

Belinda Parkway Sidewalk, Phase II TAP Grant Application Narrative

Project Description:

Phase II of the Belinda Parkway Sidewalk project is a proposed 6-foot-wide sidewalk that will extend the existing Belinda Parkway sidewalk network eastward and southward to connect to the Providence Greenway Trail that exists along S. Rutland Road. The 6-foot-wide concrete sidewalk is proposed along the north and east side of Belinda Parkway and will be approximately 1.22 miles in length. The project will begin with a connection to the existing trail entrance to the City of Mt. Juliet's Sgt. Jerry Mundy Memorial Park, where the previous Phase I Belinda Parkway Sidewalk project terminated. From there, the sidewalk would be constructed to the east, running parallel with Belinda Parkway, to connect to the existing Providence Greenway Trail along S. Rutland Road. The existing Providence Greenway ends 120 feet west of Belinda Parkway. The project proposes to extend the greenway 120 feet to tie into Belinda Parkway with a curb ramp. The project would install a longitudinal crosswalk on Belinda Parkway at the intersection with S. Rutland Road, which will connect the proposed Providence Greenway extension on the west side of the intersection to the 6-foot-wide sidewalks on the east side of the intersection. This intersection currently operates as a 3-way stop.

To minimize impacts to a long-established neighborhood community, the City proposes to install the sidewalk at the back of the existing curb along Belinda Parkway. This will allow the City to install the sidewalks within the existing right-of-way, which will minimize impacts to the property owners that live along this roadway. However, there may be a need to acquire temporary construction easements in order to reconstruct driveways at each location where the sidewalk crosses an individual driveway. The proposed project will have very minimal utility impacts by installing the sidewalk at the back of curb. However, there will be approximately 8 utility poles that will need to be relocated. These poles are service poles and not the main power poles, so the time and cost to relocate the poles will not have a large impact on the project delivery.

Safety:

Belinda Parkway is a 4-lane, median divided roadway and is classified as a major collector. Within the project limits, there is no pedestrian connectivity for residents living on or adjacent to Belinda Parkway. The road itself was constructed as part of Belinda City in the late 1970's, and didn't take into consideration the multimodal uses emphasized in roadway construction today. With the addition of sidewalks, this project will help to provide additional mobility options for residents in this established yet underserved neighborhood. For the area population, the goal is to provide multimodal connections as a means for citizens with disabilities as well as disadvantaged households without traditional vehicular accommodations to have equal access to destinations nearby. With this in mind, the project design and construction will incorporate all ADA guidelines with regards to cross slopes,

truncated domes, marked crosswalks, landing areas, and ADA compliant curb ramps. These measures, along with the needed connection to the nearby Providence Marketplace retail center seek to provide a safe mode of travel to vital destinations for all people in the area. With the addition of sidewalks, safety will be increased by creating a dedicated facility for pedestrians to walk, while also providing alternative transportation options to nearby Providence Marketplace, Mundy Memorial Park, various churches, and Rutland Elementary School.

Connectivity:

The primary goal of the project is to provide a safe, multimodal connection along the Belinda Parkway corridor, which compliments TDOT's and the City of Mt. Juliet's objective to provide alternative transportation options and promote active lifestyles. Currently, there is a large demand for pedestrian facilities in this underserved area of town. The Belinda City neighborhood is one of the oldest neighborhoods in Mt. Juliet. It was developed in the 70s and later annexed by the City of Mt. Juliet in the 90s. The Belinda City area was developed as a rural subdivision, because there were no urban or suburban centers nearby at the time. Hence, there were no pedestrian facilities constructed as a part of the development. In the early 2000s, Providence Marketplace was constructed adjacent to the Belinda City neighborhood, which is a commercial shopping center with a large number of retail stores, restaurants, and entertainment venues. Providence Marketplace created that urban environment with multimodal infrastructure that allowed and promoted walkability. In addition, a large number of urban apartment complexes and residential subdivisions began to develop around the Belinda City area, leaving Belinda City as the only residential neighborhood without multimodal accommodations. Phase I of the Belinda Parkway Sidewalks project, which was funded by the MPO's Active Transportation Program and was completed in 2020, provided the first step in connecting the Belinda City neighborhood to Providence Marketplace. However, there is still a 1.22 mile section of Belinda Parkway that does not have pedestrian facilities, which limits the mobility options for Belinda City residents. With the completion of the Phase II project, sidewalks will be provided along the entire corridor of Belinda Parkway, creating a multimodal connection between residential land uses and commercial, recreation, religious, and school land uses.

At the western project terminus is Sgt. Jerry Mundy Memorial Park, which includes park amenities such as a youth sports complex, tennis courts, pickle ball courts, a playground, and walking/biking trails. Due to its vast amenities, Mundy Memorial Park is a major destination point for area residents. This park is accessed by vehicular traffic via Mundy Memorial Drive and by pedestrian and bicycle traffic via the trail entrance at Belinda Parkway, where this proposed project begins. At the eastern/southern project terminus is the Providence Greenway Trail, which is a 2.5 mile multi-use trail paralleling S. Rutland Road and Providence Trail. This greenway trail provides a central multimodal corridor that connects many of the Providence residential neighborhoods to Providence Marketplace. Also, near the eastern/southern

terminus is Rutland Elementary School. The proposed sidewalks along Belinda Parkway and the existing Providence Greenway will create a strong interaction between residential and school land uses to promote alternative forms of transportation and help alleviate congestion in and around the school.

The intended users of the sidewalk will be people who live and work in the area and wish to travel to and from their place of employment, Providence Marketplace, Mundy Park, school and church. It is also anticipated that recreational users will utilize the corridor given the active destinations and greenway/multi-use path connections to the project. Between the two user groups, it is anticipated the area has the potential for hundreds of multimodal trips weekly.

Economic Impact:

In 2020, The City of Mt. Juliet adopted the first Comprehensive Transportation Plan (CTP) in the City's history. While prior City plans have only addressed roadway infrastructure needs, the new CTP also proposes bicycle and pedestrian projects that will ultimately create an interconnected multimodal network throughout the City that will provide alternative transportation choices and increase the quality of life of the citizens. The quality of life of a community is an increasingly important factor for retaining and attracting corporations and businesses, and sidewalks and greenways are an important contributor to the quality of life. Money.com recently listed the City of Mt. Juliet as the number twenty-two (22) best place to live in the United States. One of the reasons for this ranking is because of the City's investment in greenway trails and parks, which provide outdoor amenities that increase the quality of life for Mt. Juliet residents. Another recent study by The Boyd Company, Inc. ranked Mt. Juliet the number one city in the central U.S. for corporate headquarters. Some of the reasons listed in the study are that Mt. Juliet has all the benefits of being proximate to Nashville's strong labor market and talent assets and Mt. Juliet has the hospitality and transportation infrastructure to support large corporations, but at a lower cost profile than most cities.

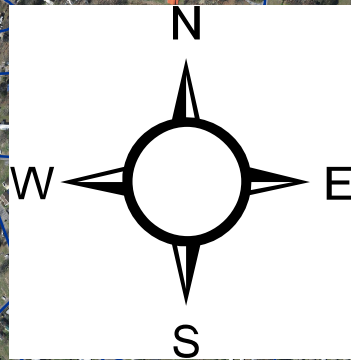
The Belinda Parkway Sidewalk, Phase II project will enhance and expand the region's multimodal infrastructure by improving pedestrian mobility and providing multi-modal connectivity between mixed land uses and schools. Investment in pedestrian and bicycling infrastructure generates economic returns in the form of increased demand to want to move to Mt. Juliet and increased visitation of travelers/tourists and related expenditures. Also, there is evidence to suggest that property values increase with pedestrian and cycling friendly communities, which in turn will increase tax revenues for the city to provide more multimodal infrastructure.

Bicycling and walking are viewed as opportunities to grow our local economy. A sidewalk connection to this part of town will create better accessibility to the Providence Marketplace retail business, restaurants, and service providers and will be a major driving force for the ongoing efforts to revitalize and energize the underserved neighborhood of Belinda City. The Nashville area MPO Bike-Ped Study** shows over 65% of area residents would walk or bicycle

to run errands and nearly 40% live within five miles of their place of employment or school. Other Tangible benefits from the project include the following:

- Reduced health costs by encouraging an active lifestyle.
- Reduced costs related to air pollution and greenhouse gas emissions.
- Reduced traffic congestion and decreased vehicle operating costs.
- Increased productivity and reduction of sick days in the workplace.
- Increased demand for recreational/leisure goods and services.

**http://issuu.com/nashvillempo/docs/b_p_executivesummary/33?e=4024737/4077095



Phase 1 project ended and phase 2 project begins at the Mundy Park Trail entrance

Belinda Parkway

Providence Marketplace

Providence Trail

Rutland Elementary School

S. Rutland Road

Phase 2 project ends at existing Providence Greenway

Belinda Pkwy Sidewalks, Phase 2

- Proposed Belinda Pkwy Sidewalks, Phase 2
- Existing Belinda Pkwy Sidewalks, Phase 1
- Existing Providence Greenway
- MTJULIET.DBO.Sidewalks