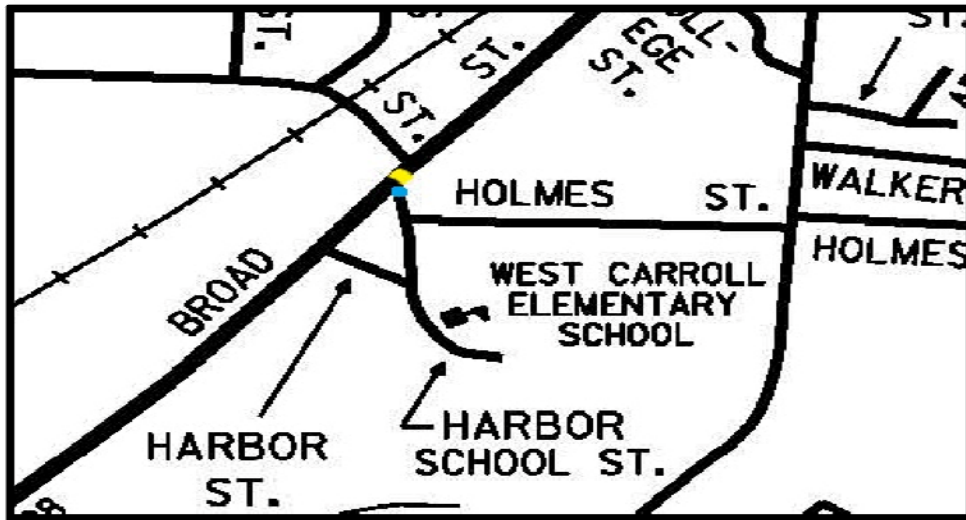


# SCHOOL ZONE ISSUES

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## THE TOWN OF TREZEVANT



John Charlson, P.E.

11/29/2010



**Municipal Technical Advisory Service**

*In cooperation with the Tennessee Municipal League*

The main issue is the safety of the children, who walk to and from school; secondary concerns were those of vehicles needing to turn against the traffic flow.

Chief Smith,

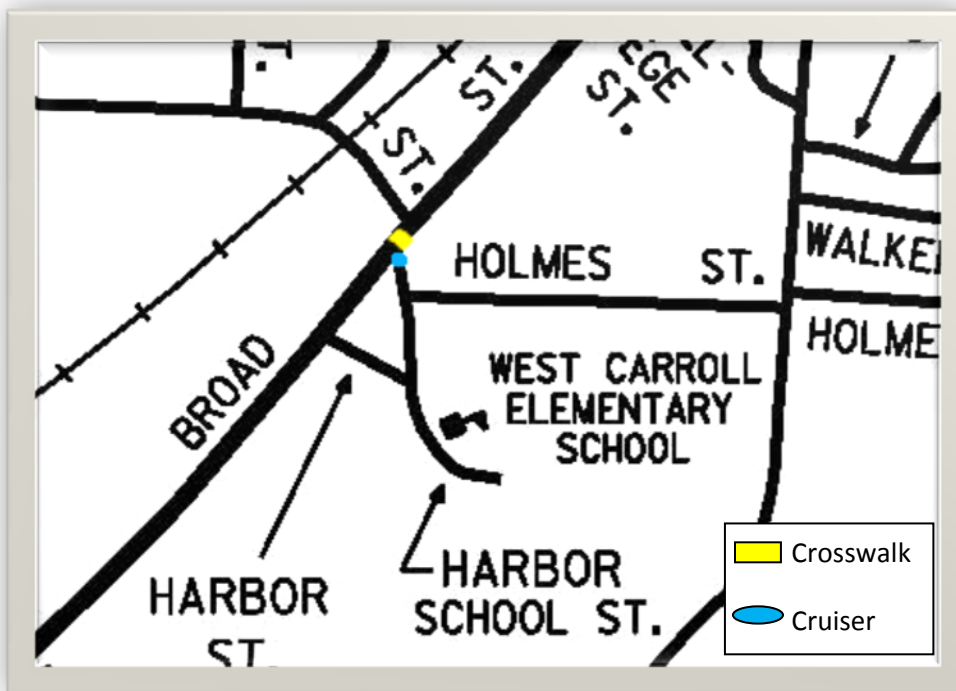
I have enjoyed working with you on this project over the past few weeks. I understand that the main issue here is the safety of the children, particularly that of the children who walk to and from school, and have to walk by Holmes Street to Broad to use the crosswalk.

Secondary concerns were those of vehicles needing to turn against to the traffic flow to enter Broad Street (Rt. 79/76).

As we discussed, I am presenting some options for your consideration.

Option 1:

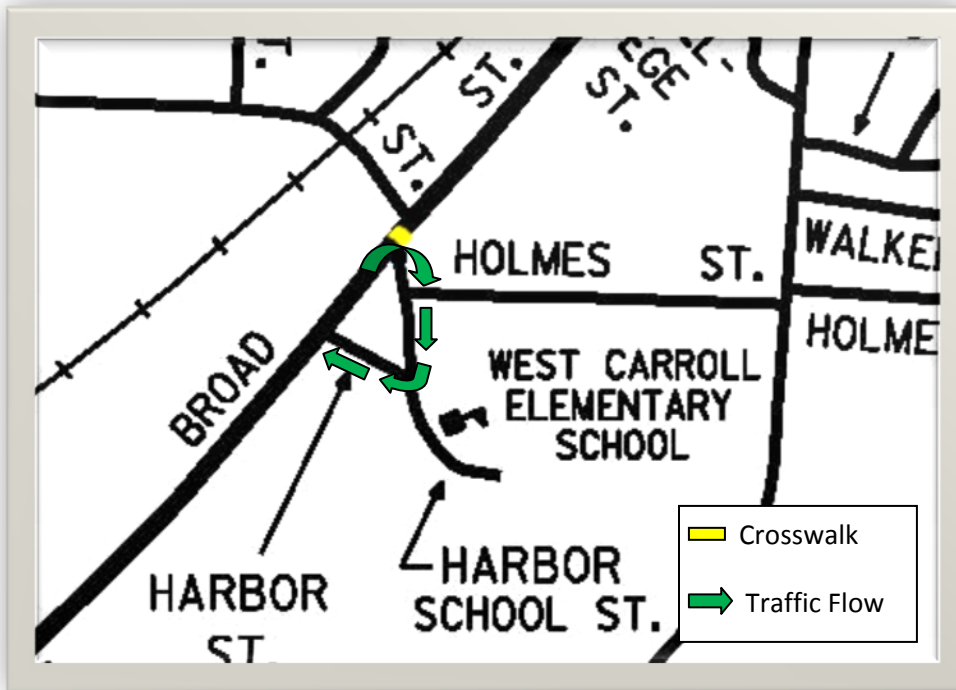
The crossing officer's cruiser could be pulled across the mouth of Holmes Street where it intersects with Broad, closing this end of Holmes to traffic from either direction for approximately 45 minutes, twice a day. This is the simplest option, and it has the benefit of insuring that the pedestrian students do not have to share the street with any vehicles.



It will constitute a very temporary inconvenience for vehicular traffic, and have a very short learning curve for the driving public. The cruiser's light bar will make the situation on Holmes instantly identifiable, while continuing to insure recognition of police presence in the school zone on Broad.

Option 2:

Option 2 involved changing traffic flow patterns on Harbor and Holmes by making the traffic flow one-way, 45 minutes, twice per day. However, field tests with buses, etc. revealed that the widths and geometry of the streets being considered would not allow implementation of this option.



Option 3:

Option 3 would involve building additional sidewalk and striping a crosswalk on Holmes. Currently, there is a sidewalk up to Holmes from the school, and then the sidewalk is interrupted until it resumes just off the shoulder of Broad. Children walk on Holmes and then walk on the verge of Broad to the cross walk which is shown in the picture, constantly exposed to traffic.



Steps could be built to connect the existing sidewalk on Broad with the crosswalk. Please note that steps would not be ADA compliant and this might be an issue in the future.

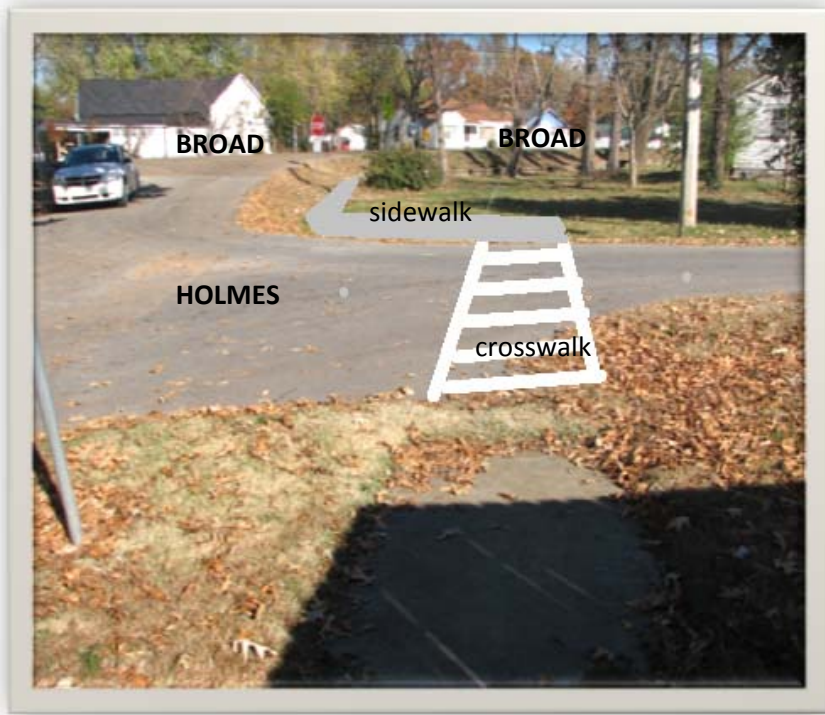
The end of the sidewalk in this photo is pointed out with a black arrow in the following photo.

The end of the existing sidewalk from the school to Holmes is pointed out with the red arrow.



A crosswalk could be painted across Holmes at this point, and additional sidewalk could be built to connect to the end of the existing sidewalk on Holmes, identified in the photo by the black arrow.

A depiction of the crosswalk and the sidewalk extension is shown on the following page.

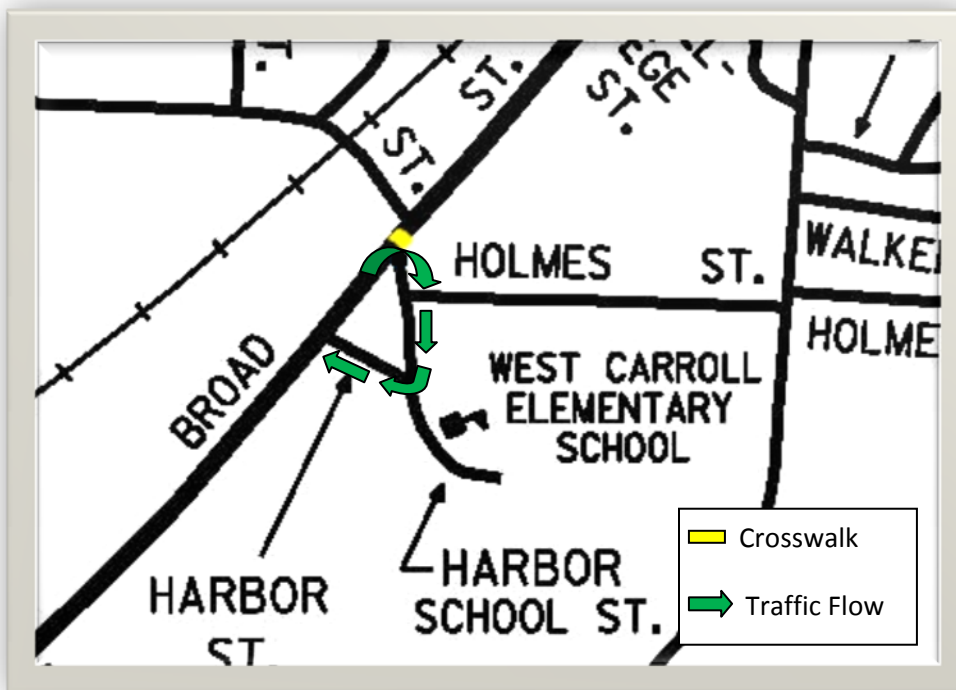


This is a depiction of the proposed crosswalk and sidewalk extension.

Not pictured are the steps that would be constructed to connect the existing sidewalk on Broad with the existing crosswalk on Broad.

Option 4:

Option 4 involves using right-of-way in the south margin of Broad and the west margin of Holmes to improve the width and the geometry of Holmes at this intersection to the point where buses would be



able to negotiate the turn going north on Broad onto Holmes. This would allow the one-way flow pattern discussed earlier to be used, if only twice per day and cut down on some conflicting traffic movements.

Harbor Street, which is also substandard in width, could likewise be broadened to include a turn lane, whether option 4 is incorporated or not.

Recommendation:

As per our discussion, Option 1 should be implemented immediately.

The crossing officer's cruiser could be pulled across the mouth of Holmes Street where it intersects with Broad, closing this end of Holmes to traffic from either direction for approximately 45 minutes, twice a day. This is the simplest option, and it has the benefit of insuring that the pedestrian students do not have to share the street with any vehicles.

Then, I believe it would be safest for the children to incorporate Option 3. The additional crosswalk, sidewalk extension, and steps provide the greatest degree of safety for the children in the long term. Please note, again, that with the steps, ADA (Americans with Disabilities Act) compliance might be an issue at some point in the future, but not an insurmountable issue.

For improving traffic flow, some variation of Option 4 should be considered. We can involve the Department of Transportation and/or the Tennessee Transportation Assistance Program (a free service of the University of Tennessee) if necessary.

I hope this will help, please let me know how you wish to proceed.