



REVIEW OF PROPOSED GREENWAY TRAIL
ALONG SAUNDERSVILLE ROAD IN HENDERSONVILLE'S
JULY 2016 CMAQ GRANT SUBMISSION to TDOT
12/8/16

On December 1, 2016 Bruce Day, Tom Evans, Dave Shumaker and Brian Wray walked the trail in Hendersonville's July 1, 2016 proposal for a Congestion Mitigation and Air Quality (CMAQ) Grant. Since it was the first time this review team had seen this grant request, their goal was to determine the feasibility of the route and to identify possible areas that might be impediments to successful implementation.

The team had copies of the Project Budget as presented in Section 5.6 of grant proposal, but had no information as to cost basis of the various task elements. Also, the team was not competent to comment on the Air Quality Analysis in Sections 5.7 and 5.8.

Nevertheless, the team typically estimates the construction costs of multi-use trails of the proposed nature in the range of \$750,000 to \$1,000,000 per mile, excluding right-of-way purchases and non-trail expenditures, such as bridges for water or traffic crossings. With the approximate trail length of 3.35 miles and the budget of \$3.5 Million, our initial pre-walk assessment was the proposal seemed reasonable.

The team supports the goal of this grant to provide non-motorized transportation alternatives connecting large residential sub-divisions with important attractors such as Station Camp and Knox Doss schools, Sumner County library, the YMCA, and the Streets of Indian Lake. Without question, the future traffic congestion anticipated along Saundersville Road needs alternatives for abatement.

However, the team found serious impediments that challenge the successful construction of proposed route within budget. The team recommends more in depth engineering examination before the City pursues this grant. Alternate routes should be considered and potential additional excavation costs included.

We have included a video of our visual survey that illustrates the following problems.

- The construction on a trail along Saundersville Road through the built entrances to Wynnebrooke and Saundersville Station is likely to create serious community ill-will and a legal challenge.

- The hill alongside of Saundersville Road and across from Spy Glass Way will require significant excavation costs in order to locate a trail. How has the proposed budget included that extra-ordinary expense?
- A small house sits essentially within a few feet of Saundersville Road (near Spy Glass Way). Where can the trail be located with respect to this house?
- The trail will require special construction to pass under 386. How has the proposed budget included that extra-ordinary expense?
- The trail must transverse the hill across from Wynncrest. The long steep grade is likely to require special safety considerations.
- In the residential section near the old Stop 30 bridge, the already-built trail is too narrow to satisfy AASHTO guidelines for Shared-use path Designs. What are the plans/costs to bring this passage into compliance?
- In the Millstone development, the already built-section on most likely trail is too narrow to satisfy AASHTO guidelines for Shared-use path Designs. What are the plans to bring this passage into compliance?

Although design phase listed in the Grant proposal would address the afore noted issues, we think it expedient for the credibility and success of the project to have scoped risks/alter-natives in advance and planned contingencies with associated cost estimates. It would especially be advisable to involve neighborhood leaders affected by the routing.

This project has great value for the City. The Committee has already started work to design alternatives that might resolve some of the more serious issues, and, if invited, are anxious to assist City Staff in early 2017.

In the following attached exhibit are initial comments provided by the team.

EXHIBIT 1: Relevant Team Comments

From: Bruce Day **Sent:** December 03, 2016

Frontage of the two farms and Wynbrook may be in public right of way if the location of the fire hydrants are any indication. Still, I'd expect considerable resistance from Wynbrook if their entrance and protective berms are affected. Wonder who owns the land inside the red outline and what it would take to get ROW for a path? And if I'd get arrested for walking there.

From: Bruce Day **Sent:** November 24, 2016

Thanks to everyone involved and especially to Misters Clary and Rogers for the opportunity to comment.

David Hardin's point about this not being particularly favorable for transportation is spot on. Except for a crossing of Station Camp Creek to the schools by children very near the creek, I doubt there will be much transportation traffic on a ten foot wide path. Most transportation trips over a half mile will be by bicycle. Even now cyclists favor lower Station Camp Creek Rd over the parallel greenway between Jenkins and Long Hollow Pike. Bicycles do not mix well with strollers, dogs, or earbud wearing pedestrians.

With the prospect of ongoing development in this region we should also look at alternate routes. I've sketched a couple of possibilities which would also avoid the problematic exit 8 off the 386 bypass. As Tom notes, only a walk along the proposed routes will give me a feel for the geography.

From: Brian Wray **Sent:** November 21, 2016

My comments are:

- 1). Design to minimum standards.
- 2). Any "greenway" adjacent a road is just an asphalt sidewalk and has little extended protection over a bike lane. Where pathing is closer than 50' a series of boulders, hardwood canopy trees, or landscape berms are recommended to create physical safety barriers. Standard post curbing should be present in those areas also.
- 3). How will road crossing ensure user right of way? Current crosswalk use is precarious in Hendersonville.
- 4). Has an aesthetics study been done to screen industrial areas, nuisance sounds, and hide utilities?
- 5). Does the routing of the greenway consider connectivity to businesses, residential areas, and attractions through spurs?
- 6). Bridges should be approached "head on" to avoid choke points, wet surface 90 degree turns, and overshooting toward hazards.
- 7). Slow uphill sections should be differentiated from fast downhill section through the use of painted divider striping, wider sections, or use of a split path (median).

Otherwise, am very excited to see progress.

From: David Hardin **Sent:** November 21, 2016

Mayor, and informal committee

Thank you Tom for leading the greenway communication for the betterment of city. And thank you Mayor and Planning department for allowing us to voice our opinions. I have reviewed the plan briefly and these are my thoughts.

Clearly the citizens are going to enjoy the recreational benefits of this trail, but at this moment, I feel the Transportation part could use some touching up. And if your going after Transportation funds, I would assume TDOT would ask these two questions, Is it going to be a Greenway that is equal to or better than our standards? And how many people can and will actually use it for transportation?

If I am right, I am seeing a 10 ft wide path running along side Saundersville Rd. to be used by both cyclists and pedestrians. With Saundersville roads elevation changes, a coasting cyclist will exceed speeds greater than 20mph. Putting the speed differential in excess of 15mph while passing pedestrians. I question if a 10ft path is considered best in class for this type of trail. Please ensure that these plans are using TDOT's best recommendations. I am sure they are looking for that.

I also have questions about what the plan is at the by-pass. The grant request shows connectivity from Station Camp to the Library, yet I don't see anything really showing me how we are going to get underneath the by-pass and on to the library, retail, and parks. Assuming that there probably is no clear plan yet for the intersection at Thortons (including Greenway Engineering), I might remove that from the area requested. And focus on the School connectivity.

I also have questions about if the Station Camp Schools are on board? Currently they do not advise greenway transportation to their school. I would be asking them for a letter of commitment to do something like install a greenway trail head at each school with adequate parking and instruction for their students to ride to and from home to school. A letter and plan from the college might also be useful. I wish like heck Ellis Middle would have something like this for their kids. I don't feel like our phase one funding for Berrywood at the High school ever got teeth, because the school didn't reciprocate the effort.

I hope that Helps! I really would love to see a functional and beautiful Greenway for Hendersonville along this route.

From: Jamie Clary **Sent:** 2016-11-17

While meeting with Fred Rogers Tuesday, I asked him about the Saundersville Road Greenway. He gave me the specifics and suggested that I write a letter to the T-DoT commissioner to support funding from grant money. Can you give me an idea of what to cover in such a letter? I am not sure what the criteria are for this grant. I will also ask Fred to give me some of his thoughts.