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## GRANT APPLICATION SUMMARY SHEET

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**Grant Name:** Greenways TAP 440 18-22  
**Department:** PARKS & RECREATION  
**Grantor:** TENNESSEE DEPARTMENT OF TRANSPORTATION  
**Pass-Through Grantor (If applicable):**  
**Total Applied For** \$510,943.68  
**Metro Cash Match:** \$127,735.92  
**Department Contact:** Alan Enzo  
862-8400  
**Status:** NEW

**Program Description:**

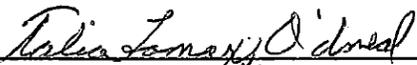
Greenways TAP 440 18-22 Grant. Metro Parks in collaboration with other departments seeks up to \$1 million for a continuation of the 440 Greenway from Oman Street at Park Plaza to the 28th Avenue Connector at Centennial Park. A 20% match is required, which would be drawn from 2018-2021 Greenway Capital Fund 40017, BU 40401017 if the grant is awarded.

**Plan for continuation of services upon grant expiration:**

Project will be funded into the future through multiple year capital allocations.

**APPROVED AS TO AVAILABILITY OF FUNDS:**

**APPROVED AS TO FORM AND LEGALITY:**

  
\_\_\_\_\_  
Director of Finance      Date

  
\_\_\_\_\_  
Metropolitan Attorney      Date

**APPROVED AS TO RISK AND INSURANCE:**

  
\_\_\_\_\_  
Director of Risk Management      Date  
Services

MEGAN BARRY, MAYOR

# METROPOLITAN BOARD OF PARKS AND RECREATION

Centennial Park Office  
Park Plaza at Oman Street  
Nashville, TN 37201



(615) 862-8400  
Fax (615) 862-8414  
[www.nashville.gov/parks](http://www.nashville.gov/parks)

Monique N. Odom, Director

November 9, 2017

Ms. Cindy Harrison  
Metro Board of Parks and Recreation  
P.O. Box 196340  
Nashville, TN 37219

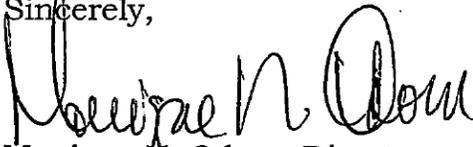
Dear Cindy:

As you are aware the Metropolitan Board of Parks and Recreation, on Tuesday, November 7, 2017, approved application and ultimate acceptance of the 2018 grant application for TAP funding with Metro Parks as the applicant and/or partner agency. Metro Parks in collaboration with other departments seeks up to \$1 million for a continuation of the 440 Greenway from Oman Street at Park Plaza to the 28<sup>th</sup> Avenue Connector at Centennial Park.

As you stated the Planning Commission transportation staff is taking the lead in the grant application development. A 20% match is required, which would be drawn from 2018-2021 greenway capital funds if the project is awarded. Maximum award is \$1 million and can be spent over three years. This segment of the 440 Greenway fits the catalyst alternative transportation goals of the program. (Metro Parks was awarded a \$1 million TAP grant this year for the Cumberland River Greenway - Opry Mills Connector.)

If further information is needed regarding the grant process, please contact Mr. Alan Enzo; he may be reached at 615 862-8400.

Sincerely,



Monique N. Odom, Director  
and Secretary to the Board

:jf

c: Mr. Alan Enzo

*"It is the mission of Metro Parks and Recreation to sustainably and equitably provide everyone in Nashville with an inviting network of parks and greenways that offer health, wellness and quality of life through recreation, conservation and community"*



FOR ADA ACCOMMODATIONS, PLEASE CONTACT 615-862-8400

WE ARE AN EQUAL OPPORTUNITY EMPLOYER



**TDOT**  
Department of  
Transportation

**FY2018 TRANSPORTATION ALTERNATIVES  
APPLICATION**



**Tennessee Central Heritage Rail Trail**  
*Cookeville, Algood and Putnam County*

*Example of Eligible Transportation Alternatives Program Activity Three (3):  
Conversion of Abandoned Railway Corridors to Trail (Rails-with-Trails Project)*

**Deadline for 2018 submittals:  
October 3, 2017 @ 3:00PM (Central)**

**Submit applications electronically via [tdot.enhancements@tn.gov](mailto:tdot.enhancements@tn.gov)**

TDOT - Transportation Alternatives Office  
Suite 600 James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0341  
Phone: 615-741-5314

## 2018 Transportation Alternatives Updates

- 2018 TAP funding must be authorized for construction on or before July 1, 2021 or the funds will be automatically withdrawn by FHWA. No contract extensions can be provided by TDOT to secure the funding.
- Undergrounding utilities outside the public right-of-way cannot be a stand-alone project; it must be a direct component of an eligible on-road or off-road trail facility for pedestrians, bicyclists and other non-motorized forms of transportation only, and is limited to 33% of eligible and reimbursable construction costs. Utilities affected within the public right-of-way must relocate at no cost to the project.
- All applications must include both an appropriate indoor and outdoor location for award announcement if the project is selected for funding.
- All TAP projects, regardless of scope or complexity, must be designed per TDOT Standards for Roadway Design and Bridge Construction and be submitted in the required TDOT format and all detectable warning systems/truncated domes must be universal safety yellow only.
- All bicycle and pedestrian facilities must be hard-surfaced, ADA compliant and provide adequate linear connectivity to existing facilities. Funding may not be used for spot improvements, repairs or maintenance and all new construction for multi-modal (shared use) facilities must be a minimum of 12-foot wide.
- All local governmental agencies, including those within the Chattanooga, Knoxville, Memphis and Nashville MPO/TPO's, may submit an application to the State Competitive Program. Please contact your MPO/TPO for additional information and specific guidelines regarding their regional competitive program schedule.
- Applicants with an outstanding uncommitted STP balance or MPO TAP allocation are advised to utilize such funds in lieu of submitting a TA application through the state competitive program.
- Per the Americans with Disabilities Act (ADA) of 1990, legislation prohibits discrimination on the basis of disability. Other Federal laws which affect the design, construction, alteration, and operation of federally-funded facilities include the Architectural Barriers Act of 1968 (ABA), and the Rehabilitation Act of 1973. Newly constructed and altered facilities covered by Titles II and III of the ADA, including all Transportation Alternatives-type projects, must be readily accessible to and usable by people with disabilities per the Public Rights-of-Way Accessibility Guidelines (PROWAG).
- The 20% non-federal construction share of the proposed project must be provided as a hard cash match, and all preliminary engineering (PE), design and right-of-way expenditures are solely the responsibility of the local governmental agency.
- Prior to submitting a 2018 application, all applicants must hold a design public involvement meeting to notify the local community of the intended project scope. You must include the date(s) and time(s) of public meetings that were held as well as the sign-in sheet, the record of all public comments received and the disposition of said comments with the completed application.
- Costs associated with application preparation and design public involvement meeting are not eligible for federal reimbursement.
- All line items listed in the application budget are subject to TDOT review and eligibility verification. Ineligible items will be excluded from federal reimbursement but may be included at the local agency's expense.
- If the proposed application is selected for project funding, only the specific description and approved budget items will be eligible for construction. The Transportation Alternatives (TA) funding will not be transferable nor will the project be eligible for major project scope changes. All remaining federal funds will revert to TDOT for re-distribution in the next funding cycle.
- Applications and proposed design plans selected for award have not been fully vetted, reviewed or approved by TDOT and may require further modification.

Please access <http://www.tn.gov/tdot/section/local-programs> for *The Local Government Guidelines for the Management of Federal and State Funded Transportation Projects* manual which provides State and Local Governmental Agencies with the procedures that are required by law, regulation, rule, policy and standards for the use of Federal Highway Administration (FHWA) transportation projects.



**TDOT**  
Department of  
Transportation

**FY2018 TRANSPORTATION ALTERNATIVES APPLICATION**

Check box if re-submittal of a previously non-awarded application. Provide the year of last submission: \_\_\_\_\_

Check box if application was also submitted to the Chattanooga, Knoxville, Nashville, or Memphis MPO/TPO TAP Program

**FOR TDOT USE ONLY**

*Do Not Write In This Box*

Eligible Applicant: \_\_\_\_\_ Yes \_\_\_ No  
 Eligible Project: \_\_\_\_\_ Yes \_\_\_ No  
 Adequate Scope: \_\_\_\_\_ Yes \_\_\_ No  
 Adequate Map: \_\_\_\_\_ Yes \_\_\_ No  
 Adequate Funding: \_\_\_\_\_ Yes \_\_\_ No  
 TDOT Budget Template: \_\_\_\_\_ Yes \_\_\_ No  
 TDOT Line Item Nos.: \_\_\_\_\_ Yes \_\_\_ No  
 Public Involvement: \_\_\_\_\_ Yes \_\_\_ No  
 Signed Application: \_\_\_\_\_ Yes \_\_\_ No

TDOT Approval \_\_\_\_\_ Date \_\_\_\_\_

Project Title: Four-Forty Greenway: Park Plaza	
Priority Ranking (If multiple applications submitted by applicant):	
Project County: Davidson	
Physical Project Address including 9-digit zip (not the address of applicant): 2565 Park Plaza, Nashville, TN 37203	
Current Applicant Population: 660,388	Applicant DUNS Number: 078217668

- |   |                      |
|---|----------------------|
| 1. Total Construction Costs (100%):<br>(excluding preliminary engineering/design and right-of-way expenses) | <u>\$ 638,679.60</u> |
| 2. FEDERAL CONSTRUCTION FUNDS REQUESTED:<br>(Maximum 80% of number 1)                                       | <u>\$ 510,943.68</u> |
| 3. Local Cash Match of Construction Funds:<br>(Minimum 20% of number 1)                                     | <u>\$ 127,735.92</u> |

If the application is ultimately selected for funding, please provide both an appropriate outdoor and indoor location from which to formally announce and award the project. These locations must have a physical address and provide suitable parking and accessibility for the public.

Outdoor Location Name & Address: Four-Forty Trailhead 2565 Park Plaza, Nashville, TN 37203

Indoor Location Name & Address: Metropolitan Parks and Recreation Board Room 2565 Park Plaza, Nashville, TN 37203

Name of City/County or State Agency Applicant:  
Metropolitan Government of Nashville and Davidson County

Address:  
511 Oman Street Nashville, TN 37203

Local Government Contact Name, Title, Phone Number and E-mail Address:  
Monique Odom, Interim Director, Metro Parks and Recreation

Other Applicable Contact Name, Title, Company, Phone Number and E-mail Address:  
Cindy Harrison, Metro Parks Project Manager Greenways and Open Space Division

I hereby certify that, to the best of my knowledge, the information submitted with this application is accurate, all rules & regulations contained in TDOT's *Local Government Guidelines for the Management of Federal and State Funded Transportation Projects* will be followed & that ALL funds, including the required 20% local cash match, are now available for the completion of the project as described herein.

Signature: \_\_\_\_\_ Date \_\_\_\_\_  
City or County Mayor or State Agency Head

Printed Name and Title of elected official: Mayor Megan Barry

**THE HIGHEST ELECTED OFFICIAL OF THE LOCAL GOVERNMENTAL AGENCY MUST SIGN THIS APPLICATION**

## SECTION 1: TRANSPORTATION ALTERNATIVES ACTIVITIES

Check only those that apply. Explanations of each activity can be found on page 4 of the instruction booklet.

<input checked="" type="checkbox"/>	<b>Pedestrian and Bicycle Facilities</b>  All facilities must be hard-surfaced, ADA compliant and provide adequate linear connectivity. Multi-modal facilities must be a minimum of 12-feet wide. TA funds can be used for sidewalks, walkways or curb ramps; bike lane striping, wide paved shoulders, bike parking and bus racks; pedestrian safety/traffic calming; off-road trails; bike and pedestrian bridges and underpasses and ADA compliance. Funding may not be used for spot improvements, repairs or maintenance	<input type="checkbox"/>	<b>Historic Preservation &amp; Rehab of Historic Transportation Facilities</b>  Preservation of buildings and facades in historical districts; restoration of historic buildings for transportation-related purposes; access improvements to historic sites. Restoration of railroad depots, bus stations and lighthouses; rehabilitation of rail trestles, tunnels, bridges and canals  All applications are subject to State Historic Preservation Office review and approval
<input checked="" type="checkbox"/>	<b>Safe Routes for Non-Drivers</b>  Access and accommodation for children, older adults and individuals with disabilities	<input type="checkbox"/>	<b>Vegetation Management</b>  Improvement of roadway safety; prevention of invasive species; providing erosion control
<input type="checkbox"/>	<b>Conversion of Abandoned Railway Corridors to Trails</b>  Acquisition of railroad rights-of-way; planning, design and construction of multi-use hard-surfaced, ADA accessible trails and rail-with-trail projects	<input type="checkbox"/>	<b>Archaeological Activities</b>  Projects related to impacts from implementation of current highway construction projects
<input type="checkbox"/>	<b>Scenic Turnouts and Overlooks</b>  Construction of scenic turnouts, overlooks and viewing areas	<input type="checkbox"/>	<b>Stormwater Mitigation</b>  Pollution prevention and abatement activities to address stormwater management; water pollution prevention related to highway construction or due to highway runoff
<input type="checkbox"/>	<b>Outdoor Advertising Management</b>  Billboard inventories and removal of illegal and nonconforming billboards. Inventory control may include, but not be limited to, data collection, acquisition and maintenance of digital aerial photography, video logging, scanning and imaging of data, developing and maintain an inventory and control database and hiring of outside legal counsel	<input type="checkbox"/>	<b>Wildlife Management</b>  Reduction of vehicle-caused wildlife mortality; restoration and maintenance of connectivity among terrestrial and aquatic habitats

## SECTION 2: PROJECT DESCRIPTION INCLUDING PURPOSE AND NEED

### PROJECT DESCRIPTION:

Include project name, project location, and scope of work. The project location should run from west to east or south to north and must include local road names. You must include a color coded map that clearly delineates the project (with road names, a north arrow and the project location highlighted) and any photographs, plans, drawings and applicable preliminary sketches. You must also provide a photograph of the beginning and ending termini if you are submitting for an Activity 1 project. Please do not submit any documents larger than 11" x 17".

Federal regulations require that a project must have a surface transportation link to be eligible. Please refer to [http://trade.railstotrails.org/relate\\_stp](http://trade.railstotrails.org/relate_stp) for more information pertaining to surface transportation links.

If this is a continuation of an existing project, include the projects applicable Project Identification Number (PIN) project description, current status and estimated completion date.

**If this is a bike/pedestrian facility, you must provide distinct and connecting termini (logical destination points such as federal/county/city offices, historic sites, schools, libraries, vehicular trailheads, etc). Future unbuilt phases do not qualify as eligible destination points. Note that inadequate connectivity may affect the projected costs for construction.**

Note that sidewalks must connect to existing sidewalks, bikeways must connect to existing bikeways, greenways must connect to existing greenways or each facility must connect to an approved trailhead with adequate ADA parking or an eligible destination point. All bicycle and pedestrian facilities must be ADA compliant and provide adequate linear connectivity to existing accessible facilities. Pedestrians cannot utilize bike lanes and all pedestrian facilities must provide adequate separation from vehicular traffic, typically accomplished with the installation of a 6-inch non-mountable curb.

Funding may not be used for spot improvements, repairs or maintenance and all new construction for multi-modal (shared use) facilities must be a minimum of 12-foot wide. Address any questions concerning connectivity to the Transportation Alternatives Office at [TDOT.Enhancements@tn.gov](mailto:TDOT.Enhancements@tn.gov).

**PURPOSE AND NEED:**

Briefly specify the underlying purpose and need to which the applicant is responding in proposing the alternatives including the proposed action. FHWA requires a clear statement of identified objectives that the proposed project is intended to achieve for improving transportation conditions. The objectives should be derived from needs and may include, but are not limited to, the following:

- 1: Achieving a transportation objective;
- 2: Supporting land use, economic development or growth objectives established in applicable Federal, State, local plans.

The items listed below may not be applicable to every project, but those that are should be discussed, as appropriate, to help explain and justify the project's purpose and need. For those which do not apply, simply answer "NA".

**Project Status:** Provide a brief project history, including all actions taken, other state and federal agencies involved, and project schedule. List any existing transportation plans or other relevant studies which include the project.

**System Linkage:** Is the project a needed connecting link in a transportation system? How does the project fit into both the current and future transportation system? Explain how the proposed improvement would address the needs of the community and the transportation system.

**Social or Economic Conditions:** Explain how the benefits and adverse impacts to interest groups in the project area were considered during the planning process.

**Land Use:** Describe projected changes in land use that spur the need for improving the area's transportation capacity. Reference the local area's land use plan and describe how it was considered in the transportation planning process. Explain how the project may impact major existing or planned development.

**Safety:** Is the project needed to correct an existing safety hazard?

**SECTION 3: PROJECT BUDGET**

Pending applications will not be selected for funding until the fall of the following year with most projects not proceeding to construction for an additional two or three years: please adjust your budget accordingly and verify your calculations.

The source of the matching funds that will be provided by the Local Government cannot be from another FHWA surface transportation source. ALL COST OVERRUNS IN EXCESS OF THE AWARDED FUNDING AMOUNT ARE THE RESPONSIBILITY OF THE LOCAL GOVERNMENT.

The 20% non-federal construction share of the proposed project must be provided as a hard cash match, and all preliminary engineering (PE), design and right-of-way expenditures are solely the responsibility of the local governmental agency.

**No add alternates or deductions will be allowed in the final construction cost estimate or bid documents.**

Standardized budget templates are located on our website. Line items can be added or deleted as needed for any stage utilizing TDOT line item numbers when available; however, this is the required format in which all budgets must be submitted. Note: structural template tab is for Historic Preservation and Rehabilitation of Historic Transportation Facilities only.

Access TDOT Line Item Numbers at <https://www.tdot.tn.gov/APPLICATIONS/RoadwayItems>

**SECTION 4: INVESTMENT OF PUBLIC FUNDS**

The project being developed must be maintained by the applicant and remain open to the public for a sufficient time based upon the federal investment as shown below:

<b>Federal Amount</b>	<b>Lease</b>
\$1.00 - \$199,999	5 years from Federal close-out date
>\$200,000 - \$499,999	10 years from Federal close-out date
>\$500,000 - \$1,000,000	20 years from Federal close-out date

Projects over \$1,000,000 carry a minimum 25 year lease and will be subject to individual review.

## SECTION 5: SUPPORT AND PUBLIC INVOLVEMENT

Include the local, statewide, and legislative support for the proposed project and attach any federal, state or local government mandates or resolutions for the project.

Please provide the legislative districts that correspond to the proposed project location,  
NOT the address of the applicant:

Senate District No. 21 House District No. 55 U.S. Congressional Representative District No. 5

Prior to submitting an application, all applicants must hold a design public involvement meeting to notify the local community of the intended project scope. In addition, correspondence must be sent to the appropriate Metropolitan Planning Organization (MPO) / Transportation Planning Organization (TPO) or Rural Planning Organization (RPO) describing the proposed activity and inviting input regarding the project. You must include the date(s) and time(s) of public meetings that were held as well as the sign-in sheet, the record of all public comments received and the disposition of said comments with the completed application

### METROPOLITAN AREAS

Are you in a Metropolitan Area over 50,000 population?  yes  no

If yes, please provide the MPO/TPO name: Nashville Area MPO

NOTE: If the project is selected for funding you must have MPO/TPO project endorsement and amendment into the applicable Transportation Improvement Plan (TIP)

## SECTION 6: RIGHT-OF-WAY IMPACT

Is all land necessary for the project publically owned or leased?  yes  no

Is any part of the project to be constructed inside State or Federal highway right-of-way?  yes  no

Is the project along or adjacent to a State or Federal Highway?  yes  no

Will the project impact an existing or eligible National Register Historic Site or District?  yes  no

Does the project include a pedestrian/bike bridge or tunnel or impact an existing TDOT structure?  yes  no

Will any part of your project (including parallel pedestrian facilities) impact a rail or trolley line?  yes  no

TDOT will accept applications electronically via [tdot.enhancements@tn.gov](mailto:tdot.enhancements@tn.gov). The electronic submission must still include the scanned signature of the applicable Mayor or State Agency Head as well as all necessary detailed maps, photographs, preliminary sketches, plans and support letters. **Please note that only Word, PDF and JPG documents will be accepted for electronic submissions and limit only one application per e-mail.**

All applications must include the County, Applicant and Project Title in the subject line. Limit one application per e-mail. If more than one e-mail is necessary per application submittal, you must label each e-mail accordingly, e.g. County, Applicant, Title of Project, Part 1 of 2. NOTE: TDOT's mailbox limit is 15MB per e-mail.

If you choose not to submit electronically, you must submit one (1) CD containing the complete application. All CD's must be labeled County, Applicant and Title of Project. Submissions are to be mailed to:

TDOT - Transportation Alternatives Office  
Suite 600 James K. Polk Building  
505 Deaderick Street  
Nashville, Tennessee 37243-0341  
Phone: 615-741-5314 Fax: 615-741-9673  
<http://www.tn.gov/tdot/topic/tap>



**Metropolitan Government of Nashville and Davidson County**  
**TAP FY 2018 Grant Application**  
**Project Description**

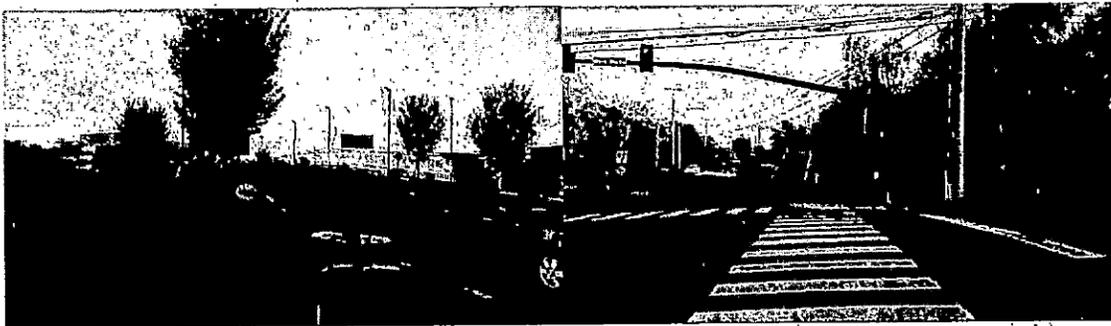
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**Name**

Four-Forty Greenway: Park Plaza

**Location and Scope**

Metropolitan Government of Nashville and Davidson County (Metro Nashville) will construct a 12' multiuse path and 6' grass strip from at the 28<sup>th</sup> Avenue Connector west for 0.25 miles along Park Plaza to the Four-Forty Greenway Phase I trailhead at Oman Street. The project will also include safety through design features such as a bike box and equal access to adjacent park facilities.



*Above: Eastern Terminus. Right-Facing North. Left- Facing South.*

*Below: Western Terminus.*





**Metropolitan Government of Nashville and Davidson County  
TAP FY 2018 Grant Application  
Project Description**

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**Purpose and Need**

The purpose of this project is to construct a bicycle and pedestrian facility and to close a gap in the network that encourages a culture of active transportation, spurs economic development, and protects the environment. *Four-Forty Greenway: Park Plaza* is an integral link that joins the Four-Forty Greenway with local sidewalks and bicycle lanes.

**Travel Choice**

The proposed project will increase travel options for visitors and residents along 28th Avenue, Charlotte Avenue, and the Watkins Park neighborhood, by linking to the Four-Forty Greenway, a seven-mile bicycle and pedestrian trail following the path of the heavily trafficked Interstate Four-Forty. Utilizing the existing right of way, Four-Forty Greenway is poised to greatly improve travel choice. Just as the Interstate offers on-ramps at strategic locations, the greenway offers trailhead connections to the bicycle and pedestrian network in Nashville.

One of the seven guiding principles outlined in NashvilleNext, the city's general plan, is to "Expand Accessibility," allowing all citizens to get around, regardless of background or ability, and ensure that we are all able to participate and contribute to our community. This project addresses the need for equitable mobility outlined in NashvilleNext: "Public spaces—streets and sidewalks, parks and buildings—need to be designed to work for the young and old and for people with disabilities."

Currently, there are no pedestrian or bicycle facilities that lead from the sidewalks and bike lanes on 28th Avenue to the trailhead under construction at Oman Street. People who have to travel by foot are forced to walk in the road or grass. Individuals requiring a mobility device or bicycles can only use the road, with vehicular traffic traveling at 30 miles per hour. In addition to connecting to the greenway, this project adds an ADA accessible path to access the park facilities at Oman Street currently only safely accessed via automobile. If unchanged, existing conditions will result on a reliance on automobiles to access the trailhead.

By creating this strategic connection, users will have immediate access to the 70+ miles of Nashville's existing and currently funded low-stress bikeway network—nearly 20 miles of which are physically separated from traffic. In addition, by connecting pedestrians to 31st Avenue North, this project will give them access to the nearly complete sidewalk networks on and between the larger Charlotte Avenue, Church Street, and West End Avenue corridors.

The following map provides a broader look at how this project (labeled Phase 2, in yellow) leverages a strategic connection to improve travel choice.

# 440 Greenway-Context Map

Public Input Meeting 9.26.17

## Legend

- Existing Greenway
- Proposed Bikeway
- Existing Bikeway
- Parks
- School and Universities





**Metropolitan Government of Nashville and Davidson County**  
**TAP FY 2018 Grant Application**  
**Project Description**

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**Local Economy**

*Four-Forty Greenway: Park Plaza* is imperative to developing the Four-Forty Greenway as a transportation network and just a recreation facility. Without the Park Plaza connection, Phase I only connects to a parking lot. By connecting to 28th Avenue, this project will provide a seamless route for active transportation commuters, opening the Four-Forty Greenway up to bicycle commuters from Charlotte Avenue and North Nashville. Once completed, the Four-Forty Greenway will connect to other bicycle facilities to allow these commuters seamless, safe access to Vanderbilt and Belmont Universities, Music Row, the Gulch, and downtown. It will likewise allow bicycle commuters from south Nashville seamless access to major employers on West End and Charlotte Avenue, such as HCA and Centennial medical center.

Bicycle commuters save money that can be spent or reinvested in the local economy from:

- automobile maintenance and fuel,
- health insurance costs through active living, or
- facility expenses by requiring less square footage for on-site parking.

As Nashville continues to attract residents and businesses, it can more efficiently spend money by increasing capacity for bicycle and pedestrian commuters versus expanding vehicular roadways (League of American Bicyclists, 2012).

In addition to the active transportation network, similar projects in Indiana, Dallas, and Boston have spurred an uptick in real estate valuation. This boon to property values can be attributed to the desires of millennials and aging baby boomers for a range of mobility options such as transit, biking, and walking (Transportation for America, 2015). Extending access to the Four-Forty Greenway, this project also extends its economic benefits to include neighborhoods and retail districts to the north and east otherwise disjointed from the entire project, including retail, restaurants, and businesses along Charlotte Avenue east to 15th Avenue, and even parts of North Nashville. A similar project in Dallas "ignited commercial activity" with some restaurants claiming a three-fold jump in business since the first day the new Katy Trail opened (New York Times, 2014).

The bicycling economy in Tennessee and neighboring states contributes nearly \$4 billion to the regional economy (Outdoor Industry Foundation, 2006). This project will aid economic development through job growth in construction and maintenance. Trail related businesses like bike rentals, bike share, tours, lodging, and retail could result from increasing access to the Four-Forty Greenway at Park Plaza.



**Metropolitan Government of Nashville and Davidson County  
TAP FY 2018 Grant Application  
Project Description**

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**Environment**

A healthy economy and healthy environment go hand in hand. In 2016, Nashville averaged 36 daily vehicle miles traveled per capita (Highway Performance Monitoring System and U.S. Census Bureau). By making the Four-Forty Greenway easier to access by cyclists and pedestrians in currently disconnected neighborhoods this project can reduce the number of automobiles and congestion in the area, minimizing air pollution impacts. This project contributes to NashvilleNext's Action Plan for Natural Resources by expanding greenways to keep pace with population growth. Incorporating native plants into design, the proposed project can reduce stormwater runoff through increased filtration, and wildlife habitat.

**Project Objectives**

Objective 1: Enable people to use the Four-Forty Greenway for commuting, everyday errands, and recreation by connecting neighborhoods with local parks, retail, and employment.

Objective 2: Expand the greenway, bicycle and pedestrian network by bridging an existing gap.

Objective 3: Reduce automobile dependence.

**Project Status**

***History***

Originally identified in the 1979 Four Forty Parkway Final Environmental Impact Statement, but never built, the Four-Forty Greenway urban bicycle and pedestrian trail is poised to transform the transportation infrastructure of West and North Nashville. The environmental impact statement called for a "park-type structure" that includes the "bikeway, parking and unloading areas, a rest shelter, and benches" to mitigate the impact of building the interstate (United States. Federal Highway Administration, 1979, V.III p.10). Plans for the greenway were revived by Metro Nashville Parks and Recreation and Planning Departments as need and desire for an expanded greenway system arose. The entire greenway will meander back and forth across the recessed, below-grade vehicular travel lanes of I-440 and can be accommodated with existing right of way from Tennessee Department of Transportation.

***Actions Taken***

In 2016, Metro Nashville sought funding for the entire Four-Forty Greenway project from U.S. Department of Transportation through the TIGER discretionary grant program and received high-scoring feedback from the application. Unfortunately the project did not receive the competitive grant. Based on feedback from that application, Metro will resubmit portions of the Four-Forty Greenway for TIGER funding in Fall 2017.



**Metropolitan Government of Nashville and Davidson County  
TAP FY 2018 Grant Application  
Project Description**

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The greenway segment connecting Oman Street to Elmington Park, referred to as Phase I, is currently under construction. The need for *Four-Forty Greenway: Park Plaza* surfaced during a community meeting regarding Phase I in December 2015. This project was included in abstracts submitted to the Nashville Area Metropolitan Planning Organization for their Active Transportation Planning grants in April 2017. A full request for proposals is expected this fall and can be used to leverage funding for preliminary engineering and NEPA.

*Four-Forty Greenway: Park Plaza* does not require right of way acquisition as the project utilizes existing Metro Nashville property, further discussed in the following section.

***Agencies Involved***

Metropolitan Government of Nashville and Davidson County is the grant applicant. This project requires an interdepartmental effort led by the Parks and Recreation Department (Metro Parks). Metro Parks' main role is to oversee design and construction of proposed facility. The Planning Department assisted in community engagement, proposal development, and project alignment with NashvilleNext. Metro Parks will enter into a Memorandum of Understanding to outline the maintenance of the facility. Historically, Public Works maintains facilities located on Metro Nashville owned right-of-way. Since this project also includes facilities located on Metro Parks' property, an MOU will clearly outline the most efficient maintenance plan.

Tennessee Department of Transportation has provided technical assistance in the proposed design, and is involved in excess land agreements with Metro Parks regarding Four-Forty Greenway Phase I, adjacent to the proposed project.

***Relevant Plans and Studies***

- Moving the Music City, Mayor Barry's three-year Transportation Action Agenda (2017)
- Plan To Play: the Parks and Greenways Master Plan (2017)
- WalknBike: Nashville-Davidson County Strategic Plan for Bikeways and Sidewalks (2017)
- NashvilleNext: Access Nashville Bicycling Project #23: I-440 Multi-Use Path

***Project Schedule***

NEPA and engineering for *Four-Forty Greenway: Park Plaza* is projected to take approximately 18 months with construction spanning 12 months. A detailed Project Schedule Outline is attached. This project requires no additional acquisition of Right of Way and is therefore well poised to obligate funds on or before July 1, 2021.

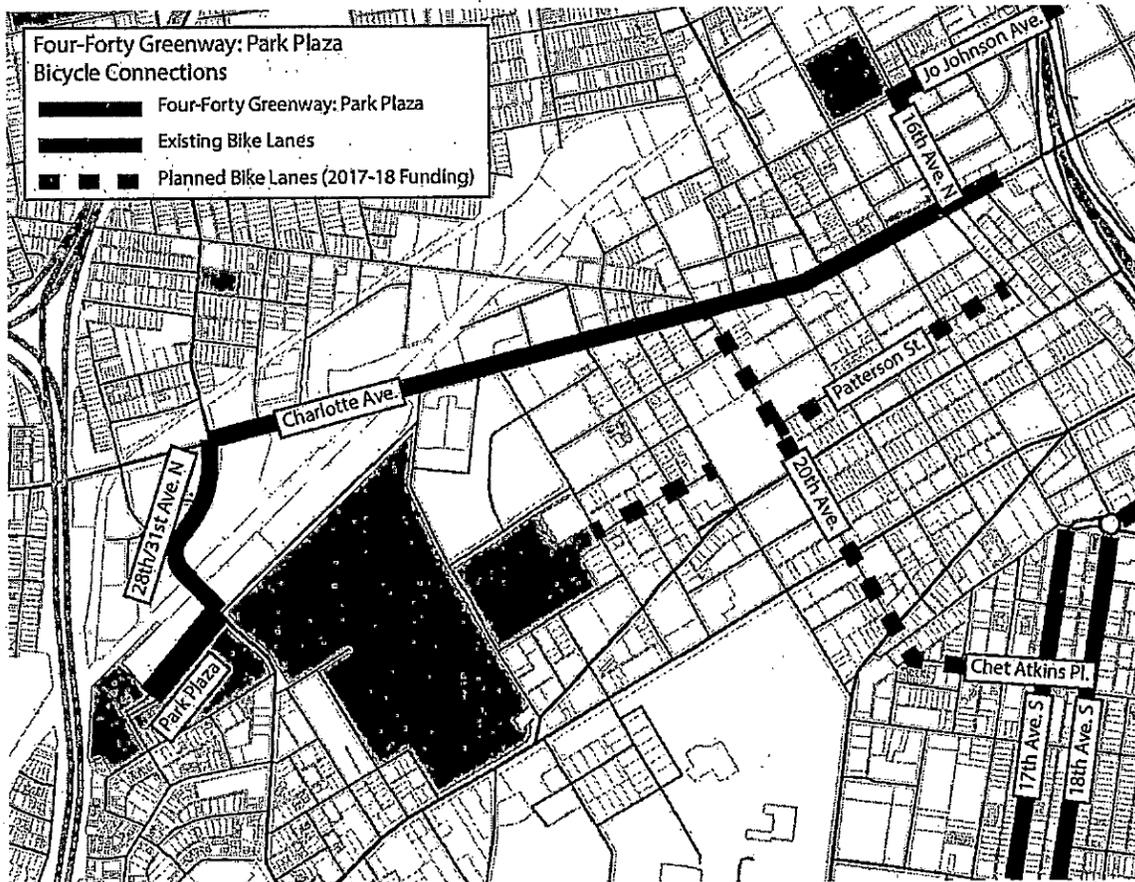
***System Linkage***



**Metropolitan Government of Nashville and Davidson County**  
**TAP FY 2018 Grant Application**  
**Project Description**

This project is needed to connect the future Four Forty Greenway urban trail with the existing and expanding pedestrian and bicycle network at 28th Avenue. Four-Forty Greenway: Park Plaza directly links the greenway trailhead with local transit line 21 which provides cross-town access to several universities. With existing sidewalks and bike lanes along 28th Avenue, this project provides a link to Bus Rapid Transit Lite line 50 and local service line 10 along Charlotte Avenue in approximately one half mile, a distance easily traveled by cyclists in five minutes.

An improved mobility system requires minimal effort to understand and use; creates a sense of confidence and ease; and reduces automobile reliance. This project would also provide a pedestrian and cyclist linkage while reducing automobile and parking based congestion between Elmington Park and Centennial Park.



Coupled with a completed Phase I, *Four-Forty Greenway: Park Plaza* creates seamless trail connection from Elmington Park to Charlotte and 15th to the East, as well as Watkins Park and John Henry Hale homes to the north. Western bicycle linkage includes 0.3 mile gap, but is



**Metropolitan Government of Nashville and Davidson County**  
**TAP FY 2018 Grant Application**  
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identified for 6-foot bicycle lanes in Nashville's Major and Collector Street Plan. Meanwhile, pedestrian linkages are more extensive than bicycle linkages, and allow access to Downtown, North and West Nashville.

**Social or Economic Conditions**

In December 2015, Metro Nashville Parks and Recreation held a community meeting to discuss Phase I of the Four-Forty Greenway. Residents desired a connection east towards Centennial Park. Metro Parks conceptually designed *Four-Forty Greenway: Park Plaza* as a direct result of the feedback received at that meeting.

Metro Nashville Parks and Recreation hosted a follow-up meeting in September 2017 to discuss various design options and elements of *Four-Forty Greenway: Park Plaza*. Overwhelmingly, the comments centered on the value of creating bicycle and pedestrian facilities that connect into existing on- and off-street networks and on maintaining a safe environment for all users. These safety-focused comments highlighted the need for physical protection between vehicle lanes and the greenway (whether as a multi-use path or as designated bike lanes), in any location where the greenway is on street. Additional comments emphasized the importance of designing safe intersection crossings, lighting, and aesthetically appealing facilities that would support tourism and generate positive economic impacts. These comments have been incorporated into the proposed designs.

Currently, the adjacent Centennial Park is undergoing master planning and design of Phase II Renovations. An adverse effect of the project timing is that a direct connection to Centennial Park is not feasible until Metro Parks and Recreation completes design for these renovations. However this project will benefit users of all ages and abilities by connecting to ADA compliant facilities at 28th Avenue and improving accessibility to the Centennial Dog Parks at Oman Street. Moving forward, a connection to the *Four-Forty Greenway: Park Plaza* should be considered in Centennial Park's renovation plans.

**Land Use**

The project is surrounded by substantial redevelopment activity. Nashville's urban core is rapidly densifying, especially going west from downtown.

On the south side of the project, the 31st and Long Urban Design Overlay, a zoning tool used to better manage the form of redevelopment, anchors the western edge of Midtown. Since the adoption of the UDO in 2004, the neighborhood has substantially redeveloped from mostly houses to low- and mid-rise multifamily, averaging twenty to thirty units per acre.



**Metropolitan Government of Nashville and Davidson County**  
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**Project Description**

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On the north side of the project, across a railroad line, is a large, master-planned redevelopment called OneC1TY, a mixed use center that, when complete, will include multifamily homes, retail, park space, and healthcare and technology firms. OneC1TY is separated from the project by the rail line; however, it includes walking and biking facilities to the 28th/31st Avenue Connector, which connects to the project.

Further, on the opposite end of both neighborhoods are major road and transit lines. To the north, opposite OneC1TY, is Charlotte Pike, featuring bus rapid transit lite service. To the south, across 31st and Long, is West End Avenue, featuring frequent local bus service. Both areas seek to provide a diversity of transportation options within their areas and to connect to other parts of the city. Recent transportation master plans (nMotion for transit, Walk n Bike for pedestrian and bicycle facilities, and Plan to Play for greenways) have all sought to bring multimodal options, including this project, to these two pikes and this part of Midtown.

**Safety**

The project will include a midblock crossing along Park Plaza in order to connect with the Four-Forty Greenway Trailhead along the north side of the street. This crossing will be raised and stamped for traffic calming purposes. Due to the low traffic volume on the street, signalization is not needed.

The section on Park Plaza will be built within the existing roadway with a six-foot grass strip as a physical barrier between the greenway and the vehicle lanes to separate and protect users from traffic. Additionally, the project will include a bike box at the intersection as it approaches 31st Avenue North. This will enable a safe and intuitive connection to the existing crosswalk toward Centennial Park, as well as allow bicyclists to safely make a left turn onto 31st Avenue North by queuing in front of stopped through and left-turning vehicles.

Placing consistent physical separation between vehicles and greenway users will be integral in designing a facility where people feel safe walking and biking. For this reason, the design along Park Plaza will feature an ADA-compliant physical barrier. Depending on engineering constraints, this will possibly consist of poured concrete, a grass strip, or other potential barriers, in order to create a low-stress facility. In addition to providing a safe barrier along the street, progressive intersection treatments will continue the low stress environment--both on the intersection approach and facilitating crossing and turning movements.

The proposed connection redesigns access to the local parks to protect all users—especially pedestrians and bicyclists who are most exposed to dangerous conditions. In 2014, Nashville ranked 15th most dangerous city in America for pedestrians, according to Dangerous by Design



**Metropolitan Government of Nashville and Davidson County  
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Project Description**

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(Smart Growth America). The current route lacks bicycle and pedestrian accommodations, therefore constructing *Four-Forty Greenway: Park Plaza* would have dramatic safety benefits for people who walk and bike.



September 27, 2017

Monique Odom  
Interim Director  
Metropolitan Board of Parks and Recreation  
511 Oman Street  
Nashville, Tennessee 37203

RE: Four-Forty Greenway – Park Plaza Segment

Dear Ms. Odom:

Please accept this letter of support for Metro Nashville's TAP grant application for the Park Plaza segment of the Four-Forty Greenway.

We strongly support this project as it will provide a much needed link between the first phase of the 440 Greenway and local parks, sidewalks and bicycle lanes. The 440 greenway will provide innumerable benefits for the community, including safe transportation options, access to recreational opportunities, bicycle-route connectivity, greenspace, and help spur economic development.

It is essential that Nashville continue to build greenways to provide safe and accessible transportation and recreation options to all Nashvillians. As we work as a city to address a looming transportation crisis and an ongoing health crisis, promoting walking and biking through smart greenway development is a solution to many problems. The 440 Greenway, when complete, would provide a link between six parks, diverse and historic neighborhoods, universities and public parks. It would be a game changer for active transportation in North and West Nashville.

The I-440 Greenway is long overdue and the Park Plaza segment is a critical next step. We believe this project could be an iconic project for Nashville, drawing people from within our community and from across the country.

We strongly urge you support this grant application

Sincerely,

Nora Kern  
Executive Director  
Walk Bike Nashville



JEFF YARBRO  
STATE SENATOR  
21<sup>ST</sup> SENATORIAL DISTRICT

312 WAR MEMORIAL BUILDING  
NASHVILLE, TENNESSEE 37243  
(615) 741-3291

## Tennessee State Senate

NASHVILLE

MEMBER OF COMMITTEES:  
HEALTH AND SAFETY  
TRANSPORTATION  
RÙLES

29 September 2017

Monique Odom  
Interim Director  
Metropolitan Board of Parks and Recreation  
511 Oman Street  
Nashville, Tennessee 37203

Re: **Letter of Support**  
*Four-Forty Greenway -- Park Plaza Segment*

Dear Ms. Odom,

Please accept this letter of support for Metro Nashville's TAP grant application for the Park Plaza segment of the Four-Forty Greenway.

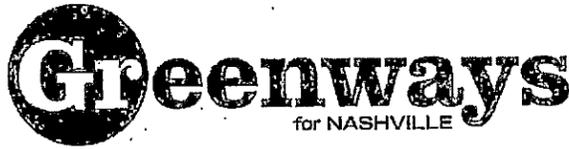
I strongly support this project which creates an integral link between the first phase of the 440 Greenway currently under construction, and local sidewalks, bicycle lanes, transit stops and park facilities. This project will construct a bicycle and pedestrian facility that encourages active transportation, spurs economic development and protects the environment.

It is critical that Nashville continue to build greenways to provide safe and accessible transportation options. The overall 440 Greenway, when complete, would provide a seven-mile long corridor linking six parks and fourteen diverse, historic neighborhoods and in the process transform the transportation infrastructure of West and North Nashville. The Park Plaza segment is a vital link in this system and I give this project my highest level of support.

Best,

A handwritten signature in black ink that reads "Jeff Yarbro".

Jeff Yarbro



September 29, 2017

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*President*

Ann Tidwell  
*Vice President*

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*Metro Board of Parks  
and Recreation*

Cindy Harrison  
*Metro Greenways and  
Open Space Commission*

**Staff**

Amy P. Crownover  
*Executive Director*

Monique Odom  
Interim Director  
Metropolitan Board of Parks and Recreation  
511 Oman Street  
Nashville, TN 37203

Re: Letter of Support for Four-Forty Greenway – Park Plaza Segment

Dear Ms. Odom,

Please accept this letter of support for Metro Nashville’s TAP grant application for the Park Plaza segment of the Four-Forty Greenway.

Greenways for Nashville strongly supports this project which creates an integral link between the first phase of the 440 Greenway currently under construction, and local sidewalks, bicycle lanes, transit stops, and park facilities. This project will construct a bicycle and pedestrian facility that encourages active transportation, spurs economic development and protects the environment.

It is critical that Nashville continue to build greenways to provide safe and accessible transportation options. The overall 440 Greenway, when complete, would provide a seven-mile long corridor linking six parks and fourteen diverse, historic neighborhoods and in the process transform the transportation infrastructure of West and North Nashville. This Park Plaza segment is a vital link and our organization gives this project our highest level of support.

Sincerely,

Amy P. Crownover  
Executive Director

Mark Deuschmann  
President, Board of Directors



September 28, 2017

Monique Odom  
Interim Director  
Metropolitan Board of Parks and Recreation  
511 Oman Street  
Nashville, Tennessee 37203

Re: **Letter of Support**  
*Four-Forty Greenway – Park Plaza Segment*

Dear Ms. Odom,

Please accept this letter of support for Metro Nashville's TAP grant application for the Park Plaza segment of the Four-Forty Greenway.

I strongly support this project which creates an integral link between the first phase of the 440 Greenway currently under construction, and local sidewalks, bicycle lanes, transit stops and park facilities. This project will construct a bicycle and pedestrian facility that encourages active transportation, spurs economic development and protects the environment.

It is critical that Nashville continue to build greenways to provide safe and accessible transportation options. The overall 440 Greenway, when complete, would provide a seven-mile long corridor linking six parks and fourteen diverse, historic neighborhoods and in the process transform the transportation infrastructure of West and North Nashville. The Park Plaza segment is a vital link in this system and I give this project my highest level of support.

Sincerely,

Colby Sledge  
Councilmember, District 17

**OFFICE ADDRESS**

Metro Historic Courthouse  
One Public Square, Suite 204  
P. O. Box 196300  
Nashville, TN 37219-6300

**COMMITTEES**

Ad Hoc Committee on Affordable Housing  
Health, Hospitals and Social Services  
Parks, Library and Recreation  
Planning, Zoning and Historical

**COMMISSIONS**

Greenways Commission  
Housing Trust Fund Commission  
Public Records Commission

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Andrelia Gooch, Treasurer



Thelma M. Harper  
Senator  
19<sup>th</sup> Senatorial District

**Senate Chamber**  
**State of Tennessee**  
**NASHVILLE**

**Member of Committees**

Finance, Ways & Means  
State and Local Government  
Ethics

Davidson County Delegation

September 27, 2017

Monique Odom  
Interim Director  
Metropolitan Board of Parks and Recreation  
511 Oman Street  
Nashville, Tennessee 37203

Re: **Letter of Support**  
*Four-Forty Greenway – Park Plaza Segment*

Dear Ms. Odom,

I write this letter to express my full support for the application submission for Metro Nashville's TAP grant for the Park Plaza segment of the Four-Forty Greenway.

This will create an integral link between the first phase of the 440 Greenway, currently under construction, and local sidewalks, bicycle lanes, transit stops and park facilities. Altogether with construction of a bicycle and pedestrian facility that encourages active transportation, I see this spurs nothing but economic development while protecting the environment.

We all know how important it is that Nashville continues to build greenways to provide safe and accessible transportation options. The overall 440 Greenway, when complete, would provide a seven-mile long corridor linking six parks and fourteen diverse, historic neighborhoods and in the process transform the transportation infrastructure of West and North Nashville.

The Park Plaza segment is a vital link in this system and as a *Senator*, representing the *great state of Tennessee*; I give this project my highest level of support.

Sincerely,

A handwritten signature in cursive script that reads "Thelma Harper".

Senator Thelma Harper  
19<sup>th</sup> Senatorial District



## METROPOLITAN COUNCIL

Member of Council

**Kathleen Murphy**

Councilwoman, District 24

231 Orlando Avenue • Nashville, TN 37209

615-422-7109/ email: [Kathleen.murphy@nashville.gov](mailto:Kathleen.murphy@nashville.gov)

September 28, 2017

Monique Odom  
Interim Director  
Metropolitan Board of Parks and Recreation  
511 Oman Street  
Nashville, Tennessee 37203

Re: **Letter of Support**  
*Four-Forty Greenway – Park Plaza Segment*

Dear Ms. Odom,

Please accept this letter of support for Metro Nashville's TAP grant application for the Park Plaza segment of the Four-Forty Greenway.

I strongly support this project which creates an integral link between the first phase of the 440 Greenway currently under construction, and local sidewalks, bicycle lanes, transit stops and park facilities. This project will construct a bicycle and pedestrian facility that encourages active transportation, spurs economic development and protects the environment.

It is critical that Nashville continue to build greenways to provide safe and accessible transportation options. The overall 440 Greenway, when complete, would provide a seven-mile long corridor linking six parks and fourteen diverse, historic neighborhoods and in the process transform the transportation infrastructure of West and North Nashville. The Park Plaza segment is a vital link in this system and I give this project my highest level of support.

Sincerely,

Kathleen Murphy  
Metro Councilmember, District 24



## METROPOLITAN COUNCIL

Member of Council

**Russ Pulley**  
**Councilmember, District 25**  
843 Battlefield Drive, Apt. B  
Nashville, Tennessee 37204

September 27, 2017

Monique Odom  
Interim Director  
Metropolitan Board of Parks and Recreation  
511 Oman Street  
Nashville, Tennessee 37203

Re: **Letter of Support**  
*Four-Forty Greenway – Park Plaza Segment*

Dear Ms. Odom,

Please accept this letter of support for Metro Nashville's TAP grant application for the Park Plaza segment of the Four-Forty Greenway.

I strongly support this project which creates an integral link between the first phase of the 440 Greenway currently under construction, and local sidewalks, bicycle lanes, transit stops and park facilities. This project will construct a bicycle and pedestrian facility that encourages active transportation, spurs economic development and protects the environment.

It is critical that Nashville continue to build greenways to provide safe and accessible transportation options. The overall 440 Greenway, when complete, would provide a seven-mile long corridor linking six parks and fourteen diverse, historic neighborhoods and in the process transform the transportation infrastructure of West and North Nashville. The Park Plaza segment is a vital link in this system, and I give this project my highest level of support.

Sincerely,

Russ Pulley  
Councilmember, District 25

RP/rh

MEGAN BARRY, MAYOR



## METROPOLITAN BOARD OF PARKS AND RECREATION

Centennial Park Office  
Park Plaza at Oman Street  
Nashville, TN 37201

(615) 862-8400  
Fax (615) 862-8414  
[www.nashville.gov/parks](http://www.nashville.gov/parks)

Thomas M. Lynch, Director

September 27, 2017

Monique Odom  
Interim Director  
Metropolitan Board of Parks and Recreation  
511 Oman Street  
Nashville, Tennessee 37203

Dear Ms. Odom,

Please accept this letter on behalf of the Greenways & Open Space Commission, as we give our whole-hearted support for Metro Nashville's TAP grant application for the Park Plaza segment of the I-440 Greenway.

We enthusiastically support this project which will create a vital link from the first phase of the 440 Greenway currently under construction, to local sidewalks, bicycle lanes, transit stops, businesses and park facilities. This project will construct a bicycle and pedestrian transportation facility that encourages active transportation and healthy lifestyles, spurs economic development and protects the environment.

Continued construction of greenways is crucial to the development of Nashville's multi-modal transportation network, provides safe and accessible alternative transportation options, provides conservation of open space and elevates the livability of our community. When complete, the I-440 Greenway will provide a seven-mile long corridor linking six parks and fourteen diverse, historic neighborhoods and in the process transform the transportation infrastructure of West and North Nashville. The Park Plaza segment is a critical link in this greenway network that we are committed to supporting.

Sincerely,

Ann Tidwell, Chairman  
Greenways & Open Space Commission  
Metropolitan Government of Nashville & Davidson County

*"It is the mission of the Metropolitan Board of Parks and Recreation to provide every citizen of Nashville and Davidson County with an equal opportunity for safe recreational and cultural activities within a network of parks and greenways that preserves and protects the regional natural resources"*



FOR ADA ACCOMMODATIONS, PLEASE CONTACT 862-8400

WE ARE AN EQUAL OPPORTUNITY EMPLOYER



## METROPOLITAN COUNCIL

Member of Council

### **BURKLEY ALLEN**

Metro Council 18<sup>th</sup> District  
3521 Byron Avenue • Nashville, TN 37205  
Telephone 615-383-6604

September 27, 2017

Monique Odom  
Interim Director  
Metropolitan Board of Parks and Recreation  
511 Oman Street  
Nashville, Tennessee 37203

Re: **Letter of Support**  
*Four-Forty Greenway – Park Plaza Segment*

Dear Ms. Odom,

Please accept this letter of support for Metro Nashville's TAP grant application for the Park Plaza segment of the Four-Forty Greenway.

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It is critical that Nashville continue to build greenways to provide safe and accessible transportation options. The overall 440 Greenway, when complete, would provide a seven-mile long corridor linking six parks and fourteen diverse, historic neighborhoods and in the process transform the transportation infrastructure of West and North Nashville. The Park Plaza segment is a vital link in this system and I give this project my highest level of support.

Sincerely,

Burkley Allen  
Councilmember, District 18

October 2, 2017

Ms. Monique Odom  
Interim Director  
Metropolitan Board of Parks and Recreation  
511 Oman Street  
Nashville, Tennessee 37203

Re: Proposed Four-Forty Greenway – Park Plaza Segment  
Nashville, Tennessee

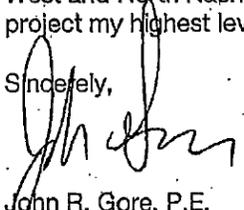
Dear Ms. Odom,

As the current Chair of Mayor Barry's Bike and Pedestrian Advisory Committee, please accept this letter of support for Metro Nashville's TAP grant application for the Park Plaza segment of the Four-Forty Greenway. As someone who cycles this route from my home in East Nashville to my office on Charlotte Pike, I can tell you firsthand what a transformative project this will be for bike and pedestrian connectivity in West Nashville.

In addition to recreational use, this segment will strengthen active mobility options for connection to housing, employment, and educational destinations between Midtown and West Nashville. I strongly support this project which creates an integral link between the first phase of the Four-Forty Greenway currently under construction, and local sidewalks, bicycle lanes, transit stops and park facilities.

I am very excited to see Nashville continue to build greenways to provide safe and accessible transportation options, building on the progress of the last twenty years. The overall Four-Forty Greenway, when complete, would provide a seven-mile long corridor linking six parks and fourteen diverse, historic neighborhoods and in the process, transform the transportation infrastructure of West and North Nashville. The Park Plaza segment is a vital link in this system and I give this project my highest level of support.

Sincerely,

  
John R. Gore, P.E.  
Chair – Mayor's Bike and Pedestrian Advocacy Committee

PA0930 or 951V440 Greenway Letter for BPAC.doc



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