



Fwd: Bearden Council position on Agenda Item 29, MPC meeting, April 10

1 message

Sarah Powell <sarah.powell@knoxmpc.org>
To: "Mahan, Betty Jo" <bettyjo.mahan@knoxmpc.org>

Wed, Apr 9, 2014 at 8:16 AM

----- Forwarded message -----

From: **TERESA FAULKNER** <terryfaulk@bellsouth.net>
Date: Tue, Apr 8, 2014 at 8:54 PM
Subject: Bearden Council position on Agenda Item 29, MPC meeting, April 10
To: "contact@knoxmpc.org" <contact@knoxmpc.org>

Dear MPC Commissioner,

Members of the Bearden Council, an umbrella organization for four neighborhoods in the Bearden Community including the Sequoyah Hills/Kingston Pike Association, **have voted unanimously to oppose the rezoning of the Christenberry property on Kingston Pike (Item 29 on the Agenda) from R1 to RP-1.** Our members feel that this would be a detrimental spot zoning in a stable R1 neighborhood and that significant traffic hazards would result if the site is developed because of the curve on Kingston Pike and defects in the design of the curve.

We urge you to oppose this rezoning and appreciate your consideration of this request.

Sincerely,
Terry Faulkner
President; Bearden Council



Fwd: Opposed to rezoning 3222 Kingston Pike

1 message

Sarah Powell <sarah.powell@knoxmpc.org>
To: "Mahan, Betty Jo" <bettyjo.mahan@knoxmpc.org>

Tue, Apr 8, 2014 at 2:08 PM

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From: **nick jahn** <nickjahn@hotmail.com>
Date: Tue, Apr 8, 2014 at 1:16 PM
Subject: Opposed to rezoning 3222 Kingston Pike
To: "contact@knoxmpc.org" <contact@knoxmpc.org>

Along with many in my neighborhood, I am opposed to the proposed rezoning at 3222 Kingston Pike for the following reasons:

1. To my understanding, there has been no RP1 zoning since 1981, which has served the community well.
2. The commercial use of an historic home would detract from the essence of the neighborhood.
3. The addition of 28 units, and almost 400 additional traffic movements per day on the most dangerous section of Kingston Pike would, with certainty, increase the number of accidents and potential for fatalities.

Thank you,

Nick



Fwd: Christenberry Property

1 message

Sarah Powell <sarah.powell@knoxmpc.org>
To: "Mahan, Betty Jo" <bettyjo.mahan@knoxmpc.org>

Tue, Apr 8, 2014 at 12:23 PM

----- Forwarded message -----

From: **Stephanie Levy** <cestlewy@gmail.com>
Date: Tue, Apr 8, 2014 at 10:56 AM
Subject: Christenberry Property
To: contact@knoxmpc.org

To the MPC Commissioners,
I will be unable to attend the meeting this Thursday but wanted to write to write to urge you to reject the multi family proposal for use of this property. I live at 625 Oakhurst Drive and experience many times a day the issues of trying to enter Kingston Pike from my street. It is extremely dangerous to attempt entering KP to go west (crossing eastbound traffic) and we have relatively clear vision.

The proposed project is a recipe for tragedy: a dangerous curve (already marked with a flashing light to prompt caution), drivers who often pick up speed once cleared of the Cherokee Blvd. speeding signal, distracted drivers taking their eyes off the road for a second, and the proposal of increasing the entering traffic by hundreds of trips a day.

As a relatively new resident of Knoxville, I am actually appalled at the record of destruction of older historic homes and properties. My husband and I looked for "an older home" when we moved here and couldn't find any Victorians in desirable areas. We owned a 200 year old home that we restored and we have to smile when we hear "this property isn't salvageable." It would be a shame to destroy this beautiful example of Craftsman architecture, but the rights of property owners to do what they want seems to trump historic preservation. However, I believe the bigger issue here is public safety, and that zoning changes should not be made putting the profit potential of a small few over the safety of large members of our community.

Thank you for your consideration.

Sincerely,
Stephanie Levy
625 Oakhurst Drive
Knoxville, TN 37919
[865-951-1101](tel:865-951-1101)

Fwd: MPC file # 1-F-14-RZ (Christenberry Property Rezoning Request)

1 message

Sarah Powell <sarah.powell@knoxmpc.org>
To: "Mahan, Betty Jo" <bettyjo.mahan@knoxmpc.org>

Tue, Apr 8, 2014 at 3:59 PM

----- Forwarded message -----

From: **dennis owen** <dhowen@bellsouth.net>
Date: Tue, Apr 8, 2014 at 3:48 PM
Subject: MPC file # 1-F-14-RZ (Christenberry Property Rezoning Request)
To: "contact@knoxmpc.org" <contact@knoxmpc.org>

Greetings -

The attached documents were prepared by Kingston Pike - Sequoyah Hills' Zoning Committee chair, Jim Bletner, which are related to Thursday's (April 10th MPC meeting; specifically, agenda item #29 "Rezoning and Plan Amendment" (Christenberry property), **MPC file # 1-F-14-RZ**. We would appreciate copies of Mr. Bletner's documents being given to the Commissioners for their review.

Please let me know if you have questions or if our organization can be of help to MPC in any way.

Best Regards,

Dennis Owen
Kingston Pike - Sequoyah Hills Association
567.3584 cell
522.3319

6 attachments

 **ACCIDENTS FROM EST OF KINGSTON PIKE AND NEYLAND TO EAST OF CHEROKEE BLVD.docx**
15K

 **fatal crashed on the Pike.xlsx**
13K

 **Traffic Pike Accidents.xlsx**
13K

 **EFFORTS TO MAKE THE PIKE SAFER.docx**
15K

**“What you can’t see
ahead of you is what
kills you.”**

Officer Terry Moyers

Fatal Crash Investigator

Knoxville Police Department

Knoxville News-Sentinel October 3, 1993

1. Officer Moyer’s comments on Kingston Pike
2. Accident Totals from 1984 to 1995 and 9 months of 2012
3. Accident for 2012 (partial)
4. Fatal Accidents 1990 to 2002
5. Efforts To Make the Pike Safer
6. Site Line Issues

OFFICER MOYERS' COMMENTS ABOUT KINGSTON PIKE

The October 3, 1993 Knoxville Nes-Sentinel article about accidents on the Pike quotes Officer Terry Moyers, a Knoxville Police Officer who is trained to investigate fatal crashes, "Coming east bound on Kingston Pike there is absolutely no room to maneuver if something is wrong."

"What you can't see is what kills you."

Factors the Moyers cites as examples of the problems on the Pike are:

1. Ten foot wide lanes instead of 12.(which is the standard)
2. "The curves on Kingston...are so tight for east bound motorist visibility of the roadway ahead is extremely limited. If you are on the inside track you don't have much visibility at all"
3. 3. "There are no shoulders on either side of the road, outside lanes end where the curb line begins. Therefore, curbs, trees and other obstacles leave little margin for driver error."

EFFORTS TO MAKE THE PIKE SAFER

- 1. Installed traffic light at the middle of the curve. (later removed)**
- 2. Calvary Baptist hired two “suicide” policemen to stop traffic for events.**
- 3. Moved telephone poles further away from the Pike and made them more forgiving.**
- 4. Reduced the speed limit in the curve to 35 and installed a warning sign which sits in the west end of the Christenberry property and a blinking light which is perpendicular to the property.**
- 5. Installed chevrons around the curve.**
- 6. First United Methodist made an acceleration lane on their property at the suggestion of Darcy Sullivan.**
- 7. Installed smart signs in an effort to reduce the speed of traffic.**
- 8. Installed a long guardrail across from Second Presbyterian.**
- 9. Reduced the speed on Pike to 40mph.**

ACCIDENTS ON KINGSTON PIKE FROM WEST OF NEYLAND DR TO EAST OF CHEROKEE BLVD

<u>YEAR</u>	<u>NUMBER OF ACCIDENTS</u>
1984	26
1985	24
1986	43
1987	29
1988	34
1989 TO 1992	130 AVERAGE = 32.5 PER YEAR)
1993 TO 1995	140 (AVERAGE = 46.7 PER YEAR)
Average for 12 years is 35.5	
2012 FOR 9 MONTHS	27

ACCIDENTS FOR KINGSTON PIKE AND NORTHSORE FOR THESAME PERIOD OF 2012 TOTALS 24*

- ACCIDENTS RECORDED FOR NORTHSORE AND KINGSTON PIKE ALWAYS MAKES THE NEWS-SENTINEL'S LIST OF MOST ACCIDENTS, YET IT IS 3 FEWER ACCIDENTS THAN NEYLAND TO CHEROKEE.

**ACCIDENTS WEST OF NEYLAND DR AND KINGSTON PIKE AND EAST OF CHEROKEE AND KINGSTON PIKE
*2012 EXCLUDING JUNE, JULY AND AUGUST**

<u>DATE</u>	<u>Location</u>	<u>Direction</u>	<u>Type</u>	<u>Details</u>
1/16/2012	near light	West bound	Rear end	
1/20/2012	830 ft east of kCourt	East bound	Rear end	Rear end stopped for traffic
1/24/2012	3200 K Pike	West bound	Rear end	Rear end
1/26/2012	425 West of Lindsay	West bound	Rear end	stopped for traffic rear ended
2/1/2012	East of curve	West bound	Rear end	car which stopped for a turning car was rear ended by third car
3/1/2012	East of Court	West bound	Lane change	Change lanes because of slowing car
3/3/2012	lindsay	E & W	left t headon	East bound turning left was hit by westbound
3/5/2012		East bound		
3/22/2012	1300 west of Lindsay	East bound	Rear end	stopped for traffic rear ended
3/25/2012	2700ft east of concord	West bound	Rear end	rear end stopped for turning traffic
3/27/2012	East of K Court	East bound	Rear end	slowed down for traffic hit in rear
3/27/2012	Court	East bound	Rear end	car stopped for traffic rear ended
4/12/2012	1834 ft west of Concord	West bound	Rear end	Car stopped for a turning car was rear end
4/14/2012	East of Larue	East bound	Rear end	Rear end traffic
4/16/2012	West of Lindsay	West bound	Rear end	Traffic backup rear end
5/11/2012	935 ft west Lindsay	East bound	Rear end	stopped for traffic rear ended
5/18/2012	In Curve	West bound	DUI	Lost it in curve
9/10/2012	Court	West bound	sleep	driver fell asleep
9/24/2012	1260 ft east of court	East bound	Rear end	Rear end in curve
10/21/2002	east of Cherokee	East and west	Sideswipe	
10/23/2012		Eastbound	Rear end	rear end stopped for traffic
10/26/2012		West bound	Rear end	turning car not hit 2nd behind hit first behind
11/10/2012		e and W	L turn headon	car headed east making left turn was hit by west bound car
11/14/2012	2145ft west of Lindsey	East bound	Rear end	in curve
12/11/2012	1000ft West of Lindsay	East bound	Rearended	
12/19/2012	Curve	East bound	Force off road by	car drifting into their lane in curve
12/19/2012		e and W	lost it in curve	East bound car lost it in curve and hit west bound car ended up in 3106 K Pike

*Accidents for this period are not recorded in the city data base.

FATAL CRASHES ON KINGSTON PIKE WEST OF NEYLAND DR. AND EAST OF CHEROKEE BLVD
1990 TO 2002

<u>DATE</u>	<u>Location</u>	<u>Direction</u>	<u>Type</u>	<u>Details</u>
5/16/1990	3151 Kingston P	west Bound	hit curb	Motorcycle hit curve lost control and hit a pole
12-17--91	1401 ft easr K Court	east Bound	lost control	lost control skidded and hit pole. Killed 4
7/21/1992		east Bound	lost control	lost control crossed line hit by west bound traffic
6/26/1992		west bound	headon	east bound skiding struck #2knocking it into west bound hitting #3 and #4 DUI chatged
3/11/1992	3145 Kingston Pike	east Bound	cross line	eastbound crosses centerline and is hit
9/1/1993	3049 Kingston Pike	east Bound	hit curb over compensated	turned sideways into west bound
5/15/1999	west of curve	east Bound	crossed line	crossed lane hit a tree
9/10/2000		west bound	lost control	lost control
12/8/2002	curve	east Bound	lost control	motorcycle lost it in the curve hit curb, ejected and hit KUB pole

TOTAL DEATHS IN THIS SECTION OF KINGSTON PIKE IS OVER 40.
TOTAL DEATHS SINCE 1987 IS 17.

Summary of Traffic Safety Challenges at Christenberry Parcel on Kingston Pike
Christopher Cherry, PhD in Civil and Environmental Engineering (Transportation)
cherry@utk.edu

The proposed change in zoning and subsequent development will increase activity from the Christenberry Parcel from approximately 10 trips per day for a single family home to hundreds of trips for a condominium/townhome development. It is expected that nearly all of these trips will be car trips since that side of Kingston Pike has no infrastructure for alternative modes of transportation.

Traffic is fast on this section of Kingston Pike – **thousands of vehicles approach this parcel at over 45 mph daily.**

The westernmost border of the parcel is the least constrained for a potential driveway. The challenges presented below are exacerbated the further east the driveway is proposed.

A driveway at the westernmost border of the parcel contributes to two major safety problems, described in detail on following pages.

- 1) A vehicle turning left out of the parcel has inadequate left turning sight distance from vehicles coming from the right (westbound) when traffic is heavy and the sight line at the curve to the east is blocked by heavy eastbound traffic. Vehicles turning left out of the parcel will have to wait until all traffic is simultaneously clear (approaching or departing) to the east and approaching eastbound traffic from the west is clear. This is a very complicated task with little room for error.
- 2) Westbound Kingston Pike vehicles turning left into the Christenberry parcel will block the inside lane of traffic waiting for a gap. When the back of the queue extends toward the curve, during heavy eastbound traffic, approaching westbound traffic will not have adequate stopping sight distance to avoid a collision with vehicles waiting in the queue. This problem also prompts challenges with stopped vehicles attempting to merge into the high speed adjacent (right) lane from a stop, with inadequate distance for following vehicles to avoid collision.

These safety challenges exist for the current or future single family home on the parcel. Increasing the density of activity on this parcel will dramatically increase the scale of risk of residents of the parcel and drivers on Kingston Pike. **Given the poor safety performance of this section of Kingston Pike, it is my opinion that largely increasing density on this parcel will ultimately result in severe injury and/or death over the life of the development, directly attributable to this decision.**

Traffic Safety Problem 1: Left turn from westernmost exit of Christenberry parcel onto westbound Kingston Pike.

Turning west onto Kingston Pike requires adequate sight distance to the left and right to safely cross westbound Kingston Pike traffic lanes and enter into the nearest eastbound lane on Kingston Pike (See Figure 1). The American Association of State Transportation Officials (AASHTO) Policy on Geometric Design of Highway and Streets (6th ed.), the national authority on roadway design, dictates the following:

- A left-turning vehicle out of this driveway will need 8.0 seconds to safely complete the maneuver
- At 45mph (the design speed), this is 530 feet
- The current, unobstructed view, to the inside of the lane is 580', just meeting the requirement at 45mph, but not meeting the requirement for cars exceeding 50 mph (15% of all traffic).
- However, when there are cars traveling eastbound, they obstruct the required sight line because of combination of crest and horizontal curve. This means that a left turning vehicle will have inadequate sight distance unless BOTH eastbound and westbound traffic is clear east of the driveway (i.e. no vehicles are in the eastbound box in Figure 1).
- Because of high traffic volumes, it is unlikely that BOTH directions will be clear during peak and midday hours when volumes are high. A driver will have to be very patient to wait for this gap.
- The combination of high speeds, high volumes, obstructed sight lines due to traffic, complex vertical (crest) and horizontal curve, and narrow lanes and shoulders allowing for recovery from errors yields a very unsafe left turn maneuver for high number of daily vehicles.

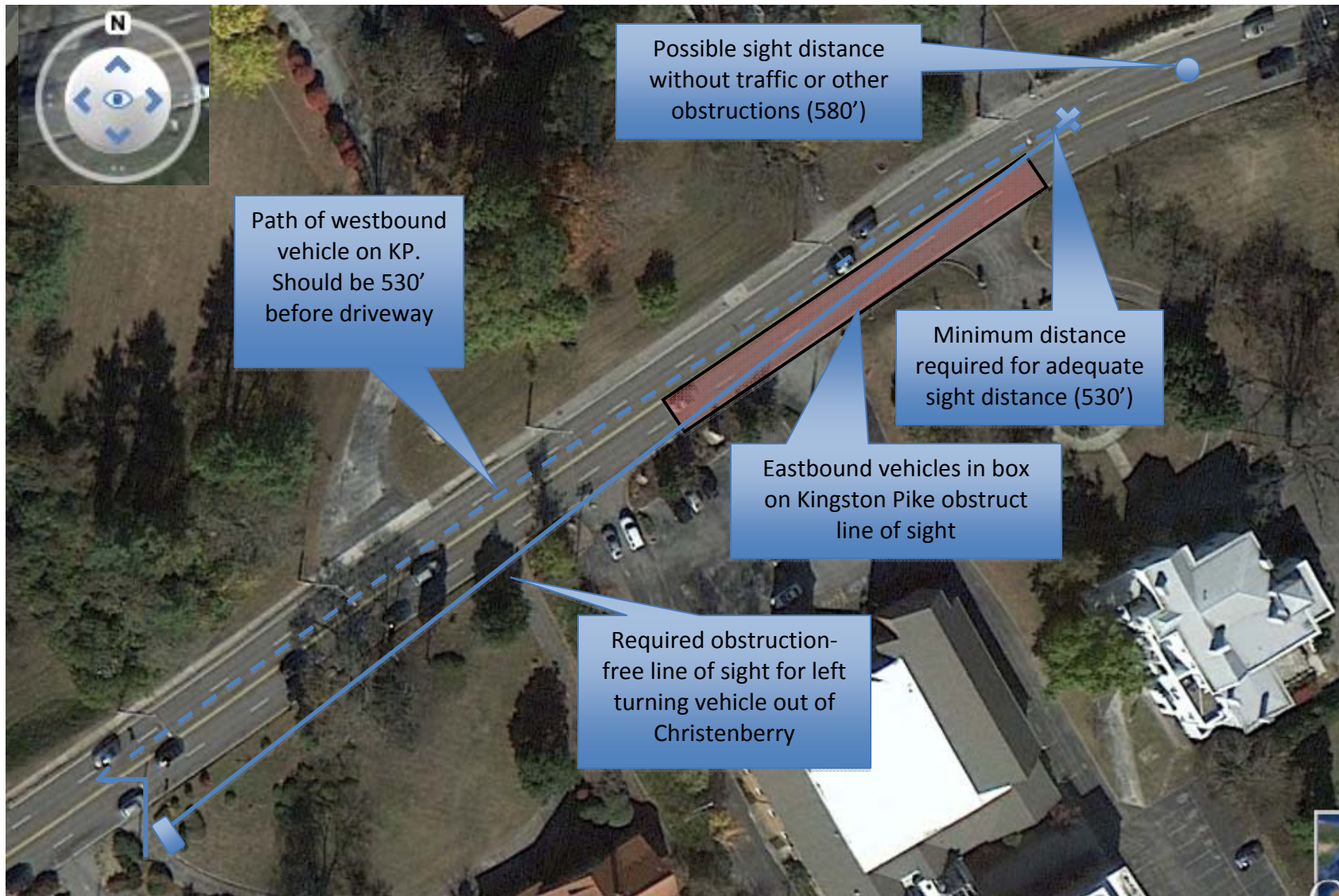


Figure 1. Sight distance required to make a safe left turn from Christenberry

Traffic Safety Problem 2: Rear-end crash risk from westbound Kingston Pike traffic stopped behind left turning vehicles entering Christenberry parcel.

Vehicles turning left into the Christenberry parcel will have to yield to oncoming eastbound Kingston Pike traffic, which is often heavy. The combination of crest (vertical) curve and the horizontal curve, with narrow lanes, cause similar sight distance problems for the same reasons as described above; the eastbound Kingston Pike vehicles obstruct the view of the westbound lanes around the curve (See Figure 2). This sight distance problem does not give following vehicles enough time to react and brake before rear-ending the stopped vehicles in the queue. The American Association of State Transportation Officials (AASHTO) Policy on Geometric Design of Highway and Streets (6th ed.), the national authority on roadway design, dictates the following:

- Vehicles need time to react and stop for unexpected obstructions. The distance required for this stop depends on speed, it is called the “stopping sight distance”.
- At 45mph (the design speed), a driver needs to continuously see 360’ ahead to safely stop for obstructions.
- At the curve east of the Christenberry parcel, the stoppingsight distance is much less than the required 360’ because of the combination of the narrow lanes, and horizontal and vertical (crest) curves during the presence of commonly heavy oncoming (eastbound) traffic on the inside of the curve obstructing sight of stopped vehicles on the inside lane.
- There IS adequate stopping sight distance behind cars turning left into the Christenberry parcel. However, if cars queue behind the turning vehicle (~9-10 cars), then the last cars in the line find them self in imminent danger of being rear-ended. The box in Figure 2 illustrates the zone where stopping sight distance is not met.
- Those following vehicles cannot choose when to arrive at the curve and are placed in a hazardous situation.
- Vehicles in the queue will feel compelled to change lanes to the right line, without adequate sight distance.
- All vehicles are at risk since any evasive maneuvers or collision in a constrained environment will result in secondary incidents.



Any vehicle stopped in this zone, while eastbound traffic obscures sight of closing westbound traffic from behind is in imminent danger of being rear-ended

The distance shown here is minimum required 360'

Eastbound vehicles in this shaded zone block view of stopped westbound vehicles

Figure 2. Stopping sight distance to safely stop behind queue of vehicles in inside lane