



HENDERSONVILLE FIRE DEPARTMENT

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SAUNDERSVILLE ROAD TUNNEL

June 5, 2019

SCOTTY BUSH, CHIEF

To: Mayor Jamie Clary
From: Scotty Bush, Fire Chief
Re: Building Multi-Modal for Safety on Saundersville

I believe that funding this project is crucial to the citizens of Hendersonville Tennessee and a better response time would certainly assist us in this area. Looking at the data and growth of this area over the last 3-5 years it has become a "hot spot" in Middle Tennessee. Looking into the demographics of this area there is approximately 1,855 parcels of land both residential and commercial. In 2018, the average person per household is 2.53 and doing the math it shows that 4,693 citizens are in this area. This does not consider the newest subdivision Forrest Park that has submitted plans to build 626 additional homes. When that project is completed that will place over 6,000 citizens in this area alone. In emergency services it is our duty to reduce response times and to offer the best services to our citizens. This project would certainly assist us in doing that as well as helping reduce the dangers of the response involving the responders.

As data has shown traffic accidents either at or around railroad crossings is 87% of the time fatal. A large vehicle such as a train appears to be moving slower than it is. The maximum speed for freight trains is 60 mph while passenger trains can travel up to 80 mph. Even at low speeds, the impact force of a train is tremendous. A single locomotive weighing 432,000 pounds traveling at 35 mph will impart a collision force on a car of 885,000 tons of force. For an average car to impart that kind of crash force it would have to be traveling more than 4,200 mph. Once the train's engineer applies the brakes, the train will travel several hundred feet before air pressure is applied to the brakes on all the cars of a train and they fully take hold. An average freight train takes 1 1/2 miles to come to a complete stop.

Of all the public railroad crossings (those crossing public roads and highways), only about 53% are controlled by electronic signals. Many private railroad crossings (on farms and industrial parks) are not marked at all. If the chance to reduce this for the citizens and first responders happens it would have a huge impact on the overall safety to the city. Other data that was compiled shows the average response time is 9:09 without a train interfering. When a train is crossing it would have the potential to add at least 2 more minutes to our response time. The only other options we have if a train is crossing is to drive East on Main Street and turn left (crossing 3 lanes of traffic) to go up an on ramp. The only other option would be to go down to Indian Lake Boulevard and turn right onto Saundersville Rd. which would add around 7 more minutes depending on the time of day.

The data that was supplied through the TEER report in May of 2017 about 27 of the 1792 calls showed a delayed response time. Since that year we have tripled the number of calls in that area to 68 just in a 6-month time frame December 19, 2018 through June 3, 2019. This certainly shows an increase in call volume and with that comes an increased opportunity to have a delayed response due to a locomotive. This also shows that growth is occurring as you review this request for assistance. In closing it is important to also point out the amount of increased traffic in this area and the congestion it creates backing up onto Vietnam Veterans Boulevard. This is dangerous as that is a major thoroughfare to the northern part of Sumner County.

Please feel free to contact me with any questions.

Sincerely,

Scotty Bush