon and then increases to 30 MPH at the speed limit sign.

C. Recommendations:

- 1) Install school notification sign (S1-1 type) over “school” (S4-3P type) signage on either side of the SR-341 flashing beacons.
- 2) Provide a separate facility for pedestrians to get between the school and the adjacent park sidewalks.
- 3) Provide a striped crosswalk with advanced notification signage on either side to allow pedestrians to safely cross SR-341 near the existing market.
- 4) Install striping and/or signage at the school’s entrance for no left-turns (right-turn entry only).
- 5) Replace “end of school zone” sign.
- 6) Remove or relocate the 30 MPH speed limit sign near the school’s westernmost drive to avoid conflict with the preceding flashing beacon signage.



APPENDIX A

School Questionnaire Responses

From: Hugh Clement 8/1/11 12:17:20 PM
"Rich D" <richd@mymorristown.com>

Subject: Fwd: [Suspect SPAM] FW: 11.06513 2011.07.27 LAMPTO SRTS ...

To: All Principals

View in Browser

Hugh Clement
Assistant Director, Administration
Hamblen County Schools
(423) 581-3118

----- Original Message -----

Alpha

Hello Hugh:

Will you please forward this to the various schools for their responses. I am in the process of starting a school safety traffic study, and we would like for each of the school's to response to the questions below. If there is someone else that you may feel should respond to this, please feel free to send it to them as well. Thanks for your help.

1. Traffic Safety:

- a) Is there a history of past traffic accidents? *No - but some close calls have occurred*
- b) If so, what has been the nature of the accidents, where are they occurring, and are there known causes?

2. Traffic Congestion: *Speeding within the school zone exiting @ AI.*

- a) Are there traffic congestion issues at your school? *Yes - Intermediate-traffic exits two ways at AI - none at AP - hard at times to exit -*
- b) If so, when & where do they occur and is the cause apparent? *With no crossing guard at the exit of AI - Congestion*

3. Pedestrian Safety: *accidents*

- a) Are there known pedestrian and vehicular traffic conflict locations? *no*
- b) Is there a history of past accidents? *no*
- c) Do you know if many students, teachers, parents, etc. commute to your school via non-motorized means (i.e. walk, bicycle, etc)? *no, they do not*

d) If so, are there primary routes that are taken?

4. Suggestions:

a) Are there any specific improvements that you would like to see made at your school to improve vehicle and/or pedestrian access and safety?

A guard at AI would most definitely help. Alpha Primary has no exit on Old Hwy. 11-E.

Rich DesGroseilliers, GISP

MTPO Coordinator

100 W 1st N St

PO Box 1499

Morristown, TN 37816-1499

423-581-6277

423-585-4679 (fax)

richd@mymorristown.com

From: Jake Greear [<mailto:jake.greear@mcgillengineers.com>]

Sent: Wednesday, July 27, 2011 1:36 PM

To: 'Rich D'

Cc: tbarrett@mymorristown.com; 'Greg Eidam II'

Subject: 11.06513 2011.07.27 LAMPTO SRTS School Zone Safety Audit

East Ridge Middle

East Ridge Middle School

School Safety Traffic Study

1. Traffic safety:

a) Is there a history of past traffic accidents? None

b) If so, what has been the nature of the accidents, where are they occurring, and are there known causes?

2. Traffic Congestion:

a) Are there traffic congestion issues at your school? Due to the location of the school (ST. Clair Rd. – Two Lane Highway) there are times each day when traffic congestion is an issue.

b) If so, when and where do they occur and is the cause apparent? During afternoon student pick-up the entrance to our school becomes very congested. With the number of car riders and all of the buses entering and exiting the campus from one location, the traffic backs up onto St. Clair Rd.

3. Pedestrian Safety:

a) Are there known pedestrian and vehicular conflict locations? None at this time.

b) Is there a history of past accidents? No

c) Do you know if many students, teachers, parents, etc. commute to your school via non-motorized means (i.e. walk, bicycle, etc.)? None at this time.

d) If so, are there primary routes that are taken? NA

4. Suggestions:

Are there any specific improvements that you would like to see made at your school to improve vehicle and/or pedestrian access and safety?

We would like to have an addition road, which would circle the entire building and connect to the existing circle in the rear of the school. Additionally, we would like another exit from our campus onto St. Clair Rd.

Fairview-Marguerite Elementary

From: Hugh Clement
"Rich D" <richd@mymorristown.com>

Aug 1, 2011 12:17:20 PM

Subject: Fwd: [Suspect SPAM] FW: 11.06513 2011.07.27 LAMPTO SRTS School Z...

To: All Principals

Fairview

View in Browser

Hugh Clement
Assistant Director, Administration
Hamblen County Schools
(423) 581-3118

----- Original Message -----

Hello Hugh:

Will you please forward this to the various schools for their responses. I am in the process of starting a school safety traffic study, and we would like for each of the school's to response to the questions below. If there is someone else that you may feel should respond to this, please feel free to send it to them as well. Thanks for your help.

1. Traffic Safety:

- a) Is there a history of past traffic accidents? No
- b) If so, what has been the nature of the accidents, where are they occurring, and are there known causes?

2. Traffic Congestion:

- a) Are there traffic congestion issues at your school? Only at pick up time
- b) If so, when & where to they occur and is the cause apparent? only at school entrance when parents arrive too early and wait

3. Pedestrian Safety:

- a) Are there known pedestrian and vehicular traffic conflict locations? ~~No~~ Only from the main road up our driveway - no sidewalk
- b) Is there a history of past accidents? NO
- c) Do you know if many students, teachers, parents, etc. commute to your school via non-motorized means (i.e. walk, bicycle, etc)? yes
- d) If so, are there primary routes that are taken? some use the sidewalk on Fairview Rd
others use the yard behind school

4. Suggestions:

- a) Are there any specific improvements that you would like to see made at your school to improve vehicle and/or pedestrian access and safety? a sidewalk added from Fairview Rd. up beside the driveway

From:  Martha Kelly August 4, 2011 5:33:31 PM 
Subject: Re: Fwd: [Suspect SPAM] FW: 11.06513 2011.07.27 LAMPTO SRTS School Zone Safety A
To:  "Rich D" <richd@mymorristown.com>
Cc:  Hugh Clement  Angela Bain

Will you please forward this to the various schools for their responses. I am in the process of starting a school safety traffic study, and we would like for each of the school's to response to the questions below. If there is someone else that you may feel should respond to this, please feel free to send it to them as well. Thanks for your help.

1. Traffic Safety:

a) Is there a history of past traffic accidents? No

b) If so, what has been the nature of the accidents, where are they occurring, and are there known causes?

2. Traffic Congestion:

a) Are there traffic congestion issues at your school? Yes.

b) If so, when & where to they occur and is the cause apparent? Student arrival (7:35-7:55) and dismissal (2:45-3:15) Many cars arrive simultaneously for student dropoff and pickup.

3. Pedestrian Safety:

a) Are there known pedestrian and vehicular traffic conflict locations? No. A crossing guard is posted at the crosswalk in front of our school.

b) Is there a history of past accidents? No

c) Do you know if many students, teachers, parents, etc. commute to your school via non-motorized means (i.e. walk, bicycle, etc)? Occasional walkers but not on a regular basis.

d) If so, are there primary routes that are taken? They arrive from Merwin Street and cross at the four-way stop.

4. Suggestions:

a) Are there any specific improvements that you would like to see made at your school to improve vehicle and/or

pedestrian access and safety? Time the traffic signal at E. Morris Blvd and S. Liberty Hill Rd. to allow a longer time for traffic to move from S. Liberty Hill Rd. during peak traffic hours. During the morning and afternoon rush, traffic backs up all the way to the four-way stop and nothing can move. If the signal light stayed green a little longer during these peak times, it would be a huge help.

Rich DesGroseilliers, GISP

MTPO Coordinator

100 W 1st N St

PO Box 1499

Morristown, TN 37816-1499

423-581-6277

423-585-4679 (fax)

richd@mymorristown.com

Thanks for asking!
Martha Kelly
Principal, Hillcrest Elementary School
407 South Liberty Hill Road
Morristown, TN 37813
Phone: 423-586-7472
Fax: 423-585-3750

From:  **Scott Bolton**

August 16, 2011 10:33:50 AM 

Subject: Re: Fwd: [Suspect SPAM] FW: 11.06513 2011.07.27 LAMPTO SRTS School Zone Safety A

To:  **Hugh Clement**

Mr. Clement,

Here is the survey you sent for us to fill out:

1. Traffic Safety:

- a) Is there a history of past traffic accidents? **No**
- b) If so, what has been the nature of the accidents, where are they occurring, and are there known causes? **N/A**

2. Traffic Congestion:

- a) Are there traffic congestion issues at your school? **Yes**
- b) If so, when & where to they occur and is the cause apparent? **At 3:00, front of building/car rider pick-up**

3. Pedestrian Safety:

- a) Are there known pedestrian and vehicular traffic conflict locations? **There is a pedestrian crossing in the front of the building. No Conflicts**
- b) Is there a history of past accidents? **No**
- c) Do you know if many students, teachers, parents, etc. commute to your school via non-motorized means (i.e. walk, bicycle, etc)? **We have about 5 -7 students that walk home.**
- d) If so, are there primary routes that are taken? **Students walk home with siblings or parents. Where John Hay is surrounded by a neighborhood, these students walk to their street from school.**

4. Suggestions: **None**

- a) Are there any specific improvements that you would like to see made at your school to improve vehicle and/or pedestrian access and safety? **Not at this time**

Thanks,
Scott

From: Janet Dalton
Subject: Lincoln Elementary School Zone Safety
To: Hugh Clement

August 1, 2011 9:40:20 PM



Will you please forward this to the various schools for their responses. I am in the process of starting a school safety traffic study, and we would like for each of the school's to response to the questions below. If there is someone else that you may feel should respond to this, please feel free to send it to them as well. Thanks for your help.

1. Traffic Safety:

a) Is there a history of past traffic accidents? None that I recall

b) If so, what has been the nature of the accidents, where are they occurring, and are there known causes?

2. Traffic Congestion:

a) Are there traffic congestion issues at your school? With 3 schools using Lincoln Avenue (West High, Lincoln Middle, and Lincoln Elementary), traffic gets very heavy between 7:40-8:00 and 2:45-3:10. The beginning of the

school year is especially congested as kindergarten parents initially will drive their children to school rather than put them on a bus. Once the children adjust to school, many begin allowing their child to ride a bus.

b) If so, when & where do they occur and is the cause apparent? Traffic on Lincoln Avenue backs up due to the limited amount of cars able to get into the parking lots.

3. Pedestrian Safety:

a) Are there known pedestrian and vehicular traffic conflict locations? Pedestrian safety is always a concern. Several middle school and elementary parents will park at the shopping center across from the schools and request that their children walk to them in order to avoid the congestion of car traffic at the school. This practice is strongly discouraged with parents.

b) Is there a history of past accidents? Only 1 pedestrian accident to my knowledge.

c) Do you know if many students, teachers, parents, etc. commute to your school via non-motorized means (i.e. walk, bicycle, etc)? I have several parents without transportation who walk their children to and from school. I usually have about 8-10 students that walk.

d) If so, are there primary routes that are taken?

Lincoln Elementary students have to go to the middle school, walk down the sidewalk (beside car traffic) and to the crossing guard. A staff member escorts them to the crossing guard.

4. Suggestions:

a) Are there any specific improvements that you would like to see made at your school to improve vehicle and/or pedestrian access and safety? At one time, we were told that a road would be built beside Lincoln Elementary, which would access some apartments being built behind the school. It would be helpful to have this road to allow buses better entry and access. Sidewalks on both sides of Lincoln Avenue are needed as well.

Rich DesGroseilliers, GISP

1. Traffic Safety:

- a) Is there a history of past traffic accidents?

To my knowledge, there have been no history of traffic accidents.

- b) If so, what has been the nature of the accidents, where are they occurring, and are there known causes?

2. Traffic Congestion:

- a) Are there traffic congestion issues at your school?

Entering and exiting our school in the morning and afternoon is slowed due to traffic congestion.

- b) If so, when & where to they occur and is the cause apparent?

As stated above, entering and exiting our school in the morning and afternoon is slow due to traffic from both our school and the elementary school next door sharing a common street.

3. Pedestrian Safety:

- a) Are there known pedestrian and vehicular traffic conflict locations?

No

- b) Is there a history of past accidents?

There was a student that was hit by a school bus last school year.

- c) Do you know if many students, teachers, parents, etc. commute to your school via non-motorized means (i.e. walk, bicycle, etc)?

A small population of our students walk to school from the apartment complex across the street from our school.

- d) If so, are there primary routes that are taken?

4. Suggestions:

- a) Are there any specific improvements that you would like to see made at your school to improve vehicle and/or pedestrian access and safety?

We feel we have corrected traffic problems at our school by moving bus pick up to the rear of the building for both Middle and Elementary. All walkers and car riders release from the front. This has corrected our traffic congestion and removed some of the safety concerns we had.

From: Debra Dickenson

September 12, 2011 2:28:56 PM

Subject: Re: Fwd: [Suspect SPAM] FW: 11.06513 2011.07.27 LAMPTO SRTS School Zone Safety A

To: Hugh Clement

Hugh Clement writes:

Hugh Clement
Assistant Director, Administration
Hamblen County Schools
(423) 581-3118

----- Original Message -----

Hello Hugh:

Will you please forward this to the various schools for their responses. I am in the process of starting a school safety traffic study, and we would like for each of the school's to response to the questions below. If there is someone else that you may feel should respond to this, please feel free to send it to them as well. Thanks for your help.

1. Traffic Safety:

a) Is there a history of past traffic accidents?

Yes

b) If so, what has been the nature of the accidents, where are they occurring, and are there known causes?

School parking lot. Car backups and hits another car in the parking lot.

2. Traffic Congestion:

a) Are there traffic congestion issues at your school?

Yes

b) If so, when & where to they occur and is the cause apparent?

Afternoon dismal time. We have approximately 350 car riders. 60 of those students are PreK and parents must sign each student out at the end of the day. We are one school with two buildings on the same campus. It takes us 20 minutes to load all of the car riders.

3. Pedestrian Safety:

a) Are there known pedestrian and vehicular traffic conflict locations?

No

b) Is there a history of past accidents?

No

c) Do you know if many students, teachers, parents, etc. commute to your school via non-motorized means (i.e. walk, bicycle, etc)?

Students (walking)

d) If so, are there primary routes that are taken?

Yes

4. Suggestions:

a) Are there any specific improvements that you would like to see made at your school to improve vehicle and/or pedestrian access and safety?

We work as a team to provide a safe campus.

Rich DesGroseilliers, GISP

MTPO Coordinator

100 W 1st N St

PO Box 1499

Morristown, TN 37816-1499

423-581-6277

423-585-4679 (fax)

From:  Dominique Salaciak

September 30, 2011 2:02:09 PM 

Subject: Re: Fwd: [Suspect SPAM] FW: 11.06513 2011.07.27 LAMPTO SRTS School Zone Safety A

To:  Hugh Clement

Hugh Clement writes:

Hugh Clement
Assistant Director, Administration
Hamblen County Schools
(423) 581-3118

----- Original Message -----

Hello Hugh:

Will you please forward this to the various schools, or anyone else that may be able to help in this matter, once again. I had only received info from Hillcrest, Witt, and Union Heights. I have not heard from anyone else. Thanks.

1. Traffic Safety:

- a) Is there a history of past traffic accidents?
- b) If so, what has been the nature of the accidents, where are they occurring, and are there known causes?

2. Traffic Congestion:

- a) Are there traffic congestion issues at your school?

A few minutes before 3:00 our road gets backed up. When the first buses come in and parents are here picking up their kids we experience some congestion.

- b) If so, when & where do they occur and is the cause apparent?

2:50-3:10 - Dismissal of car riders and arrival of buses

3. Pedestrian Safety:

- a) Are there known pedestrian and vehicular traffic conflict locations?
- b) Is there a history of past accidents?

c) Do you know if many students, teachers, parents, etc. commute to your school via non-motorized means (i.e. walk, bicycle, etc)?

We have a few students who ride bikes and walk.

d) If so, are there primary routes that are taken? Mostly down Meadowview Ln. to Liberty Hill

4. Suggestions:

a) Are there any specific improvements that you would like to see made at your school to improve vehicle and/or pedestrian access and safety?

It would be great if we have a paved road around our school so that buses could come around and pick up at the gym. I know this is a huge expense, so we usually get outside and help direct traffic during the congested times.

Rich DesGroseilliers, GISP

MTPO Coordinator

100 W 1st N St

PO Box 1499

Morristown, TN 37816-1499

423-581-6277

423-585-4679 (fax)

richd@mymorristown.com

From: Rich D [<mailto:richd@mymorristown.com>]

From:  Nathan Buice

August 8, 2011 2:57:40 PM 

Subject: Re: Fwd: [Suspect SPAM] FW: 11.06513 2011.07.27 LAMPTO SRTS School Zone Safety A

To:  Hugh Clement

Mr. Clement,

- 1.
 - A) There has not been a history of traffic accidents, the only one I know of occurred three years ago where a student pulled in front of a motorcycle. Other than that I cannot remember an accident we have had near campus.
 - B) This occurred at the entrance to the school circle
- 2.
 - A) Yes, each morning and afternoon traffic is congested for about thirty minutes, 7:30 - 8 and 3:00 - 3:30.
 - B) Too many cars and not enough space to pick up. There are two lanes for car riders which has lessened the congestion.
- 3.
 - A) No
 - B) NO
 - C) We have many who walk to their homes to housing across and beside the school
 - D) Most leave and walk across the street facing the school, Sulphur Springs Rd.
- 4.
 - A) Perhaps more defined crosswalks, and at red light pedestrian crossing signals, but we have had few issues in the past and I hope it stays that way.

Nathan C. Buice
 Assistant Principal/ Athletic Director
 Morristown West High School
 One Trojan Trail
 Morristown, Tn 37813
 423-581-1600
 GO TROJANS!!!!!!!!!!!!!!!!!!!!

From: Samuel Taylor

September 14, 2011 9:48:32 AM

Subject: Re: Fwd: [Suspect SPAM] FW: 11.06513 2011.07.27 LAMPTO SRTS School Zone Safety A

To: Hugh Clement

Hugh Clement writes:

Russellville

Hugh Clement
Assistant Director, Administration
Hamblen County Schools
(423) 581-3118

----- Original Message -----

Hello Hugh:

Will you please forward this to the various schools for their responses. I am in the process of starting a school safety traffic study, and we would like for each of the school's to response to the questions below. If there is someone else that you may feel should respond to this, please feel free to send it to them as well. Thanks for your help.

1. Traffic Safety:

- a) Is there a history of past traffic accidents? No
- b) If so, what has been the nature of the accidents, where are they occurring, and are there known causes?

2. Traffic Congestion:

- a) Are there traffic congestion issues at your school? Russellville Primary-very heavy traffic with the 11E, Old Russellville Pike and school traffic.
- b) If so, when & where to they occur and is the cause apparent? At exit from school with traffic entering and exiting Old Russellville Pike at a.m and p.m times of school opening and closing.

3. Pedestrian Safety:

- a) Are there known pedestrian and vehicular traffic conflict locations? No
- b) Is there a history of past accidents? No

c) Do you know if many students, teachers, parents, etc. commute to your school via non-motorized means (i.e. walk, bicycle, etc)? N?A

d) If so, are there primary routes that are taken?

4. Suggestions:

a) Are there any specific improvements that you would like to see made at your school to improve vehicle and/or pedestrian access and safety?

The speed of traffic on US 11-E is very excessive both morning and afternoon . The traffic guard (intermediate building) requests city, county or state to set up radar during the busy times of 7:15-8:00 a.m. and 2:45 and 3:30 p.m. There is no flashing light on the east end of school zone (intermediate building) and traffic on 11-E does not obey the 20 miles per hour speed limit. Very dangerous when truck and automotive traffic is speeding and traffic guard attempts to stop traffic.

Rich DesGroseilliers, GISP

MTPO Coordinator

100 W 1st N St

PO Box 1499

Morristown, TN 37816-1499

423-581-6277

423-585-4679 (fax)

richd@mymorristown.com

Union Heights Elementary

Union Heights traffic info

1.
 - a. No history of accidents
 - b. n/a

2.
 - a. traffic flows smoothly off of Springvale to Tornado Trail
 - b. the only problem we encounter is when someone trys to break the flow of traffic by entering off of 160.

3.
 - a.No pedestrian conflicts
 - b. No
 - c. one student in the past on rare occasions
 - d. I have discussed this with the parent

4.
 - a. all is well at present time

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West Elementary

West Elm

WE Traffic Questions

1. Traffic Safety:

- a) Is there a history of past traffic accidents? Yes, some have occurred in our parking lot.
- b) If so, what has been the nature of the accidents, where are they occurring, and are there known causes? Congested parking and parents trying to cut the line of traffic.

2. Traffic Congestion:

- a) Are there traffic congestion issues at your school? Yes.
- b) If so, when & where do they occur and is the cause apparent? A large number of students are at WE and parents do not always follow the traffic pattern- especially in the afternoons.

3. Pedestrian Safety:

- a) Are there known pedestrian and vehicular traffic conflict locations? Yes, at the bottom of Converse Street where traffic is traveling at a fast speed.
- b) Is there a history of past accidents? Not that I am aware of with pedestrians.
- c) Do you know if many students, teachers, parents, etc. commute to your school via non-motorized means (i.e. walk, bicycle, etc)? Yes
- d) If so, are there primary routes that are taken? Yes, there is a sidewalk in front of the school for walkers.

4. Suggestions:

- a) Are there any specific improvements that you would like to see made at your school to improve vehicle and/or pedestrian access and safety? Our school is in an area with quite a bit of community traffic. The Recreation Department uses our campus and there are areas that are not well lit. The back parking lot is very dark and secluded. I drove to the school on 8/4/11 at 9:15 and there was a car parked in the rear of the school near our dumpsters and they drove away quickly when they saw my husband's truck. I am in need of several more cameras to cover these areas.

Witt Elementary

Thank you for your inquiry about traff safety at our schools. While I am new as the principal at Witt Elementary School, I can surmize the following:

The main traffic issue at Witt is getting vehicles to adhere to the 25mph speed limit. Our crossing guard is on duty each morning from 7:00-8:00.

In the afternoon, traffic is backed up on the four lane from 2:40 until about 3:05. The crossing guard strives to direct traffic safely in line as they turn into the pickup area. I work with my staff members to direct traffic in the pickup area of the parking lot as they are leaving the premises.

I do not have any pedestrian traffic at this time.

If you have any additional questions, please let me know.

Paula Combs, Ed.S.
Principal Witt Elementary
4650 S. Davy Crockett Parkway
Morristown, TN 37813
423.586.2862 phone
423.585.3754 fax

White Pine Elementary/Middle

Jake Greear

From: Rich D [richd@mymorristown.com]
Sent: Friday, October 14, 2011 9:27 AM
To: jake.greear@mcgillengineers.com
Subject: FW: School Safety Study in the LAMTPO region

Here is info from the White Pine school. I still have not heard from the Jefferson City schools.

Rich DesGroseilliers, GISP
MTPO Coordinator
100 W 1st N St
PO Box 1499
Morristown, TN 37816-1499
423-581-6277
423-585-4679 (fax)
richd@mymorristown.com

From: Bill Walker [<mailto:walkerb1@k12tn.net>]
Sent: Friday, October 14, 2011 8:40 AM
To: Rich D
Subject: Re: School Safety Study in the LAMTPO region

Hello Sir,

1. The White Pine City Police would have records of past traffic accidents. I don't know of any that have occurred in front of the school.
2. There is traffic congestion when school starts, lets out, or if we have a special event in the evening.
3. There are conflict locations in front of a store, Easy In Market, near the school, where students would cross but I don't know of any accidents that have occurred there.
4. It would be very helpful if there was a turning lane in front of the school.

The police do a great job in helping us with traffic control. If you have more questions I would direct them to the White Pine Police Department. If you have any further questions please don't hesitate to contact me by e-mail or 865-674-2596.

Thank you,
Bill Walker

From: "Rich D" <richd@mymorristown.com>
To: walkerb1@k12tn.net
Sent: Thursday, October 13, 2011 9:33:02 AM
Subject: School Safety Study in the LAMTPO region

Hello William Walker:

I am in the process of doing safety study surrounding the schools within the LAMTPO region (Lakeway Area Metropolitan Transportation Planning Organization). The LAMTPO area basically consists of a triangular shaped region comprising the local governments of Morristown, Jefferson City, and White Pine, as well as portions of Hamblen County and Jefferson County. In order to get this study going, it would be helpful if you (or someone