

TOWN OF FARRAGUT

PEDESTRIAN AND BICYCLE PLAN – 2010



Department of Community Development

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CHAPTER 1 - INTRODUCTION

Purpose of Plan

Since its incorporation in 1980 the Town of Farragut has promoted itself as a livable and progressive community. A key element of this has been its effort to develop an extensive walking/bike path and sidewalk network. This network is essential to the Town for many reasons. Some of these include:

- Promoting the livability and marketability of the community;
- Providing avenues for recreation and community events;
- Building and enhancing a sense of community;
- Providing for healthier and more environmentally friendly transportation choices;
- Connecting businesses and other activity centers with adjacent residents; and
- Demonstrating to prospective businesses and residents that this is an active and progressive community.

In October of 1997 the Town first adopted a *Pedestrian Circulation Plan* to help “determine the most efficient locations for a limited but safe and functional pedestrian circulation system.” The plan established a series of goals, objectives, and strategies and has been frequently referenced to help guide the Town staff and decision makers in relation to pedestrian and recreational bicycling facilities.

The original *Pedestrian Circulation Plan* has been very effective in terms of its basic purpose. However, as one might expect, as the Town has grown there is a need for updating the original document so that it is consistent with current conditions.

The *Pedestrian and Bicycle Plan – 2010* will build on many of the goals, objectives, and strategies laid out in the original document and will modify, update, and in some cases outline new goals, objectives, and strategies with the intent of providing for the most functional, logical, and user friendly pedestrian and bicycle system possible. This plan, as indicated in the new title, will address in more detail the fact that pedestrian facilities not only apply to walkers and runners but also recreational cyclists. The plan will then explore some policy statements that relate to the needs of cyclists that primarily use roadways.

The plan will provide a summary of where we are in terms of pedestrian and bicycle facilities, what our regulatory requirements are, and what we should keep doing or consider modifying in the future.

Definitions

The following words, terms, and phrases are hereby defined as follows and shall be interpreted as such throughout this document. Terms not defined herein shall have the meaning customarily assigned to them.

- Activity Centers: General locations where relatively large groups of people frequently assemble. Typical activity centers would include schools, traditional parks, recreation areas, shopping centers, government buildings, and churches.
- Bicycle Facilities: Provisions to accommodate or encourage bicycling, including parking and storage facilities, bike lanes, paved shoulders, and wide outside lanes.
- Bicycle Lane: A portion of a roadway that has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.
- Bicycle Paths: Improved surfaces that are physically separated from motorized vehicular traffic and that are designed for walkers, runners, and recreational bicyclists. This would not include mulched paths unless specifically designed to also accommodate bicyclists.
- Complete Streets: Complete streets are streets that are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.
- Greenway: Linear parks or corridors constructed within a protected space which may include right of way, easements, public property, and/or designated open space. Greenways are designed to be multi-jurisdictional and connect neighborhoods, traditional parks, commercial centers, government buildings, churches, and other activity centers with an improved surface to be used by walkers, runners, roller bladers, and recreational bicyclists.
- Parental Responsibility Zone: An area defined as being within one (1) mile of an elementary school or one and one-half (1½) miles from a middle or high school and where children are not eligible to ride school buses provided by the Knox County School System.
- Pedestrian Circulation System: All improved surfaces, including mulched paths, designated solely for pedestrian travel and recreational bicyclists.

- Sidewalk: An improved surface that is typically parallel with a roadway and more narrow in width than a walking path.
- Spine Street: The main street(s) located within a residential subdivision. Such streets connect less traveled streets located deeper within the development to the subdivision entrance(s).
- Walking Paths/Trails: Improved surfaces, including mulched paths, that are physically separated from motorized vehicular traffic and that are designed for walkers, runners, and in most cases recreational bicyclists and roller blade users. Walking paths are distinguished from sidewalks by their greater width and the fact that they are often not parallel with a roadway.

History/Existing Conditions

From an initial emphasis on the Parental Responsibility Zone, the Town has greatly expanded its pedestrian circulation system. An updated map of the Town's pedestrian circulation system is available on the Town's web site at www.townoffarragut.org. A map of the facilities in place at the time this document was completed is included as **Exhibit A**.

The facilities that have been provided thusfar have been largely the result of development driven provisions stipulated in the *Farragut Subdivision Regulations* and *Farragut Zoning Ordinance* and Town projects where critical gaps in the pedestrian system were filled. Some of the Town projects completed in recent years, for example, have been along Kingston Pike, Herron Road, Watt Road, Old Stage Road, Concord Road, Virtue Road, Turkey Creek Road, Grigsby Chapel Road, and a section of the Grigsby Chapel Greenway.

Though some of the pedestrian facilities in the Town currently terminate into undeveloped property, these sections will be extended when the adjacent properties develop. This strategy of each development providing for pedestrian facilities has led to an increasingly interconnected network. This network, as it has extended over time, has consequently received increased use and has become a major marketing tool for developers and realtors. It has been demonstrated in surveys of homebuyers that the single most desirable facility that a development could provide is a safe place to walk, run, or recreational bike. The Town's proactive response in this regard is most certainly one of the reasons for its tremendous growth and its perception as being a desirable place to live, work, and do business.

Though significant progress has been made over the years, there remain critical gaps in the Town's pedestrian circulation system. Those gaps that aren't likely to be addressed in the near term by property development are prioritized and targeted by the Town through grant applications and through allocations provided for in the Capital Improvement Plan (CIP). There also remains the major issue of providing arterial street crossings that would be desirable for a wide range of users. In some ways, Kingston Pike, for example, now acts as a barrier for many users of the Town's pedestrian system and segregates the north from the south portion of the

Town. For the Town's pedestrian system to have maximum functionality this must be addressed with an over or an underpass.

With this background in mind, the next portion of this chapter will examine the existing regulatory tools that have been so critical in helping to create the pedestrian network that is currently in place.

Regulatory Tools

The primary regulatory tool that has been used very successfully in the Town is the *Farragut Subdivision Regulations*. When a property is proposed for subdivision, pedestrian facilities are one of the key public improvements that are required. Pedestrian facilities are reviewed both as part of a concept plan (where required) and a preliminary plat.

The concept plan review was established to provide for an early general agreement on the comprehensive development of an entire piece of property, including its overall pedestrian circulation system, before an applicant invested significant resources in the design. Concept plans are required for any subdivision which is to be developed in multiple phases. As part of the concept plan submittal, the proposed location of sidewalks and walking/bike paths is required to be shown along with how these facilities will connect both internally and to adjacent properties. To guide the decision making process the subdivision regulations require sidewalks or, if approved by the planning commission, an equivalent pedestrian facility on all collector and arterial streets which the subdivision abuts. Pedestrian facilities are also required on at least one (1) side of all new spine streets (see **Exhibit B** for examples of spine streets). Additional facilities along non-spine streets may also be required by the planning commission based on the anticipated use of such facilities, the frequency of pedestrian/vehicular conflicts, and whether such additional facilities would significantly contribute to the Town's existing or projected pedestrian network. The objective throughout this process is to provide for the most logical and functional pedestrian system possible. The concept plan is targeted toward an end result and allows the applicant and the planning commission the flexibility to pursue this objective to the greatest extent possible.

Where concept plans are not required and the developer opts to go straight to the preliminary plat, the pedestrian network is established by the planning commission as part of this review. The preliminary plat is the full set of construction plans for all required public improvements and, though consistent with the concept plan, includes much more detail than what is shown on concept plans. In terms of pedestrian facilities, the same requirements and flexibility that govern the concept plan review also apply to the preliminary plat review. Pedestrian facilities approved as part of the preliminary plat must generally be constructed prior to the final plat being recorded. In this manner houselots are marketed and purchased with the pedestrian facilities already in place.

Although more limited, another regulatory tool that has been used to help build the pedestrian circulation system in the Town is the *Farragut Zoning Ordinance*. The provisions in this ordinance require that where new construction or the redevelopment of a site necessitates a site

plan review by the planning commission, sidewalks, or an appropriate equivalent, as determined by the planning commission, shall be constructed on all abutting collector and arterial streets. These pedestrian facilities are required to be constructed prior to the issuance of a Certificate of Occupancy and must be constructed per the standards established in the *Farragut Subdivision Regulations*.

The standards in the subdivision regulations generally govern the width, grass strip separation, handicap ramps, striping, and composition of all pedestrian facilities. These standards have evolved over the years in order to provide for the most durable, functional, and usable pedestrian system possible. For example, earlier requirements allowed the planning commission to permit sidewalks to be placed flush with the curb provided there was an additional foot of sidewalk width. Also, under the old requirements, where grass strips were provided the minimum width on all streets was three (3) feet. The problem with these earlier provisions, particularly on collector and arterial streets, was that the pedestrian facility user had a very low comfort level due to their proximity to fast moving traffic. Updated Town requirements have addressed this and require much greater grass strip widths for pedestrian facilities that are adjacent to collector and arterial streets.

Summary of Findings

The sections above have provided an overview of the Town's current pedestrian circulation system and the regulatory tools that have made a significant contribution to the development of this system. Based on the information provided, the following is a summary of some of the findings:

- The Town's pedestrian circulation system has expanded greatly in recent years and continues to be more interconnected;
- Some significant gaps in the Town's pedestrian network remain. Most of these gaps are along undeveloped property or along improved property where pedestrian facilities were not required at the time of development;
- Due to future maintenance demands, the Town prioritizes which local streets need pedestrian facilities;
- The *Farragut Subdivision Regulations* and *Farragut Zoning Ordinance* have been key tools that have helped to build the Town's existing pedestrian circulation system;
- Many of the Town's existing sidewalks along arterial roadways are either flush with the curb or have a minimal grass strip between the curb and edge of sidewalk. This diminishes comfort level and inhibits the maximum usage of the Town's pedestrian facilities. The Town has addressed this with new requirements for additional separation between vehicular and pedestrian traffic; and
- Though pedestrian crossing provisions have been incorporated into traffic signalization, there is still a low level of comfort where pedestrians or bicyclists cross major arterials. This diminishes the potential usage of the Town's pedestrian facilities.

Based on the information provided above and using the same format as the original *Pedestrian Circulation Plan*, the next section includes policy statements with goals, objectives, and

strategies that are designed to help guide decision makers in relation to the future of the Town's pedestrian and bicycle provisions. In some cases, objectives and strategies will overlap among the different goals.

CHAPTER 2 - POLICY STATEMENTS

Goal 1:

Promote pedestrian connectivity between residential areas and nearby activity centers so that short, simple errands or trips can be made by means other than motor vehicles.

Objectives:

- Continue to evaluate where major gaps exist in the Town's pedestrian circulation system and work on addressing these gaps.
- Promote a pedestrian circulation system that encourages a wide variety of users and maximizes functionality and use potential.
- Develop a community wide understanding that transportation is more than just moving automobiles.
- Address the factors that discourage short trips made either on foot or on bicycle.

Strategies:

- Continue to require pedestrian facilities as part of all new developments or redevelopments on both sides of streets with the classification of a collector or arterial street on the Town's *Major Road Plan*. As part of this requirement encourage a minimum eight (8) foot wide asphalt walking path that would benefit a greater range of users.
- Continue to require pedestrian facilities to be constructed along residential spine streets and along the frontages of all roads which the subdivision fronts.
- If a walking path runs behind houses, the path should be connected to the ends of cul-de-sacs.
- As part of a development or re-development, walking trails should be constructed to stub into adjacent vacant properties and tie into the overall pedestrian circulation system.
- In lieu of concrete sidewalks, particularly along collector and arterial streets, consideration should be given to using asphalt walking paths with a minimum width of eight (8) feet. This wider surface would invite more use by providing a greater passing area and a surface that would create less physical impact to the body than concrete.
- Incorporate the needs of the pedestrian and bicyclist into roadway plan designs and construction. In addition to walking paths, bike lanes should be incorporated where possible into construction, re-construction, and/or modifications to collector and arterial streets.
- Encourage contextually appropriate Complete Streets (see **Exhibits C-F** for Complete Street cross sections contextually appropriate for Farragut based on road classifications) roadway design and implementation.
- Plan for a pedestrian overpass or underpass where an opportunity may exist at prioritized arterial roadway crossings. Look into grants and other sources of funding for these structures and ensure that safe crossings of roadways are given high priority in roadway construction plans.
- Coordinate with adjacent governmental entities on projects that tie into but extend beyond the Town limits.

- Work closely with surrounding government entities (namely Knoxville, Knox County, and Loudon County), the Knoxville Regional Transportation Planning Organization (TPO), and the Great Smoky Mountain Regional Greenway Council to link greenways into a larger regional system so that longer commutes by an increased number of users would be feasible.

Goal 2:

Promote pedestrian/bicycle based recreational activities in the community.

Objectives:

- Encourage walking, running, and bicycling as a form of recreation in and of itself.
- Ensure that the Town Hall, all Town parks, and any future Town properties are directly connected with other activity centers and with neighborhoods so that they are conveniently accessible by non-vehicular means.

Strategies:

- Promote the Town's pedestrian circulation system by working with interested parties on sponsoring running, walking, and cycling events.
- Continue to advertise recreational use of the Town's increasingly larger pedestrian circulation system through updated maps of the pedestrian system on the Town's web site, the Town's public information channel, Town publications, the use of trailhead markers and kiosks.
- In addition to the Town's web site, maps of the Town's pedestrian circulation system should be provided at trailheads, the Farragut Branch Library, and the Town Hall. This information should be frequently updated and should not only show the pedestrian facilities (surface, width, name – if applicable) but also include parking and bench locations, restrooms, and any notable features along the way.
- Provide for benches, restrooms, shaded areas, educational exhibits, and, in general, other types of facilities that would encourage use of the Town's pedestrian circulation system.
- Where possible, develop some hiking trails on Town properties and connect these trails to the larger system of improved pedestrian facilities.
- Any gaps in the pedestrian system near Town parks should be given top priority in terms of getting these filled. A priority of the Town should be to link all Town parks together with a pedestrian network that would include, as a central element, safe crossings of arterial streets.
- The Town should help coordinate neighborhood bicycle rides to build interest in bicycling on the Town's ever expanding greenway system.

Goal 3:

Promote pedestrian connectivity between commercial, office, and service uses so as to minimize inefficient and highly fuel consumptive short trips related to the completion of service-oriented errands.

Objectives:

- Promote clustering of service-oriented facilities.
- Fill in the pedestrian facility gaps along collector and arterial streets.
- Make pedestrian circulation a central element of site design.

Strategies:

- Pedestrian connections should be made from the parking lot of new developments or redevelopments to an existing pedestrian facility abutting the road on which the property fronts.
- Pedestrian connections should be made laterally between adjacent developments.
- Promote compact development that provides for a more efficient use of the land and natural resources and that encourages non-vehicular transportation alternatives.
- Provide parking along the periphery of an activity center rather than in the center so that the pedestrian can minimize walking distances between different establishments.
- Through provisions in the *Farragut Zoning Ordinance*, encourage a mix of uses which complement one another in terms of pedestrian trip attraction.
- Continue to require pedestrian facilities as part of all new developments or redevelopments on both sides of streets with the classification of collector or arterial on the Town's *Major Road Plan*.
- Require appropriate pedestrian facilities for all commercial and office entities even if they do not front along a collector or arterial street.
- The Town should prioritize and construct small sections of missing links within the pedestrian network on streets classified as collector or arterial on the Town's *Major Road Plan*.

Goal 4:

Provide for a safe pedestrian circulation system that accommodates the needs of all potential users.

Objectives:

- Minimize the number of conflict points between pedestrian and vehicular traffic.
- Make crossing busy intersections and all arterial and collector streets more pedestrian and bicycle friendly.
- Provide adequate width of facilities for walking and biking in order to minimize the number of conflict points between the different users of the pedestrian network.
- Focus on pedestrian crossings of driveways and roadways so that potential conflicts are minimized.
- Provide for a higher comfort level between pedestrians and motorists.

Strategies:

- Encourage contextually appropriate Complete Streets roadway design and implementation.
- Ensure that turning radii encourage vehicles to slow down as they turn into or exit a facility where there could be pedestrian/vehicular conflicts.

- Provide pedestrian crossing markings at all logical walking path/sidewalk/street crossings. Where appropriate also include regulatory signs.
- Where appropriate consider raised medians for landing areas, particularly at wide road crossings.
- Promote the use of landscaped islands to protect pedestrians from vehicles crossing laterally through a parking lot.
- Maintain the new requirements for a greater grass strip width between pedestrian facilities and adjacent roadways.
- Plan for a pedestrian overpass or underpass where an opportunity may exist at prioritized arterial street crossings. Look into grants and other sources of funding for these structures and ensure that safe crossings of roadways are given high priority in roadway construction plans. Look for opportunities to cost share as part of the development of a property that abuts an area where an overpass or underpass would be desirable.
- Continue to monitor traffic signal timing to ensure that it provides for safe pedestrian crossings.
- Wider asphalt walking paths should be used where possible in lieu of concrete sidewalks because the asphalt creates less impact to the body and the wider surface reduces conflict points between the different users of the pedestrian network.
- Continue to require pedestrian facilities as part of all new developments or redevelopments on both sides of streets with the classification of collector or arterial on the Town's *Major Road Plan*.
- Require appropriate pedestrian facilities for all commercial and office entities even if they do not front along a collector or arterial street.
- Continue to require pedestrian facilities to be constructed along residential spine streets and along the frontages of all roads which the subdivision fronts.
- Continue to require that removable bollards be erected to ensure that non-maintenance related vehicles do not enter pedestrian facilities.
- Ensure that failures in the pedestrian network are repaired in a timely manner.
- On surfaces that could be slick, measures should be employed to improve traction and these potentially slick areas should be identified for the user.
- Barriers should be added between pedestrian facilities and the street on collector and arterials – especially at pinch points (e.g. bridges, walls, etc.).
- Efforts should be made to avoid designing and constructing sharp turns in a walking path or sidewalk facility. This is particularly a problem for wheelchair users and bicyclists.
- When designing and constructing pedestrian facilities, attention should be paid to cross slopes and to the alignment and steepness of approaches to street and/or driveway crossings.
- Ensure that transitions for pedestrian facilities are smooth. This is particularly important for wheelchair users.
- For wheelchair accessibility, all sidewalks should have a minimum clearance of five (5) feet around all obstructions.
- Pedestrian facilities for handicapped individuals should be designed and constructed convenient to entrances with appropriate markings provided.

- Areas abutting pedestrian facilities should be in grass or an appropriate ground cover and completely stabilized so that gravel, silt, and/or debris do not land on the walking/bicycling surface.
- Pedestrian facilities should have an adequate shoulder before transitioning to a slope.

Goal 5:

Provide for a comprehensive pedestrian system that ensures a variety of venues and maximizes an appreciation for the natural beauty of the community.

Objectives:

- Promote connectivity between sidewalks, walking paths, and formalized greenways.
- Promote connectivity with the greenway systems of Knoxville, Knox County, and Loudon County.
- Link the Town's pedestrian circulation system with scenic areas unsuitable for development, such as floodplains and ridgelines.
- Walking paths and other improved facilities should be constructed in a manner that minimizes any damage to the natural environment.

Strategies:

- The Town should continue to actively pursue the acquisition of property with natural and scenic value but which is unsuitable for development.
- In areas where walking paths are near a floodplain the Adopt-a-Stream Program should be dovetailed with an Adopt-a-Greenway Program.
- As part of property subdivision and other projects, as applicable, the Town should require walking paths to be connected through areas that are otherwise less desirable for development.
- Where walking paths are to be constructed in environmentally sensitive areas, modifications to the construction process and the surface composition must be given consideration. Mulched surfaces or simply hiking trails may be needed in certain areas.
- Greenways constructed within environmentally sensitive areas should be used to inform users about the value of protecting such sensitive areas. For example, the public could be informed about aquatic buffers, wetlands, stream and slope protection, and floodplains. These areas could also be used to inform users about invasive exotic species, overhead utility appropriate plant material, and the value of planting material that is native to the area.
- The Town should develop a tree planting program for grass strips that are of an appropriate width abutting pedestrian facilities.

Goal 6:

Provide for a pedestrian system which maximizes functionality and minimizes costs to the developer and the Town.

Objectives:

- Construction materials used for improved pedestrian surfaces should vary depending on the nature of the facility and its targeted users.
- Pedestrian facilities should be carefully planned to minimize conflicts with roadway construction and reconstruction, utilities, and structures that may be situated nearby.
- Pedestrian facilities should be incorporated into the design and construction of all roadway improvement projects in accordance with Complete Streets policies.
- Available grants and other state and federal funding sources should be investigated for pedestrian facility projects.

Strategies:

- The location of pedestrian facilities within a subdivision should be determined at the time of concept plan or, if applicable, preliminary plat review. The more heavily traveled spine streets and all exterior streets that the subdivision fronts should be required to have pedestrian facilities. Low traffic streets and cul-de-sacs in most cases should not be required to have pedestrian facilities.
- In lieu of five (5) foot wide concrete sidewalks, the Town should encourage the more user friendly wider asphalt walking paths because of their softer surface and their capacity to accommodate more and varied users.
- Pedestrian facilities in environmentally sensitive areas should minimize disruption to the environment which, in turn, will lessen construction costs. A lightly graded mulched walking path should be considered in these areas in lieu of the standard sidewalk or walking path construction.
- Street trees near pedestrian facilities should be approved through the Town to ensure that there is enough space for such trees and the species is appropriate for the location. This will lessen the potential for trees to cause failures in the pedestrian system that the Town will have to correct. The minimum grass strip width for any street tree application should be no less than six (6) feet.
- The Town staff should help locate the placement of pedestrian facilities to ensure that proper coordination of all entities is achieved and nearby trees are protected to the greatest extent possible so that funds will not need to be spent in the future to address problems that could have been avoided during construction.
- The Town should designate a staff person to track possible funding sources (e.g. grants, loans, cost shares, etc.,) for pedestrian facilities so that no funding opportunities are lost.

Goal 7:

Promote the Town as being bicycle friendly for all types of bicyclists.

Objectives:

- Develop measures that will make the Town's collector and arterial streets more bicycle friendly.
- Provide the facilities needed for bicyclists.
- Promote and encourage bicycling for both recreation and commuting.
- Create a mindset that roadways are not only for moving automobiles and that bicycles could be expected on most roadways.

- Provide safe commuter routes for bicyclists.

Strategies:

- Encourage contextually appropriate Complete Streets roadway design and implementation.
- For walking/bicycle path crossings of roadways ensure that such crossings are clearly delineated and that curb cuts line up with these designated crossings.
- Paths and sidewalks, particularly those that intersect numerous driveways and public streets, should be designed carefully with appropriate measures implemented that would lessen conflicts between bicyclists and motorists. Some of these measures would include safe intersection approaches, the omission of visual obstructions near intersections, signage and markings that would clearly identify crossings.
- Work with surrounding entities to build a larger regional greenway system that could be used for commuter routes and that would minimize time spent bicycling on roadways. Gaps in this system should be prioritized and should be reflected in the capital improvement plans (CIP's) of all applicable entities. In accordance with Complete Streets policies, the needs of bicyclists and pedestrians should be given a level of attention comparable to motorists in terms of prioritizing CIP's and public infrastructure funding in general.
- Implement measures to slow traffic so that roadways are safer for bicyclists.
- Bicycle lanes consistent with Complete Streets policies should be incorporated where possible into construction, re-construction, and/or modifications to collector and arterial streets.
- Look for opportunities to implement "road diets" where extra space from a traveled lane could be converted to pathways for bicyclists.
- Signs should be posted along selected collector and arterial streets where bicyclist activity is typically heavy. These signs should alert motorists to expect bicyclists on the road. They should also inform motorists of the legal requirement for at least three (3) feet to be provided between a bicyclist and a passing motorist and, as appropriate, should identify bicycle lanes and/or bicycle routes.
- Serious manhole or other roadway/bridge failures that could cause cycling accidents should be addressed and/or repaired in a timely manner.
- Continue to require improved driveways in rights of ways to prevent loose gravel from being carried into the roadway.
- Require bicycle racks as part of new developments and/or re-developments.
- Provide bicycle racks at all public properties.
- Bicycle lockers should continue to be provided at Park and Ride facilities and should be installed wherever else may be deemed appropriate.
- Bicycle facilities should be planned, designed, and constructed in accordance with AASHTO's *Guide for the Development of Bicycle Facilities*.
- The Town should work to promote and implement applicable measures noted in the *2009 Knoxville Regional Bicycle Plan*.
- Work closely with the Tennessee Department of Transportation (TDOT), the Knoxville Regional Transportation Planning Organization (TPO), and other applicable entities to

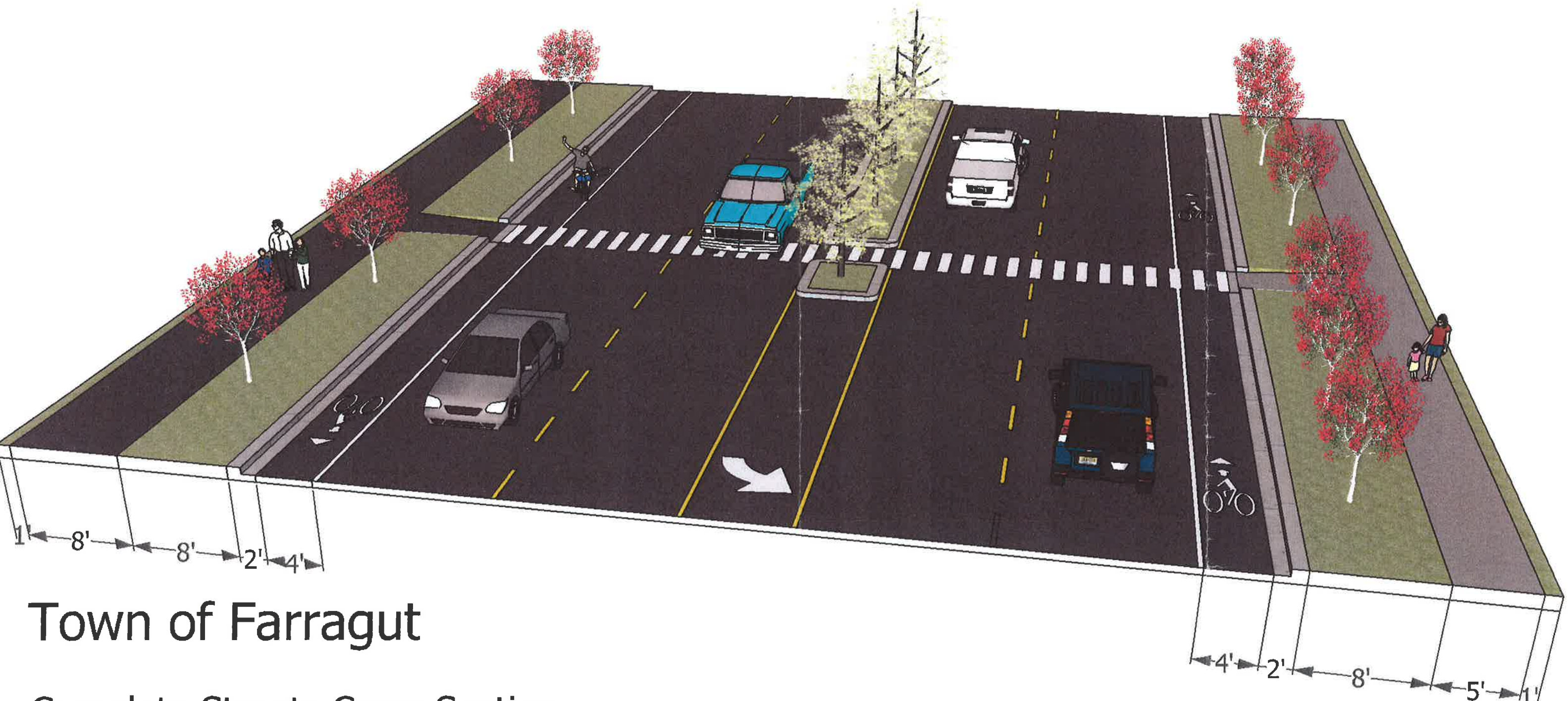
ensure that the needs of bicyclists are given serious consideration and implemented in transportation projects.

- Work with local bicycling groups to prioritize those roadways where bicycling awareness could be promoted. Some of these roads would likely include Turkey Creek Road, Virtue Road, Evans Road, Boyd Station Road, Allen Kirby Road, McFee Road, and Everett Road. These roads receive a fair amount of traffic and are transitional roads that bicyclists frequently use to access less traveled roads in more sparsely developed areas.
- Major bicycle routes should be marked and maps provided and made available on the Town's web site. The Town should also provide maps of commuter routes (as these are developed) from Farragut to surrounding areas (e.g. from Farragut to downtown, to the University of Tennessee, to major employers, such as ORNL and Y-12, etc.,) and include these on the Town's web site.
- The Town should help sponsor bicycling events and workshops that address bicycle safety/maintenance.
- The Town should actively promote bicycle or related programs, such as Bike Week, Bike to Work Week, and Safe Routes to School.
- The Town should help coordinate neighborhood bicycle rides to build interest in bicycling on the Town's ever expanding greenway system.

CHAPTER 3 – IMPLEMENTATION

As this plan has demonstrated, the Town has shown great interest in developing its pedestrian circulation system and has made significant strides over the past several years in this regard. The development of the Town's pedestrian circulation system is still, however, a work in progress and there remain opportunities for improvement. For the policy statements outlined in this document to have real value, a program for prioritizing and implementing the strategies outlined herein is critical. As the Town moves forward some key implementation measures would include the following:

- Designating staff to monitor and take advantage of funding opportunities related to the needs of pedestrians and bicyclists;
- Designating staff to work with the TPO Bicycle Advisory Committee and other groups that promote the needs of pedestrians and bicyclists so that the Town can partner with these entities and capitalize on overlapping projects where funding and/or other support opportunities may exist;
- Making necessary amendments to land use related documents, such as the *Farragut Subdivision Regulations*, the *Farragut Zoning Ordinance*, and the *Farragut Municipal Code*, so that the necessary requirements would be in place to implement applicable strategies outlined in this document; and
- Making the needs of pedestrians and bicyclists a central consideration in the development of capital projects reflected in the CIP.

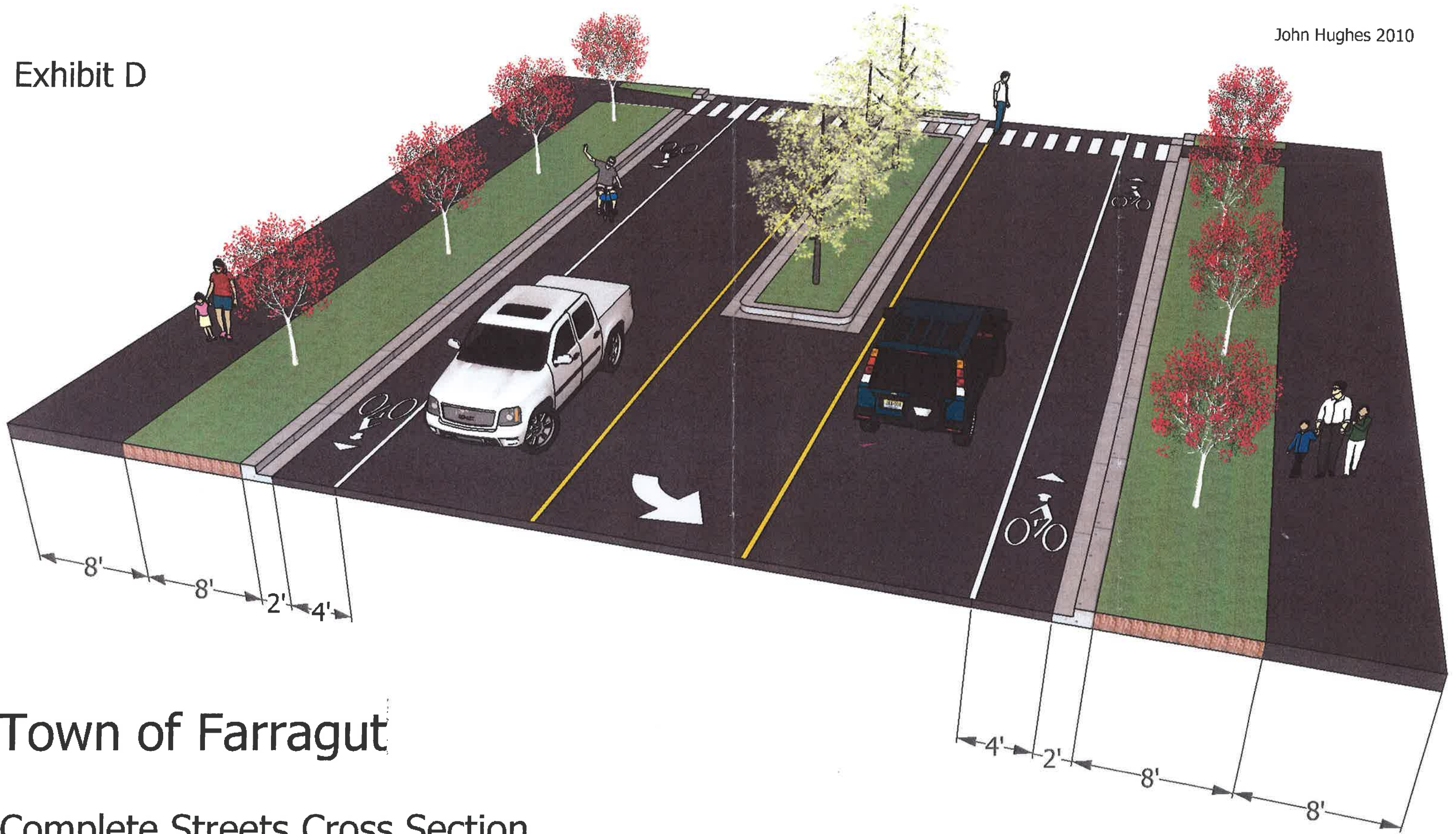


Town of Farragut

Complete Streets Cross Section

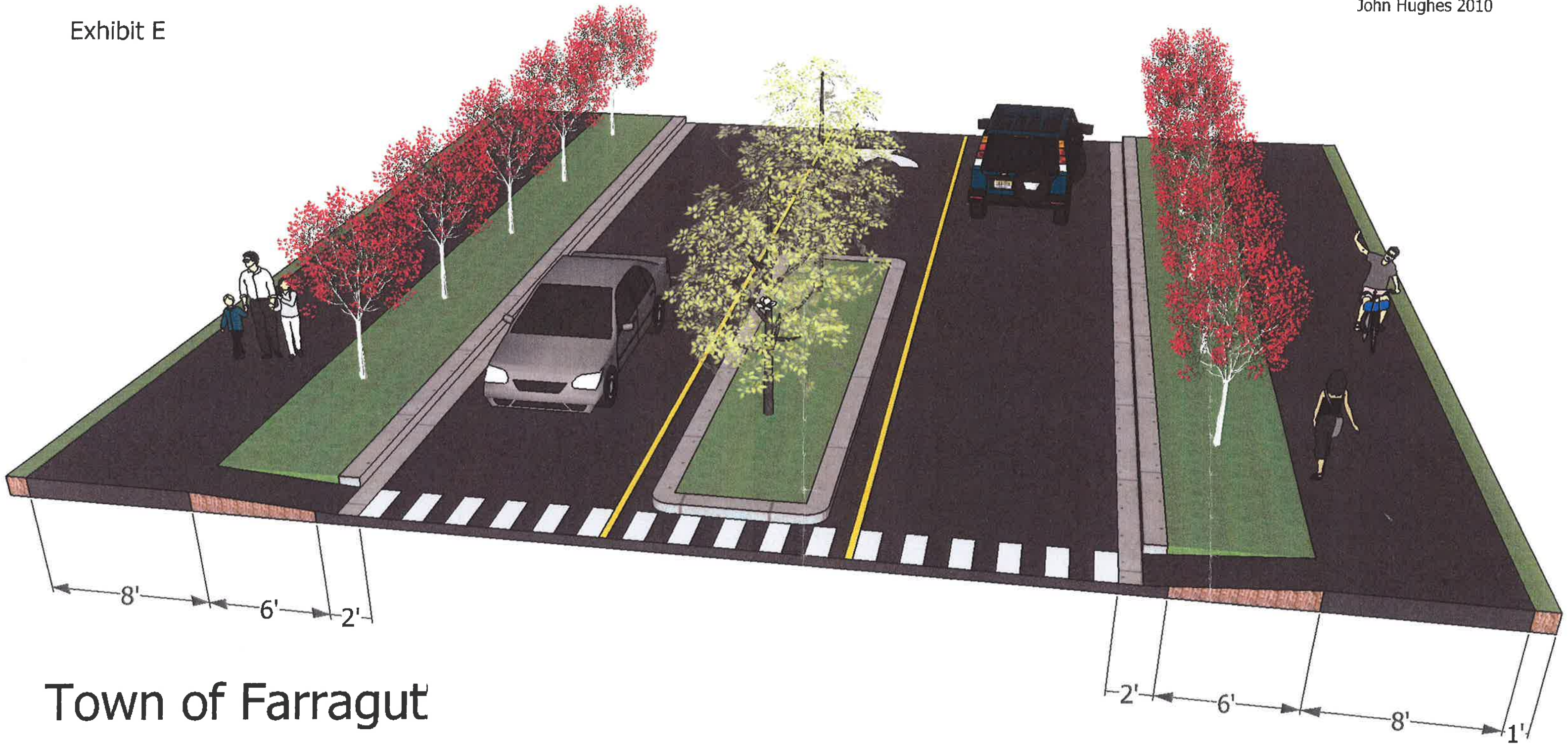
Major Arterial

Exhibit D



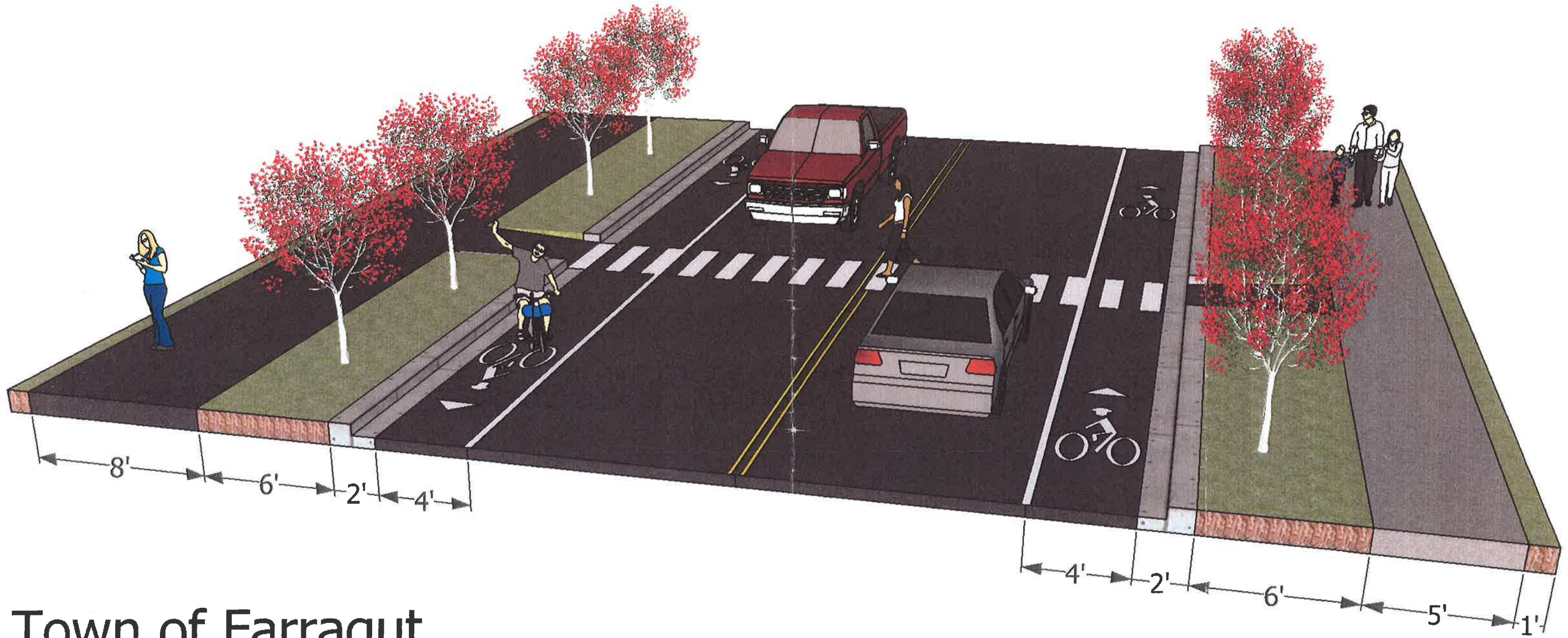
Town of Farragut

Complete Streets Cross Section
Minor Arterial



Town of Farragut

Complete Streets Cross Section
Major Collector- 3 Lane Scenario



Town of Farragut
Complete Streets Cross Section
Major Collector- 2 Lane Scenario