

**TRAFFIC COMMITTEE**  
**MEETING AGENDA**  
**MARCH 05, 2024 / 1:00PM**

**PUBLIC COMMENTS REGARDING AGENDA ITEMS**

Members of the public wishing to speak concerning any item on the agenda during the Public Comment period must sign up by calling the Town Administrative Office at 423-753-1030 with their name, address, and subject about which they wish to speak no later than 2 hours before the meeting if the meeting occurs during normal business hours or by 10:45 a.m. the day of the meeting if the meeting occurs after hours. Otherwise, such member of the public must sign in at the location of the meeting, prior to the beginning of the meeting, by seeing the Town Recorder at meetings of the Board of Mayor and Aldermen, or the secretary or staff of any board, commission or committee constituting any other governing body under this resolution.

Each individual shall be given three (3) minutes to address the Board regarding Agenda items. Comments shall be limited to items on the meeting's Agenda

- Call To Order
- Roll Call
- Approval of Meeting Minutes From December 19, 2023
- Public Comments

**OLD BUSINESS:**

- Update on New Boones Creek Road
- Update on Bonne/Main/Spring Streets redesign
- Update on Warrant Study for Payne Road/West Jackson Boulevard
- Speed Table Update

**NEW BUSINESS:**

- Speed Study on North Cherokee/Tiger Way
- No Parking Sign on Cherokee at Courthouse Parking Lot

**TRAFFIC COMMITTEE**  
**CALLED MEETING: 12/19/2023**  
**MEETING MINUTES**

The meeting was called to order by Chairman Chris Diehl at 12:00pm. Members present were:

- Chris Diehl, Chairman
- Dr. Bill Kennedy
- Steve Alexander
- DW Cooper
- Aaron Bible
- Kelly Wolfe

Members absent were:

- Bill Garland
- David Sell
- Sherrell Lyon

Others present were:

- Craig Ford,
- Malcolm Highsmith
- Todd Wood, Engineer
- Jimmy Rhein

The first item on the agenda was an update on the traffic signal at Jackson Boulevard and Tiger Way. The temporary signal has been installed and is flashing. Stop bars and turn arrows have been installed. The traffic signal will go live on December 27, 2023. Tiger Way and the Jackson left turn lane will be the only two loops installed on this temporary signal. If there are no vehicles to trigger the light, it will stay green on Jackson Boulevard.

This item was an update to the committee and required no action.

The next item on the agenda was speed complaints on the New Boones Creek Road. It was presented to the committee that there had been 37 accidents on this roadway for calendar year 2023, and this was an excessive number of accidents for this particular type of roadway.

It was also reported that there were traffic citations written in this section of roadway with speeds exceeding 70 miles per hour.

Staff recommendation is to lower the speed limit to 30 miles-per-hour from Jackson Boulevard to the city limits, re-stripe the roadway with a double yellow line and install no passing signage, and to place signage in the county advising motorists of reduced speed ahead.

There was also discussion about the future of this roadway with respect to a new road from the new school, a possible center turn lane, walking trails, and a traffic signal or round-about at Parsons Circle.

Alderman Wolfe discussed the lengths to which the Town has went to in the future plans for this roadway and plans in which Todd Wood helped develop. According to Alderman Wolfe, this did not make TDOT's 10-year plan, but the Town would continue to work with TDOT to make this roadway safer.

Motion was made by Aaron Bible to accept the recommendation of Town staff, and seconded by DW Cooper. Motion passed unanimously.

The next item on the agenda was the intersection of Boone Street/Main Street/ Spring Street. This particular intersection has been discussed by this committee for years. Dr. Kennedy advised the Traffic Committee was formed in part to find a solution for this intersection.

Staff proposes installing a 6-foot island in the westbound lane coming down the hill. This would force traffic to move over and give the appearance of narrowing the roadway to reduce speeds. The island would need to be constructed of concrete as the granite curb could pose a danger.

This would include the elimination of the 3 parking spaces on Main Street in front of the Baptist Church. It is understood that parking is a premium downtown, but the island will not work unless those spaces are eliminated. It was also discussed that when vehicles are parked in these spaces, vision is obstructed to the vehicles attempting to turn off of Boone Street.

In addition, it is recommended to change Spring Street to a one-way road traveling southeast from Main Street to Franklin Avenue. This would allow the construction of a sidewalk on the north side, or Main Street side of Spring Street from Main to Franklin. At some point, we would like to continue the sidewalk north up Franklin to tie into the sidewalk on Main Street.

In the original sidewalk plan for Main Street, there was a raised crosswalk planned at Franklin Avenue. If the sidewalk was constructed on Franklin, the raised crosswalk could then be installed on Main Street.

Curbing with a raised bed and plantings, as well as signage would be placed on Franklin. All traffic coming into Jonesborough on Spring Street would be forced to turn right onto Franklin Avenue. Traffic on Franklin would be forced to turn left onto Spring Street.

Motion was made by Aaron Bible and seconded by Dr. Bill Kennedy to approve the plan as presented. Prior to the vote, it was explained to the committee that although the island on Main Street and the bulb out at Franklin could be accomplished fairly quickly, the installation of the sidewalk would come later, as would a crosswalk at Main and Spring. The motion passed on unanimous vote.

The next item on the agenda was requests for speed tables on South Cherokee, Spring Street, and Shell Road. Malcolm Highsmith presented the latest traffic counts from South Cherokee that revealed a 10 mile-per-hour reduction in speed after that speed table was installed. These numbers were gathered just prior to the meeting.

It is agreed that speed tables work in slowing traffic speeds where the speed tables exist. Jonesborough is one of the only local governments that install speed tables on collector streets. Most jurisdictions that install speed tables typically do so on residential streets such as subdivisions. The requests for speed tables are outpacing the Street Department's ability to get them installed.

Staff recommended a pause in accepting new speed table requests to allow time to review and study the current speed table policy. Again, the difficulty is keeping up with installation, the cost of the speed table and maintaining the speed table once it is installed.

Alderman Kelly Wolfe made the motion to pause the acceptance on new speed tables for 60 days to give staff ample time to review the policy and to make it clear that it does not affect speed table installation that had already been approved. Steve Alexander seconded the motion and the motion passed by unanimous vote.

Next, Alderman Kelly Wolfe asked if an item could be added to the agenda. He stated he had received complaints from a number of people about the intersection of Payne Road and West Jackson Boulevard. He reminded committee members of a study completed several years ago that found this intersection would be next to require a traffic signal.

Many people who live in the county and northwest Jonesborough, utilize Payne Road as their connection to West Jackson. It is getting more and more difficult to turn left onto West Jackson from Payne Road. The committee members agreed.

Alderman Wolfe made a motion to request the Town enter into a new study of this intersection for the need of a traffic signal. A proper second was made by Aaron Bible and the motion passed unanimously.

Finally, the committee was given an update on First Avenue detailing the one-way adoption with the new signage. An update was also given to the committee on the West Main/Oak Grove sidewalk project. West Main is substantially complete at this point and construction has begun on Oak Grove.

Motion was made by Aaron Bible to adjourn, seconded by DW Cooper. The meeting was adjourned at 1:00pm.

**OLD BUSINESS AGENDA ITEM: NEW BOONES CREEK ROAD**

The action from this committee with respect to safety improvements on the New Boones Creek Road was presented to the Board of Mayor and Alderman at the January 08, 2024 regular meeting. The BMA adopted the safety plan as presented.

If you will recall, the plan was to stripe the New Boones Creek Road with double-yellow lines and install “No Passing” signs. It also reduced the speed limit to 30 miles per hour with new speed limit signs and a new warning sign installed in the county as motorists approach the city limits.

This plan has been completed by the Street Department, with the striping completed and the new signage installed.

There is no action needed on this agenda item.

### **OLD BUSINESS AGENDA ITEM: BOONE/MAIN/SPRING STREETS RE-DESIGN**

This action was also placed on the January 08, 2024 BMA agenda. There was some concern expressed by Board Members that this re-design had no been presented to the First Baptist Church, or the property owners at the corner of Main Street and Spring Street. The item was pulled from the agenda until the plan could be presented to these stakeholders.

I met with First Baptist Church members on one occasion and had a couple more phone calls with them. I also met with the property owner at Spring and Main.

The property owner at Spring and Main was happy with the improvements. Although the church did not want to lose the three on-street parking spaces in front of their church, they were very understanding with the desire to slow traffic coming down the hill.

According to the church, they have a large number of pedestrians attending church services, and they wanted this intersection to be as safe as possible. The church did request the Town install a handrail on the sidewalk in the effected area as the plan was pushing downhill traffic nearer to the sidewalk.

With this in hand, the plan, complete with the handrail request, went back to the BMA at the regular meeting on February 12, 2024.

The BMA approved the action for the re-design. I will work with the Street Department to get started on this plan in the near future. Some aspects of the plan may need to be included in the FY 2024/2025 budget.

There is no action needed on this agenda item.

**OLD BUSINESS AGENDA ITEM: WARRANT STUDY - PAYNE RD/WEST JACKSON**

This item was presented for approval to the BMA at the January 08, 2024 regular meeting. The item was approved by the BMA.

I moved forward with securing a contract with Mattern & Craig Traffic Engineers to complete the warrant study for this intersection.

On February 12, 2024, I received a report from Mattern & Craig that stated a traffic signal was **not** warranted for that intersection at this time.

I am including a copy of that report for this agenda item.

There is no further action needed on this item, unless there is further direction from the committee.

Randy W. Beckner  
Bradley C. Craig  
Wm. Thomas Austin  
James B. Voso  
Chad M. Thomas  
Jason A. Carder  
Brian R. Newman  
D. Jason Snapp  
Ryan P. Kincer



Edwin K. Mattern, Jr. (1949-1982)  
Gene R. Cress (1935-2014)  
Sam H. McGhee, III (1940-2018)  
Stewart W. Hubbell (Retired)  
J. Wayne Craig (Retired)  
Michael S. Agee (Retired)  
Steven A. Campbell (Retired)  
Randy L. Dodson (Retired)

February 12, 2024

Mr. Craig Ford  
Operations Director  
Town of Jonesborough  
123 Boone Street  
Jonesborough, TN 37659  
craigf@jonesboroughtn.org

Re: Traffic Signal Warrants Analysis –  
US-11 E (W. Jackson Blvd.) at Payne Road  
Comm. No. 4523

Dear Craig,

As requested, Mattern & Craig has completed, per our Agreement dated January 4, 2024, an analysis of the above intersection, to determine if a traffic signal might be warranted. The following is a summary of our findings.

The *Manual on Uniform Traffic Control Devices* ("MUTCD") contains guidelines to determine whether the installation of a traffic signal is justified at a particular location. For this location, the appropriate "warrants" (which are minimum guidelines to justify the installation of a traffic signal) to be checked are Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume), and Warrant 7 (Crash Experience). The volume warrants consider whether traffic volumes at an intersection are such that, over a sufficient time of a given day, a traffic signal would likely improve the operational characteristics of the intersection. The crash warrant considers whether a documented history of crashes, specifically of the type susceptible to correction by a traffic signal, would be such that a traffic signal would likely improve the safety of the intersection. According to the MUTCD, a traffic signal is only justified when at least one of these warrants are met, and when an engineering study shows that the traffic signal will improve both the operations and safety of the intersection.

At this intersection, 14-hour turning movement count data was collected for the intersection on Wednesday, January 24, 2024. This data was collected during a typical weekday when Washington County Schools were operating under normal hours. These traffic volumes were then compared to the minimum thresholds for both Warrants 1 and 2. As shown on the following pages, the observed traffic volumes do **not** meet the minimum threshold for Warrants 1 and 2 (incidentally, neither warrant is met for a single hour).

Crash data for the intersection was also collected and compared to the minimum number of crashes specified in the MUTCD for Warrant 7; specifically, reported crashes of types susceptible to correction by a traffic signal. To satisfy the warrant requirements, for a rural (posted speed over 40 mph) four-legged intersection with two or more approach lanes on the major street and one approach lane on the minor streets, the following thresholds must be met: a minimum of either 10 angle and pedestrian crashes (all severities) or six (6) fatal-and-injury angle and pedestrian crashes over a one-year period, or a minimum of either 16 angle and pedestrian crashes (all severities) or nine fatal-and-injury angle and pedestrian crashes over a three-year period. Crash data was obtained for a five-year period, from 2019 to 2024,



and showed that on average, the intersection experiences roughly one (1) angle crash per year and no pedestrian crashes. Thus, the observed crash history does *not* meet the minimum threshold for Warrant 7.

Therefore, based on the data collected, a traffic signal is *not* justified at this intersection at this time.

However, with the new Jonesborough Elementary School opening, there is a possibility that a road will be constructed adjacent to the school that would connect Boones Creek Road and N. Cherokee Street. With this connection, vehicles traveling between the north and west of Jonesborough could potentially use this new roadway, N. Cherokee Street, Skyline Drive, and Payne Road as a more desirable route and effectively bypass a large portion of W. Jackson Boulevard. This could potentially cause an increase in traffic volumes at the intersection of W. Jackson Boulevard at Payne Road. It is our recommendation that after the connection from Boones Creek Road and N. Cherokee Street is constructed, new traffic data be collected, and traffic signal warrants be reevaluated.

As always, we appreciate the opportunity to provide these services to the Town. If you have any questions regarding this report, or require any additional information, please feel free to contact me.

MATTERN & CRAIG



Jason Carder, P.E., PTOE, RSP  
Principal

Attachments (2)

**ATTACHMENT A**

START TIME	MAJOR STREET (US-11 E. / W. JACKSON BLVD.)						MINOR STREET(PAYNE RD./CREASY RD.)								SIGNAL WARRANT 1 (8-HOUR VOLUME)			
	TRAFFIC VOLUMES			SIGNAL WARRANT 1 (8-HOUR VOLUME)			TRAFFIC VOLUMES			SIGNAL WARRANT 1 (8-HOUR VOLUME)				SIGNAL WARRANT 2 (4-HOUR VOLUME)		CONDITION A MET?	CONDITION B MET?	
	WB	EB	TOTAL	CONDITION A		CONDITION B		NB	SB	HIGHER VOLUME APPROACH	CONDITION A		CONDITION B		SIGNAL WARRANT 2 (4-HOUR VOLUME) (4)			
				MIN. VOL. (BOTH APPROACHES)	MET?	MIN. VOL. (BOTH APPROACHES)	MET?				MIN. VOL. (HIGH VOL. APPROACH)	MET?	MIN. VOL. (HIGH VOL. APPROACH)	MET?	MIN. VOL. (HIGH VOL. APPROACH)	MET?		
06:00 AM	335	624	959	420	Y	630	Y	0	21	21	105	N	53	N	60	N	N	N
07:00 AM	549	1,191	1,740	420	Y	630	Y	2	46	46	105	N	53	N	60	N	N	N
08:00 AM	642	974	1,616	420	Y	630	Y	0	42	42	105	N	53	N	60	N	N	N
09:00 AM	620	770	1,390	420	Y	630	Y	2	25	25	105	N	53	N	60	N	N	N
10:00 AM	619	795	1,414	420	Y	630	Y	3	30	30	105	N	53	N	60	N	N	N
11:00 AM	811	746	1,557	420	Y	630	Y	0	35	35	105	N	53	N	60	N	N	N
12:00 PM	894	811	1,705	420	Y	630	Y	7	34	34	105	N	53	N	60	N	N	N
01:00 PM	893	824	1,717	420	Y	630	Y	3	36	36	105	N	53	N	60	N	N	N
02:00 PM	1,040	728	1,768	420	Y	630	Y	6	44	44	105	N	53	N	60	N	N	N
03:00 PM	1,203	814	2,017	420	Y	630	Y	3	27	27	105	N	53	N	60	N	N	N
04:00 PM	1,293	894	2,187	420	Y	630	Y	2	42	42	105	N	53	N	60	N	N	N
05:00 PM	1,322	869	2,191	420	Y	630	Y	15	32	32	105	N	53	N	60	N	N	N
06:00 PM	927	562	1,489	420	Y	630	Y	1	32	32	105	N	53	N	60	N	N	N
07:00 PM	576	285	861	420	Y	630	Y	0	22	22	105	N	53	N	60	N	N	N

**Notes/Assumptions:**

- 1) Traffic data collected on 1/24/24.
- 2) Posted speed limit along W. Jackson Blvd. is 45 mph; thus, the 70% volumes are used in Table 4C-1.
- 3) W. Jackson Blvd. = 2 or more lanes; Payne Rd/Creasy Rd = 1 lane each approach
- 4) From Figure 4C-2.

# ATTACHMENT B



## Classified Turn Movement Count || All vehicles

Jonesborough, TN

Site 1  
 Creasy Rd (South)  
 Creasy Rd (North)  
 TN-34 W Jackson Blvd (West)  
 TN-34 W Jackson Blvd (East)

Date  
 Wednesday, January 24, 2024

Weather  
 Cloudy  
 55°F  
[Click here for Detailed Weather](#)

Lat/Long  
 36.294249°, -82.491697°  
[Click here for Map](#)

0600 - 2000 (Weekday 14h Session) (01-24-2024)  
 All vehicles

TIME	Northbound Creasy Rd (South)			Southbound Creasy Rd (North)				Eastbound TN-34 W Jackson Blvd (West)					Westbound TN-34 W Jackson Blvd (East)					Int Total			
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14		Right 1.15	U-Turn 1.16	App Total
	0600 - 0615	0	0	0	0	0	2	0	1	0	3	1	130	0	0	131	0		38	6	0
0615 - 0630	0	0	0	0	0	3	0	1	0	4	0	141	0	0	141	0	58	2	0	60	205
0630 - 0645	0	0	0	0	0	4	0	2	0	6	0	164	0	0	164	0	100	4	1	105	275
0645 - 0700	0	0	0	0	0	6	0	2	0	8	2	186	0	0	188	0	124	2	0	126	322
Hourly Total	0	0	0	0	0	15	0	6	0	21	3	621	0	0	624	0	320	14	1	335	980
0700 - 0715	0	0	0	0	0	6	0	3	0	9	1	266	0	0	267	0	97	5	1	103	379
0715 - 0730	0	0	2	0	2	12	0	3	0	15	2	301	0	0	303	1	127	2	0	130	450
0730 - 0745	0	0	0	0	0	6	2	1	0	9	7	363	1	0	371	4	139	7	1	151	531
0745 - 0800	0	0	0	0	0	11	1	1	0	13	2	248	0	0	250	3	151	10	1	165	428
Hourly Total	0	0	2	0	2	35	3	8	0	46	12	1178	1	0	1191	8	514	24	3	549	1788
0800 - 0815	0	0	0	0	0	7	1	3	0	11	0	258	0	0	258	2	166	12	2	182	451
0815 - 0830	0	0	0	0	0	9	0	3	0	12	2	248	0	0	250	0	146	10	1	157	419
0830 - 0845	0	0	0	0	0	9	0	4	0	13	1	239	0	0	240	0	156	7	4	167	420
0845 - 0900	0	0	0	0	0	2	0	4	0	6	2	224	0	0	226	2	126	4	4	136	368
Hourly Total	0	0	0	0	0	27	1	14	0	42	5	969	0	0	974	4	594	33	11	642	1658
0900 - 0915	0	0	0	0	0	2	0	3	0	5	2	172	0	0	174	0	122	6	2	130	309
0915 - 0930	0	0	0	0	0	1	0	2	0	3	5	163	0	0	168	1	161	10	2	174	345
0930 - 0945	0	0	0	0	0	7	0	3	0	10	1	220	0	0	221	0	140	6	6	152	383
0945 - 1000	0	1	1	0	2	6	0	1	0	7	4	202	1	0	207	2	153	4	5	164	380
Hourly Total	0	1	1	0	2	16	0	9	0	25	12	757	1	0	770	3	576	26	15	620	1417
1000 - 1015	0	1	0	0	1	5	0	2	1	8	1	202	0	0	203	1	129	12	1	143	355
1015 - 1030	1	0	0	0	1	7	0	2	0	9	0	201	0	0	201	0	136	6	2	144	355
1030 - 1045	0	0	1	0	1	2	0	2	0	4	2	190	0	0	192	1	154	6	3	164	361
1045 - 1100	0	0	0	0	0	6	0	3	0	9	3	196	0	0	199	0	157	8	3	168	376
Hourly Total	1	1	1	0	3	20	0	9	1	30	6	789	0	0	795	2	576	32	9	619	1447
1100 - 1115	0	0	0	0	0	4	0	2	0	6	4	176	0	0	180	3	178	7	5	193	379
1115 - 1130	0	0	0	0	0	9	0	4	0	13	3	191	0	0	194	0	179	8	6	193	400
1130 - 1145	0	0	0	0	0	10	0	2	0	12	0	168	0	0	168	2	216	15	4	237	417
1145 - 1200	0	0	0	0	0	3	0	1	0	4	7	197	0	0	204	2	171	10	5	188	396
Hourly Total	0	0	0	0	0	26	0	9	0	35	14	732	0	0	746	7	744	40	20	811	1592
1200 - 1215	0	0	3	0	3	6	0	1	0	7	2	207	0	0	209	3	191	11	2	207	426
1215 - 1230	0	0	1	0	1	7	0	2	0	9	4	179	0	0	183	0	203	10	6	219	412
1230 - 1245	1	0	1	0	2	5	0	5	0	10	0	205	0	0	205	0	218	19	4	241	458
1245 - 1300	1	0	0	0	1	6	1	1	0	8	0	213	1	0	214	1	204	20	2	227	450
Hourly Total	2	0	5	0	7	24	1	9	0	34	6	804	1	0	811	4	816	60	14	894	1746
1300 - 1315	1	0	0	0	1	5	0	3	0	8	4	189	0	0	193	3	207	11	4	225	427
1315 - 1330	0	0	1	0	1	6	0	2	0	8	2	216	0	0	218	0	216	13	4	233	460
1330 - 1345	0	0	0	0	0	7	1	2	0	10	1	196	0	0	197	2	204	10	3	219	426
1345 - 1400	0	0	1	0	1	6	0	4	0	10	6	210	0	0	216	2	204	7	3	216	443
Hourly Total	1	0	2	0	3	24	1	11	0	36	13	811	0	0	824	7	831	41	14	893	1756
1400 - 1415	0	0	3	0	3	3	1	3	0	7	3	189	0	0	192	0	248	17	7	272	474
1415 - 1430	1	0	0	0	1	7	0	3	0	10	3	189	0	0	192	0	234	14	2	250	453
1430 - 1445	0	0	0	0	0	10	0	1	0	11	4	175	0	0	179	0	226	14	2	242	432
1445 - 1500	1	0	1	0	2	8	1	7	0	16	2	163	0	0	165	0	250	21	5	276	459
Hourly Total	2	0	4	0	6	28	2	14	0	44	12	716	0	0	728	0	958	66	16	1040	1818
1500 - 1515	0	0	1	0	1	3	0	4	0	7	6	189	0	0	195	1	240	14	3	258	461
1515 - 1530	0	0	1	0	1	7	0	1	0	8	3	176	1	0	180	1	301	13	2	317	506
1530 - 1545	0	0	1	0	1	3	0	2	0	5	4	230	0	1	235	1	268	29	5	303	544
1545 - 1600	0	0	0	0	0	3	0	4	0	7	6	197	0	1	204	0	309	14	2	325	536
Hourly Total	0	0	3	0	3	16	0	11	0	27	19	792	1	2	814	3	1118	70	12	1203	2047
1600 - 1615	0	0	1	0	1	6	0	2	0	8	3	251	0	0	254	0	307	27	3	337	600
1615 - 1630	0	0	0	0	0	5	0	7	0	12	4	208	0	0	212	0	304	14	10	328	552
1630 - 1645	0	0	0	0	0	8	0	5	0	13	6	229	0	0	235	2	305	21	0	328	576
1645 - 1700	0	0	1	0	1	6	0	3	0	9	3	189	0	1	193	2	266	29	3	300	503
Hourly Total	0	0	2	0	2	25	0	17	0	42	16	877	0	1	894	4	1182	91	16	1293	2231
1700 - 1715	3	2	3	0	8	8	0	2	0	10	5	242	0	0	247	0	303	17	4	324	589
1715 - 1730	1	0	4	0	5	4	0	2	0	6	2	214	0	0	216	0	354	22	3	379	606
1730 - 1745	1	0	0	0	1	5	0	4	0	9	2	223	0	0	225	4	273	21	4	302	537
1745 - 1800	0	0	1	0	1	4	0	3	0	7	4	177	0	0	181	0	294	20	3	317	506
Hourly Total	5	2	8	0	15	21	0	11	0	32	13	856	0	0	869	4	1224	80	14	1322	2238
1800 - 1815	0	0	0	0	0	7	0	3	0	10	3	196	0	0	199	1	222	26	6	255	464
1815 - 1830	0	0	1	0	1	5	0	5	0	10	2	162	0	0	164	0	237	15	3	255	430
1830 - 1845	0	0	0	0	0	5	0	2	0	7	0	101	0	1	102	0	207	18	4	229	338
1845 - 1900	0	0	0	0	0	4	0	1	0	5	6	91	0	0	97	0	175	11	2	188	290
Hourly Total	0	0	1	0	1	21	0	11	0	32	11	550	0	1	562	1	841	70	15	927	1522
1900 - 1915	0	0	0	0	0	4	0	3	0	7	0	86	0	0	86	0	122	11	2	135	228
1915 - 1930	0	0	0	0	0	2	0	1	0	3	1	75	0	0	76	0	160	10	3	173	252
1930 - 1945	0	0	0	0	0	6	0	2	0	8	0	70	0	0	70	0	114	13	1	128	206
1945 - 2000	0	0	0	0	0	3	0	1	0	4	2	51	0	0	53	0	131	7	2	140	197
Hourly Total	0	0	0	0	0	15	0	7	0	22	3										

# ATTACHMENT B



## Classified Turn Movement Count || All vehicles

Jonesborough, TN

Site 2

Payne Rd  
Rocky Hollow Rd  
TN-81 W College St (West)  
TN-81 W College St (East)

Date

Wednesday, January 24, 2024

Weather

Cloudy  
55°F  
[Click here for Detailed Weather](#)

Lat/Long

36.299007°, -82.491192°  
[Click here for Map](#)

0600 - 2000 (Weekday 14h Session) (01-24-2024)  
All vehicles

TIME	Northbound			Southbound					Eastbound					Westbound					Int Total		
	Payne Rd			Rocky Hollow Rd					TN-81 W College St (West)					TN-81 W College St (East)							
	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15		U-Turn 2.16	App Total
0600 - 0615	4	3	0	0	7	3	3	0	0	6	1	17	1	0	19	0	2	0	0	2	34
0615 - 0630	1	1	0	0	2	3	1	0	0	4	0	15	2	0	17	0	5	2	0	7	30
0630 - 0645	1	0	0	0	1	0	3	1	0	4	1	15	3	0	19	1	6	2	0	9	33
0645 - 0700	1	3	0	2	6	7	4	1	0	12	6	21	4	1	32	1	8	1	0	10	60
Hourly Total	7	7	0	2	16	13	11	2	0	26	8	68	10	2	87	2	21	5	0	28	157
0700 - 0715	2	4	0	0	6	8	5	5	0	18	7	35	3	0	45	0	8	4	0	12	81
0715 - 0730	4	3	0	0	7	7	7	6	0	20	14	37	6	0	57	0	10	6	0	16	100
0730 - 0745	4	11	3	0	18	13	5	3	0	21	18	41	7	0	66	0	5	2	0	7	112
0745 - 0800	3	7	1	0	11	5	4	0	0	9	4	49	9	0	62	1	9	8	0	18	100
Hourly Total	13	25	4	0	42	33	21	14	0	68	43	162	25	0	230	1	32	20	0	53	393
0800 - 0815	7	8	1	0	16	8	2	0	0	10	7	29	7	0	43	0	9	2	0	11	80
0815 - 0830	4	5	0	0	9	7	9	4	0	20	0	29	5	0	34	1	10	2	0	13	76
0830 - 0845	2	7	0	0	9	5	5	0	0	10	1	29	4	0	34	1	6	0	0	7	60
0845 - 0900	2	3	1	0	6	8	4	0	0	12	1	38	4	0	43	2	10	2	0	14	75
Hourly Total	15	23	2	0	40	28	20	4	0	52	9	125	20	0	154	4	35	6	0	45	291
0900 - 0915	5	0	2	0	7	3	5	0	0	8	3	26	1	0	30	2	11	0	0	13	58
0915 - 0930	9	2	1	0	12	2	3	1	0	6	0	26	1	0	27	0	13	1	0	14	59
0930 - 0945	3	2	1	0	6	5	4	0	0	9	0	16	5	0	21	0	6	2	0	8	44
0945 - 1000	6	4	0	0	10	3	4	0	0	7	0	34	0	0	34	0	6	1	0	7	58
Hourly Total	23	8	4	0	35	13	16	1	0	30	3	102	7	0	112	2	36	4	0	42	219
1000 - 1015	7	4	0	0	11	2	2	1	0	5	0	24	3	0	27	0	13	1	0	14	57
1015 - 1030	5	5	0	0	10	7	1	0	0	8	1	16	5	0	22	0	12	2	0	14	54
1030 - 1045	7	2	2	0	11	2	2	1	0	5	1	37	6	0	44	2	8	3	0	13	73
1045 - 1100	3	4	2	0	9	7	2	1	0	10	0	21	1	0	22	2	12	1	0	15	56
Hourly Total	22	15	4	0	41	18	7	3	0	28	2	98	15	0	115	4	45	7	0	56	240
1100 - 1115	6	6	1	0	13	1	4	2	0	7	1	22	3	0	26	0	10	2	0	12	58
1115 - 1130	7	4	1	0	12	4	3	2	0	9	1	22	8	0	31	2	18	2	0	22	74
1130 - 1145	12	4	2	0	18	2	4	2	0	8	4	23	2	0	29	3	13	1	0	17	72
1145 - 1200	12	6	0	0	18	5	3	2	0	10	1	28	4	0	33	2	17	2	0	21	82
Hourly Total	37	20	4	0	61	12	14	8	0	34	7	95	17	0	119	7	58	7	0	72	286
1200 - 1215	12	4	0	0	16	2	3	1	0	6	4	21	4	0	29	2	12	6	0	20	71
1215 - 1230	8	7	1	0	16	4	5	0	0	9	1	21	4	0	26	1	15	2	0	18	69
1230 - 1245	17	4	1	0	22	7	7	3	0	17	2	30	6	0	38	2	24	4	0	30	107
1245 - 1300	18	4	1	0	23	6	3	0	0	9	2	23	5	0	30	2	14	3	1	20	82
Hourly Total	55	19	3	0	77	19	18	4	0	41	9	95	19	0	123	7	65	15	1	88	329
1300 - 1315	14	5	2	0	21	9	9	1	0	19	1	18	3	0	22	1	14	5	0	20	82
1315 - 1330	13	5	2	0	20	6	4	1	0	11	1	27	4	0	32	3	17	3	0	23	86
1330 - 1345	10	5	3	0	18	9	3	3	0	15	2	30	8	0	40	1	23	1	0	25	98
1345 - 1400	6	5	2	0	13	6	7	0	0	13	0	15	2	0	17	0	7	2	0	9	52
Hourly Total	43	20	9	0	72	30	23	5	0	58	4	90	17	0	111	5	61	11	0	77	318
1400 - 1415	12	6	0	0	18	4	4	3	0	11	2	16	5	0	23	1	13	3	0	17	69
1415 - 1430	10	11	3	0	24	7	2	3	0	12	6	21	7	0	34	1	26	7	0	34	104
1430 - 1445	12	8	1	0	21	5	5	1	0	11	1	29	8	0	38	1	12	6	0	19	89
1445 - 1500	13	8	1	0	22	6	9	0	0	15	4	20	5	0	29	1	15	7	0	23	89
Hourly Total	47	33	5	0	85	22	20	7	0	49	13	86	25	0	124	4	66	23	0	93	351
1500 - 1515	16	5	2	0	23	4	4	1	0	9	4	25	6	0	35	1	18	8	0	27	94
1515 - 1530	14	10	3	0	27	4	7	0	0	11	2	23	10	0	35	3	19	6	0	28	101
1530 - 1545	16	17	0	0	33	5	1	3	0	9	1	28	4	0	33	0	19	4	0	23	98
1545 - 1600	13	9	1	0	23	5	5	2	0	12	4	24	1	0	29	2	25	2	0	29	93
Hourly Total	59	41	6	0	106	18	17	6	0	41	11	100	21	0	132	6	81	20	0	107	386
1600 - 1615	20	12	1	0	33	8	4	2	0	14	3	27	3	0	33	3	32	5	0	40	120
1615 - 1630	16	7	1	0	24	9	6	1	0	16	4	22	3	0	29	3	16	8	0	27	96
1630 - 1645	17	10	1	0	28	6	4	0	0	10	0	19	10	0	29	0	33	9	0	42	109
1645 - 1700	26	9	2	0	37	7	6	2	0	15	2	23	5	0	30	1	31	9	0	41	123
Hourly Total	79	38	5	0	122	30	20	5	0	55	9	91	21	0	121	7	112	31	0	150	448
1700 - 1715	26	5	1	0	32	8	5	5	0	18	3	22	7	0	32	0	31	6	0	37	119
1715 - 1730	16	8	2	0	26	6	7	4	0	17	1	29	4	0	34	4	25	6	0	35	112
1730 - 1745	26	7	3	0	36	8	4	2	0	14	0	34	6	0	40	2	22	3	0	27	117
1745 - 1800	18	10	2	0	30	2	2	1	0	5	3	22	6	0	31	1	24	7	0	32	98
Hourly Total	86	30	8	0	124	24	18	12	0	54	7	107	23	0	137	7	102	22	0	131	446
1800 - 1815	25	10	3	0	38	2	3	0	0	5	1	38	7	0	46	1	28	0	0	29	118
1815 - 1830	11	6	1	0	18	4	2	2	0	8	5	23	10	0	38	2	18	3	0	23	87
1830 - 1845	15	6	0	0	21	5	3	2	0	10	0	8	7	0	15	2	22	2	0	26	72
1845 - 1900	10	5	0	0	15	1	3	1	0	5	0	14	3	0	17	1	8	1	0	10	47
Hourly Total	61	27	4	0	92	12	11	5	0	28	6	83	27	0	116	6	76	6	0	88	324
1900 - 1915	10	1	1	0	12	1	4	0	0	5	0	13	3	0	16	1	15	2	0	18	51
1915 - 1930	10	4	0	0	14	4	1	1	0	6	0	13	4	0	17	2	13	4	0	19	56
1930 - 1945	8	3	1	0	12	1	3	0	0	4	1	8	3	0	12	0	7	1	0	8	36
1945 - 2000	6	1	0	0	7	0	3	2	0	5	0	6	5	0	11	0	13	2	0	15	38
Hourly Total	34	9	2	0	45	6	11	3	0	20	1	40	15	0	56	3	48	9	0	60	181
Grand Total	581	315	60	2	958	278	227	79	0	584	132	1342	262	1	1737	65	838	186	1	1090	4369
Approach %	60.65	32.88	6.26	0.21	-	47.60	38.87	13.53	0.00	-	7.60	77.26	15.08	0.06	-	5.96	76.88	17.06	0.06	-	-
Intersection %	13.30	7.21	1.37	0.05	21.93	6.36	5.20	1.81	0.00	13.37	3.02	30.72	6.00	0.02	39.76	1.49	19.18	4.26	0.02	24.95	-
Heavy Vehicle %	2	3	5</																		

## **OLD BUSINESS AGENDA ITEM: SPEED TABLE UPDATE**

At the December 19, 2023 Traffic Committee meeting, staff requested a pause in new requests for additional speed tables until we had time to review the current policy. As stated then, and it is still an issue, requests are coming in faster than we can handle them.

We concur that speed tables work; however, they tend to work in slowing traffic at the location the speed table is installed. Once traffic clears the speed table, speeds will most definitely increase. It is near impossible to change the bad habits of people.

There is also continual maintenance of these speed tables once they are installed. This maintenance includes painting the arrows a couple of times per year, the cost of the signage associated with the speed table, and the deterioration of these asphalt tables once installed. The depth of the asphalt insures sinking due to the weight of heavier vehicles over time.

I have attached Malcolm Highsmith's cost analysis of our speed tables.

The Town currently has 32 speed tables and 9 crosswalks downtown. The approximate cost of each speed table is \$1,160.00. In addition, the Town will spend approximately \$10,000.00 per year on maintenance. None of these figures include labor.

There are currently three speed tables that were approved for Shell Road. We have had no speeding complaints since this road was curbed and paved. With the curbing in place, the road looks narrower, even though it was widened. Malcolm is going to do an updated speed count to see where we are on this street.

We currently have requests for speed tables on West Woodrow Avenue, Forestview Drive, North Cherokee Street, Royal Oaks Drive, Ben Gamble Road, and East Main Street. We have put these requests on hold until we can revise our speed table policy.

Staff has conducted two meetings to review and update our current speed table policy. We are in the process of updating the policy. If we do not have it completed by this meeting, we will be prepared to present a revised plan at the next Traffic Advisory Committee meeting.

**NEW BUSINESS:**

**NORTH CHEROKEE STREET/TIGER WAY:**

Malcolm Highsmith conducted a traffic count/speed study on North Cherokee Street and Tiger Way. The cables were out from January 11 through January 24. If you will recall, school was closed for a week due to snow. The cables were located in the 600 block of North Cherokee near Thompson Meadow Lane and between the curves on Tiger Way.

The results of the study were eye-opening. The traffic volume for the period was 17,714 vehicles. Again, bear in mind that school was closed a week for snow. Had school not been closed, the volume would probably have been double for that time period.

The speeds on this road are too high. On North Cherokee, 85% of the vehicles were traveling 41.38 miles-per-hour. In that same block, 95% of the vehicles were traveling 46 miles-per-hour. Of this traffic, there were 46 vehicles traveling in the 55 to 60 miles-per-hour range.

The posted speed limit is 30 miles-per-hour. The numbers on Tiger Way were not bad as it is difficult to travel 30 miles-per-hour in that curve.

**RECOMMENDATION:**

Staff recommends setting the speed limit on Tiger Way and North Cherokee Streets to 20 miles-per-hour to the Town's corporate limits. In addition, staff is also recommending the installation of a speed table; possibly a raised cross walk in the 600 block of North Cherokee.

If we can fit a raised cross walk in this area, it would be helpful. We currently have sidewalks and walking trails on Tiger Way and North Cherokee, as well as the school property. A crosswalk would be helpful to cross North Cherokee onto the Saylor Place development, which will also have walking trails, with an eventual plan to connect this area to downtown with additional sidewalks and walking trails.

**NO PARKING SIGN CHEROKEE/COURTHOUSE PARKING LOT:**

The Town entered into a lease agreement with Ralph Billington for a couple of parking spaces at the two-story home behind the courthouse. Even though the county owns the parking lot, Cherokee Street used to connect through the courthouse parking lot and continue to Jackson Boulevard.

Mr. Billington has complained for some time now about individuals parking in front of his home, blocking his ingress and egress.

As a part of the lease agreement, the Town has installed a “No-Parking” sign that covers the old Cherokee Street section of this lot, which is still owned by the Town. The sign would prohibit parking along the curb from the restrooms to the railroad tracks.

The Police Department cannot enforce any ordinance in Town without the Board of Mayor and Alderman taking action; therefore, we are seeking approval from the Traffic Committee to move forward.

**RECOMMENDATION:**

Approve the “No Parking” zone on Cherokee Street in the courthouse parking lot from the restrooms to the railroad tracks.