



February 15, 2019

Fox Run Homeowner Association (HOA)
12804 Norden Drive
Farragut, Tennessee 37934
Via email at: jimbolon.frhoa@gmail.com

**Re: Union Road Improvements
Town of Farragut Responses to Public Comment**

Dear Mr. Jim Bolon:

The Town of Farragut (Town) is pleased to provide the response contained herein regarding public comments for the Union Road capital project that is currently in the National Environmental Policy Act (NEPA) phase. The Town received a total of 127 comments via mail-in cards and electronic mail. In order to quickly and efficiently respond to public comments provided by residents of the Fox Run subdivision, the Town requests that the Fox Run Homeowner's Association (HOA) distribute this letter to the homeowners in the neighborhood via the HOA's typical distribution method. The Town appreciates your patience as staff worked on providing these responses to you and the residents of Fox Run.

After a thorough review of comments and questions provided both during the Union Road Public Meeting (held November 13, 2018) and after the meeting (via comment card), the Town has elected to make the following changes to the proposed plans as presented at the November 13, 2018 public meeting:

- Removal of the roundabout at the entrance to the Saddle Ridge subdivision; and
- Removal of the roundabout at the entrance to the Fox Run subdivision.

In addition to the above changes, the Town is considering the addition of a traffic calming island just west of Brochart Boulevard.

Additional public comments reviewed and considered by Town engineering staff and the Town's engineering consultant (Kimley-Horn and Associates, Inc.) were determined to not meet design goals or engineering standards for the project. Those comments were as follows:

- **Move roundabouts from Saddle Ridge Drive and Brochart Boulevard to N. Hobbs Road and Everett Road, respectively.** This would require substantial right of way and easements from adjacent residential lots, causing significant damage to existing properties. Additionally, driving approach grades of Union Road at the Everett Road intersection cannot be modified to meet acceptable approach grades for a roundabout.
- **Eliminate the multi-use path.** The Farragut Municipal Planning Commission (FMPC) adopted the Town's current Pedestrian and Bicycle plan in April 2010 that requires improved collector roads in Farragut to provide for pedestrian facilities and bike lanes. It is also



important to note that, while the Town of Farragut (and TDOT) have a minimum lane width of 12-feet, a design exception was obtained for this project to reduce the lane width to 11-feet to decrease impacts to property owners along Union Road. The Town has had a long-term goal for over two decades to promote bike and pedestrian connectivity throughout the Town, starting with the Town's Pedestrian Circulation Plan drafted in October 1997. The street section currently proposed for Union Road (two 11-foot lanes, curb and gutter, an 8-foot grass strip, and 10-foot multi-use path) meets those goals and provides a safe, bike and pedestrian-friendly connection for residents along the route. Additionally, the inclusion of a multi-use path on one side of the proposed Union Road allows both bicyclists and pedestrians to use the path. Five-foot sidewalks are not wide enough for two-directional bicycle and pedestrian use, so the multi-use path eliminates the need for bike lanes in the street section, which would include an additional eight feet of pavement to provide for two, four-foot bike lanes. Per the adopted complete streets plan, the multi-use path and corresponding green space will remain at widths of 10-feet and 8-feet, respectively.

- **Reduce the overall width of the multi-use path and green strip.** The minimum width for multi-use paths is 10 feet, per Tennessee Department of Transportation (TDOT) requirements. As this project is funded with 80% federal/20% local dollars, design parameters are required to follow TDOT requirements. The width of the grass strip between the back of curb and the edge of the greenway can vary somewhat by TDOT standards, but the Town requires a minimum width of 6 feet on roadways classified as collectors. For Union Road, however, the Town plans on planting street trees within this grass strip, requiring a minimum of 8 feet of width for proper development of those trees.
- **Modify the total width of the proposed roadway cross-section to save existing mature trees along Union Road.** Most road expansion and improvement projects involve the removal of some existing trees and vegetation. The Town works with our engineering consultants to conserve trees, particularly mature trees, whenever possible on Town projects. A typical road project includes widening the roadway surface, curb and gutter on both sides of the roadway, pedestrian facilities, and graded slopes to tie the new roadway into existing grades. In the case of Union Road, a large volume of the mature trees along the route are directly adjacent or very close to the existing roadway. Due to the location of the existing trees along the roadway it is impossible to improve the roadway without the removal of mature trees.
- **Include three-way stops at Saddle Ridge Drive and Brochart Boulevard, as opposed to roundabouts.** All jurisdictions are required to follow guidelines described in the Manual on Uniform Traffic Control Devices (MUTCD), which is published by the Federal Highway Administration to provide national standards for designing, applying and planning traffic control devices. The MUTCD describes warrants for multi-way stops, which are essentially volume thresholds that must be met to justify the use of that configuration. Both Saddle Ridge Drive and Brochart Boulevard do not meet these warrants. Further guidance cautions that unwarranted multi-way stops can create a more dangerous situation than free flow on the major route, as motorists on the minor approach can be lulled into a false sense of security when motorists on the major approaches fail to obey the stop condition.



- **Close Union Road at the bridge just west of the Fox Run subdivision entrance.** All communities require a roadway network that provides optional routes for motorists, bicyclists and pedestrians. Multiple roads and streets that lead to and from similar locations or areas spread out traffic volumes and reduce congestion on major roadways. Union Road currently serves several hundred residences and more development is planned. Due to the current and projected volume of vehicles on Union Road and the desire for vehicular connectivity throughout the Town, Farragut cannot support the closure of Union Road.

The Town anticipates receiving revised Union Road drawings based on public feedback from our design engineer Kimley Horn around the first of March. Staff will provide those drawings for additional public review once they are received. The Town currently anticipates a discussion for Union Road to occur at the April Municipal Planning Commission meeting with follow up discussion and a vote occurring at the May or June FMPC meeting depending on the number of changes needed to the drawings as determined at the April meeting.

The Town appreciates the comments and feedback provided by residents in the Fox Run subdivision regarding the proposed Union Road improvements. If you have any questions do not hesitate to contact the undersigned at 865-966-7057 or mbrazille@townoffarragut.org.

Sincerely,

Matt W. Brazille, P.E.
Assistant Town Engineer

Darryl Smith, P.E.
Town Engineer