



Huntsville, Alabama

305 Fountain Circle
Huntsville, AL 35801

Cover Memo

Meeting Type: City Council Regular Meeting **Meeting Date:** 10/10/2024

File ID: TMP-4667

Department: Planning

Subject:

Type of Action: Approval/Action

Resolution authorizing the Mayor to submit an application on behalf of the City of Huntsville for the Transportation Alternative Program (TAP) Grant application, for the Connecting the Cove Project.

Resolution No.

Does this item need to be published? No

If yes, please list preferred date(s) of publication: N/A

Finance Information:

Account Number: TBD (MPO Funds)

City Cost Amount: \$0.00

Total Cost: \$ 0.00

Special Circumstances:

Grant Funded: \$ 640,000, not to exceed or 80%

Grant Title - CFDA or granting Agency: Transportation Alternative Program

Resolution #: N/A

Location:

Address:

District: District 1 ☐ District 2 ☐ District 3 ☐ District 4 ☐ District 5 ☐

Additional Comments: The City of Huntsville desires to expand its alternative transportation system and provide a safe, connected, and accessible network of trails and greenways for the benefit of the public and provide 1.3 miles of total connectivity to Cove Area residents.

RESOLUTION NO. 24-

**A RESOLUTION OF THE CITY OF HUNTSVILLE FOR THE
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
GRANT APPLICATION FOR THE
“CONNECTING THE COVE”
PROJECT**

WHEREAS, the City of Huntsville desires to expand its alternative transportation system and provide a safe, connected, and accessible network of trails and greenways for the benefit of the public.

WHEREAS, the City of Huntsville desires to pursue Transportation Alternatives funding for the construction of the “Connecting the Cove” Project: a sidewalk and greenway extension project located in the Cove Area of Huntsville. This project involves the extension of sidewalks on the southside of Caldwell Lane, adding 1,924 linear feet of sidewalk to the transportation network. The project will also extend the Big Cove Creek Greenway for one-half mile north to the western terminus of the Caldwell Lane sidewalk project. All sidewalks and greenways will be ADA-compliant and will provide safe and protected alternative transportation routes for Cove Area schoolchildren, seniors, and people with disabilities. In all, the “Connecting the Cove” project will provide 1.3 miles of total connectivity to Cove Area residents.

WHEREAS, the City of Huntsville is eligible to apply for the Huntsville Area Metropolitan Planning Organization (MPO) Transportation Alternatives Program funding; and

WHEREAS, engineers have estimated a total project cost of \$800,000 (including the cost for Preliminary Engineering (PE) and Construction, Engineering, and Inspection (CEI); and

BE IT THEREFORE RESOLVED, by the City Council of the City of Huntsville, Alabama, that the Council authorizes the Mayor to submit an application on behalf of the City of Huntsville, including all the understandings and assurances contained therein, to the Transportation Alternatives Program, not to exceed \$640,000, or eighty percent (80%) of the Total Project Cost, and is committed to provide a twenty percent (20%) match of \$160,000.

BE IT FURTHER RESOLVED that this resolution shall become effective immediately upon approval and adoption by the Council, the public welfare requiring it.

ADOPTED this the 10th day of October, 2024.

President of the City Council of
the City of Huntsville, Alabama

APPROVED this the 10th day of October, 2024.

Mayor of the City of Huntsville, Alabama

CONNECTING THE COVE

**Project Location:
District 2
East Huntsville**

**FY 2024 Transportation Alternatives
Set-Aside Program Application**

Applicant: City of Huntsville, AL



HUNTSVILLE
The Star of Alabama

PRESIDENT OR PRESIDENT
PRO TEM OF THE CITY COUNCIL
OF HUNTSVILLE, ALABAMA

DATE

A. Contact Information

Sponsor Entity:	<u>City of Huntsville, AL</u>
Mayor/Chairman:	<u>Tommy Battle, Mayor</u>
Contact:	<u>Carol Atchley</u>
Contact Title:	<u>Administrative Assistant</u>
Mailing Address:	<u>305 Fountain Circle, Huntsville, AL 35801</u>
Phone:	<u>(256) 427-5005</u>
Email:	<u>carol.atchley@huntsvilleal.gov</u>
Project Manager:	<u>Dennis Madsen</u>
Title:	<u>Manager of Urban & Long Range Planning</u>
Mailing Address:	<u>305 Fountain Circle, Huntsville, AL 35801</u>
Phone:	<u>(256) 427-5101</u>
Email:	<u>dennis.madsen@huntsvilleal.gov</u>

B. Describe in detail the proposed project improvements and list all eligible TAP activities included in the project. Identify the point(s) of origin, important intermediate destinations, and point(s) of termination. Indicate if the project is/was part of a phased construction plan, or part of a larger comprehensive master plan.

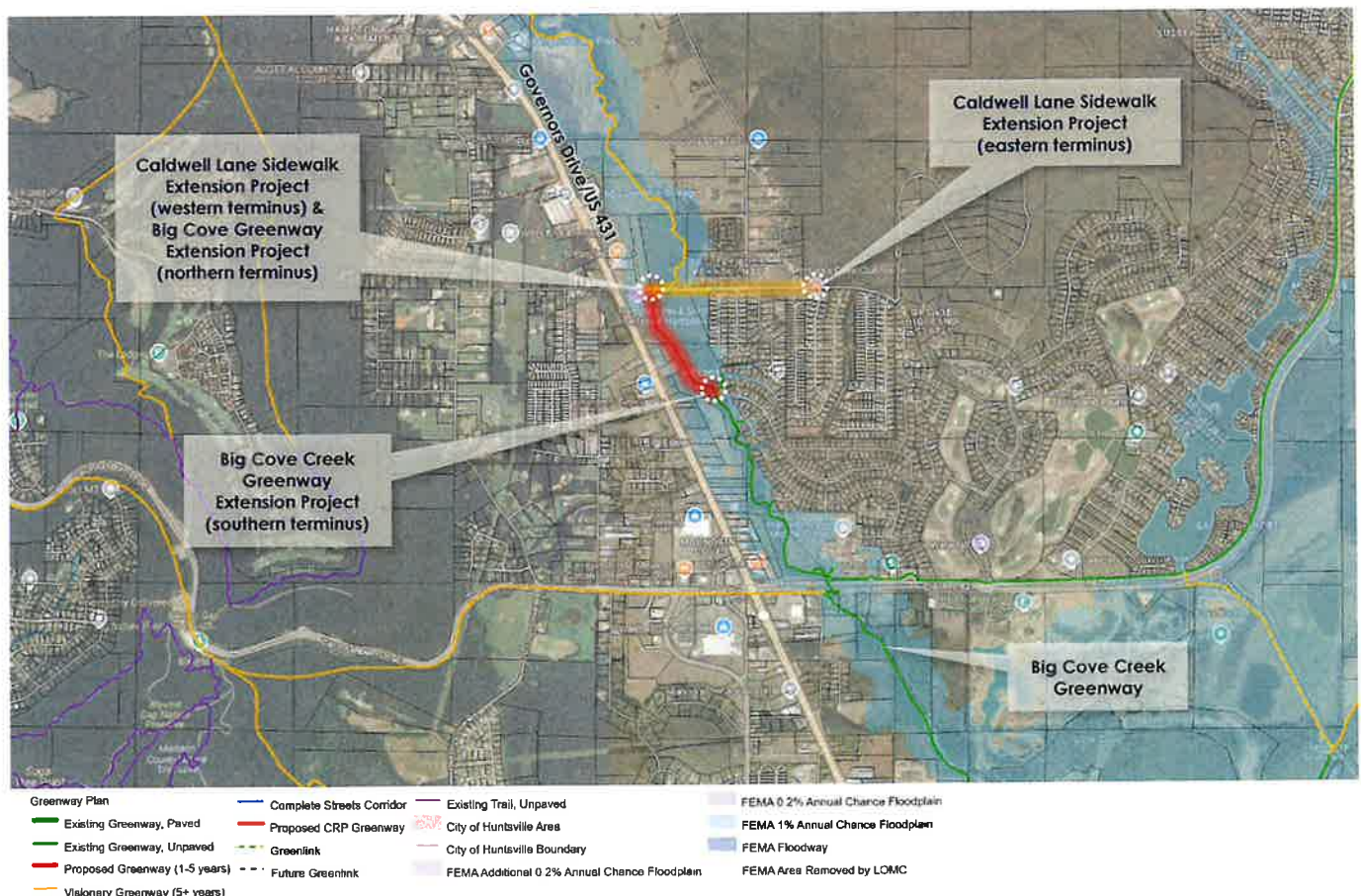
The City of Huntsville, Alabama is seeking Transportation Alternatives funding for the construction of the "Connecting the Cove" project, which includes 2,100 linear feet of sidewalk connection along Caldwell Lane, and a .5 mile extension of the Big Cove Creek Greenway, from Cranfield Road to Caldwell Lane. This important project will provide essential connectivity to Cove Area residents, connecting multiple subdivisions and schools, with the intent to eventually build out Big Cove Creek Greenway and connect Hampton Cove Preschool to the north. This will ultimately create a walking and biking network that will connect every home in the Cove area to safe and protected alternative transportation routes to school for Cove schoolchildren. When completed, the bike and ped network will provide an alternate north-south spine running along the Big Cove Creek and adjacent to the busy Governors Drive/HWY 431 arterial, the highest-injury network for the city. Providing alternative transportation will result in fewer people driving the corridor, helping to alleviate vehicular congestion and prevent traffic fatalities, in alignment with the City's Vision Zero goals.

A sidewalk and greenway project, "Connecting the Cove" will provide a missing link to the Big Cove Creek Greenway and the overall Greenway Master Plan, and fill in missing links to the sidewalk connection to the Nature's Cove subdivision and beyond. The Big Cove Creek Greenway runs north-south along Big Cove Creek, just to the east of Governors Drive. The proposed greenway connection will begin at the northern terminus of the existing portion of Big Cove Creek Greenway at Cranfield Road and will run north for one-half mile to connect with the Caldwell Sidewalk Extension project. The new greenway will consist of a 12-foot-wide ADA-compliant multi-use asphalt trail for non-motorized use. The proposed Caldwell Lane sidewalk project consists of completing the entire east-west sidewalk length to provide 4,260 total feet of sidewalk connectivity. This will be accomplished by constructing two missing segments: the first segment, located on the western end is approximately 1,030 linear feet; and the other segment is located on the eastern end, consisting of approximately 894 linear feet. Combined, this will provide 1,924 linear feet of constructed sidewalk. All proposed sidewalk components consist of five-foot-wide ADA-compliant concrete sidewalk, a continuation of the existing five-foot-wide sidewalk. No utility relocation will be involved, however, most of the greenway project area is located within the floodplain

and is a flood-prone area. Stormwater drainage controls will be included in the cost of the project. The Big Cove Creek runs underneath Caldwell Lane at the western end of the sidewalk project, where there is an existing bridge culvert. In total, the “Connecting the Cove” project will provide 1.3 miles of connectivity for the Cove Area.

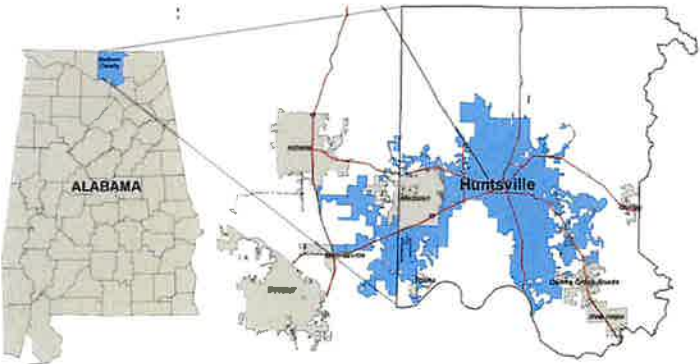
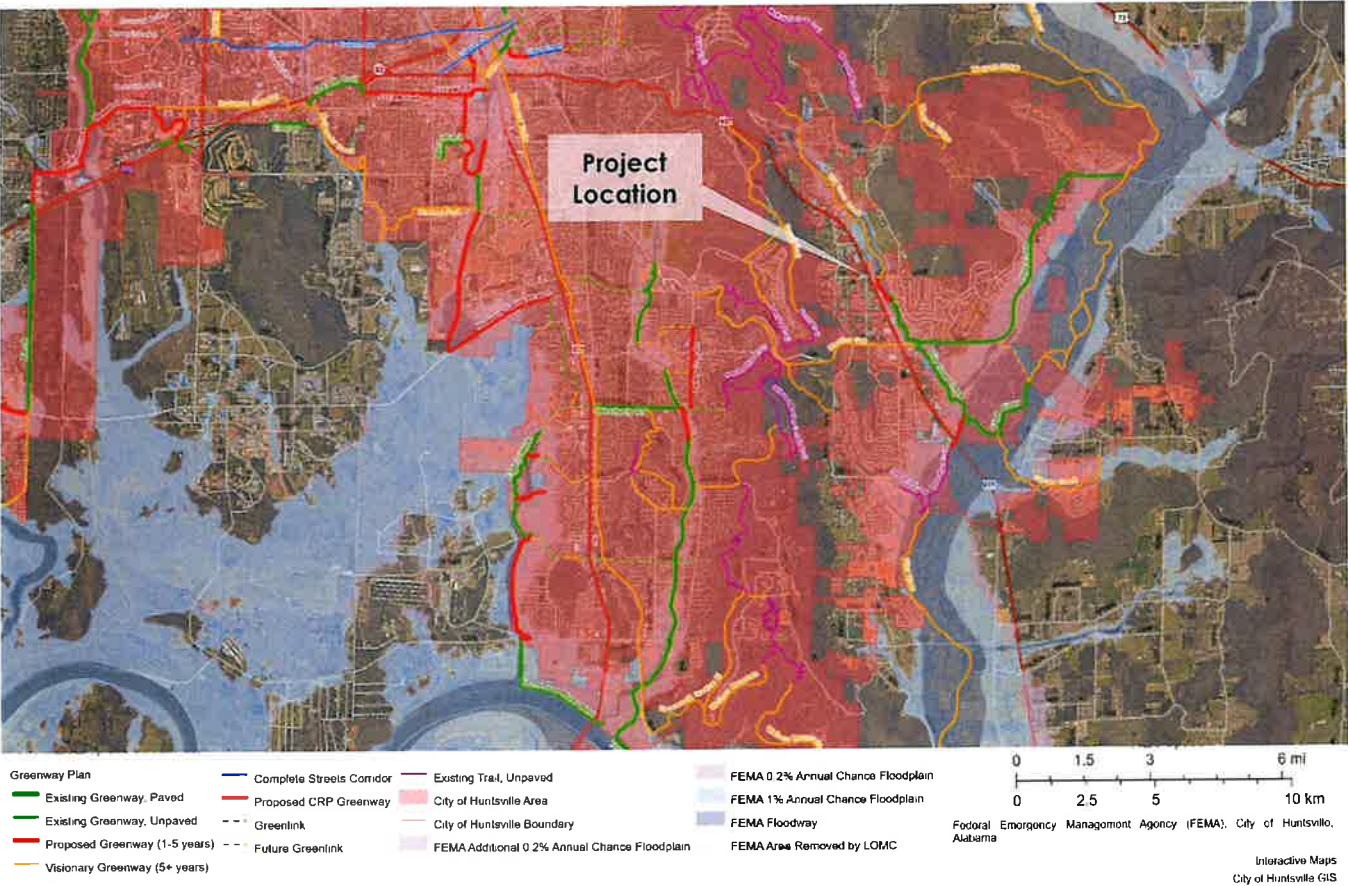
The project will involve clearing and grubbing for the greenway segment, and will require grading and stabilization of the trail surface, as well as the necessary stormwater drainage controls. The sidewalk component will involve minor grading and stormwater drainage controls. Because of its location at the base of Monte Sano Mountain and Big Cove Creek and the Flint River, there are flood-prone areas in the Cove. The Project Area is partially located in the floodplain. Engineers have estimated the preliminary project cost to be \$800,000, including activities associated with Preliminary Engineering (PE) and Construction, Engineering, and Inspection (CEI). The City of Huntsville is requesting \$640,000 in TAP funding (or eighty percent of the estimated project cost) and has committed to provide a twenty percent local match of \$160,000 to the project. The funding will support the following eligible TAP activities:

- * the design and construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, senior adults, and individuals with disabilities; and
- * the design and construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation. (The greenway project consists of a 12-foot wide asphalt trail that is in compliance with the Americans with Disabilities Act of 1990).
- * Environmental mitigation activities, which include: Stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff; and the reduction of vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.



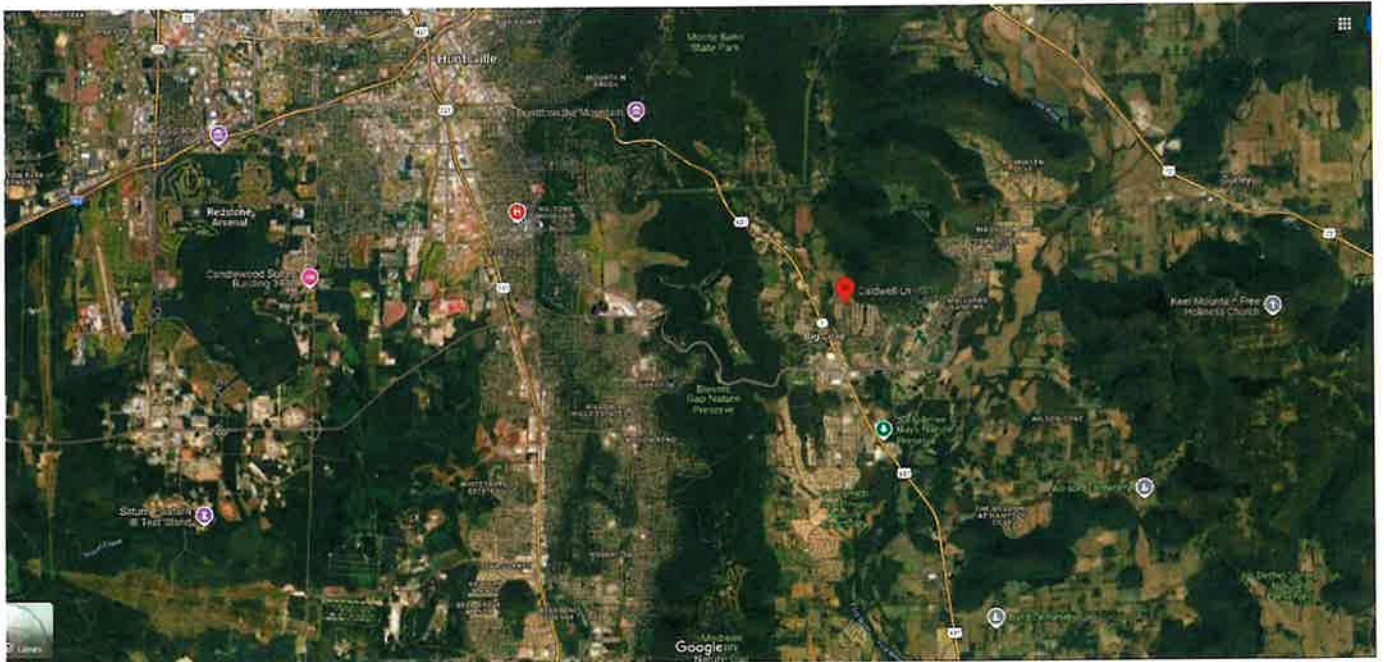
The Project is located in East Huntsville in an area known as “The Cove.” It includes Big Cove, Hampton Cove, and Owens Crossroads communities. The communities are nestled at the eastern base of Monte Sano Mountain within the mountain “coves.” Once a quiet, rural collection of back roads and farmland, the Cove Area has spent the last twenty years rapidly developing into one of the largest suburbs in the Huntsville metropolitan area. Residents enjoy the tranquility and scenic views of the area, which contains several regarded amenities: Hays Nature Preserve and Goldsmith-Schiffman Wildlife Sanctuary, the Flint River kayaking and canoeing, and the Robert Trent Jones Golf Trail. The Hampton Cove Preschool is located in the northern Cove area, and the Hampton Cove Elementary and Middle School campus is located in the central Cove area at the Sutton Rd/Old Hwy 431 & Governors Drive/U.S. Highway 431 intersection.

Project Location Map



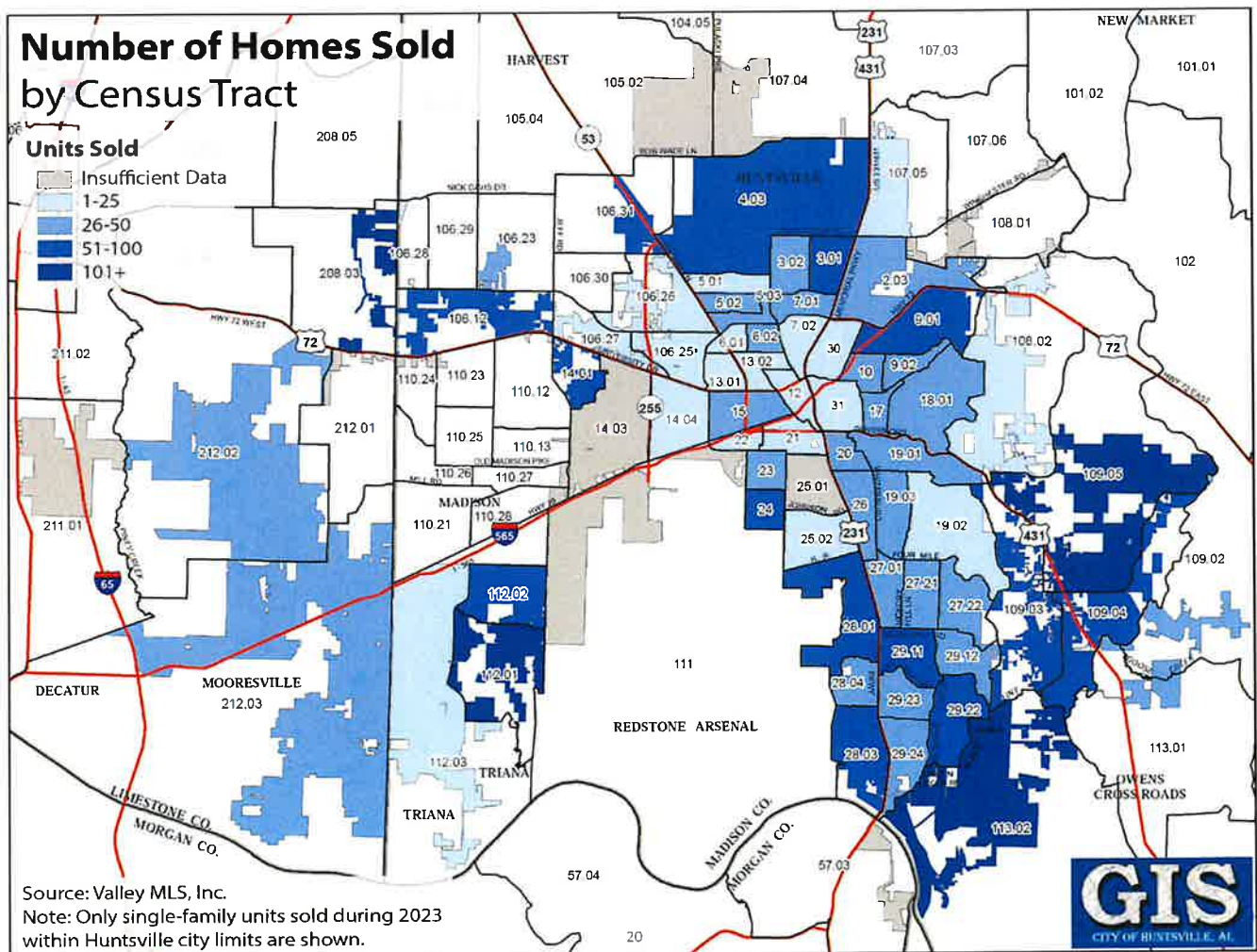
Race (% of Total Population)	2010	2020
White	57.7%	55.17%
Black or African American	30.7%	31.8%
Native American	0.4%	0.4%
Asian	2.6%	2.51%
Pacific Islander	0.1%	0.12%
Other Races	n/a	2.9%
Two or More Races	2.8%	3%
Hispanic or Latino	6.2%	7.75%
Total Population	180,105	215,006
Median HH Income	\$53,870	\$66,450
Median Value of Owner-Occupied Housing Units	\$159,200	\$184,500

Governors Drive is a major east–west thoroughfare in the city, following U.S. Route 431 (US-431) in east Huntsville and State Route 53 (SR-53) in west Huntsville. Governors Drive is one of the main entrance points to the city from the east, carrying on average approximately 48,000 vehicles a day across Monte Sano Mountain, and is a major commuter corridor for the city. From the east, US-431 travels north up Monte Sano Mountain where it meets Dug Hill Road and becomes Governors Drive. From there, the four-lane highway turns to the west and meets Monte Sano Boulevard at the top of the mountain providing access to Monte Sano State Park. The highway then continues down the mountain, intersecting multiple surface streets along the way. Once down the mountain, the road widens to seven lanes where it intersects California Street and travels through the Medical District intersecting with Franklin Street, Whitesburg Drive and Madison Street which provides direct access to Huntsville Hospital Emergency Room. The next intersection, Gallatin Street leads to the main entrance of Huntsville Hospital along with the new Twickenham Square development downtown. Continuing to the west, Governors Drive intersects Harvard Drive where the new Downtown Gateway is being constructed, providing a direct connection to Big Spring Park and Downtown Huntsville. The road then travels south crossing over a former Louisville and Nashville Railroad rail line and intersects Monroe Street, one of the main access points to Downtown. The road then meets Memorial Parkway at which point US-431 turns to the north and continues through the intersection to the west joining SR-53. The highway narrows down to five lanes at Clinton Avenue, the main access point to Downtown for West Huntsville. Finally the highway continues to the west to meet with Interstate 565 (I-565) and Jordan Lane, where SR-53 continues to the north. Because of its capacity and auto-dominant nature, city planners are promoting alternative transportation networks to alleviate vehicular reliance on the Governors Drive corridor. In 2023 alone, there were nine traffic fatalities along Governors Drive. The roadway is considered one of the highest-injury networks in the city. Providing protected, separated routes for non-motorized travel, such as greenways and sidewalks, would help alleviate the burden for Cove residents to have to rely on driving the Governors Drive arterial to access nearby amenities, such as Hampton Cove Schools, parks, and grocery stores.



The Cove area of East Huntsville is one of the fastest-growing sections of the City. Highly-regarded schools, abundant recreational opportunities, and scenic landscapes are just a few of the reasons why the area is attractive. The Cove area has grown over the past 20 years, with over 20,000 people living in the area. Due to the significant growth, city leaders are trying to expand the area, and provide more housing and much-needed connectivity, such as sidewalks, bike trails, and greenways, to connect to nearby schools and amenities, and provide safe, alternative transportation for school children and seniors living in the Cove Area. According to the 2023 Huntsville Development Review, over 200 single-family homes were sold in The Cove Area, more than any other area of the city.

Because of this growth, in 2019, Huntsville city planners embarked on The Cove Small Area Plan. (See links: <https://bigpicturehuntsville.com/places/the-cove-small-area-plan/> <https://cityblog.huntsvilleal.gov/cove-plan-promotes-smart-growth-preservation-of-resources/>)

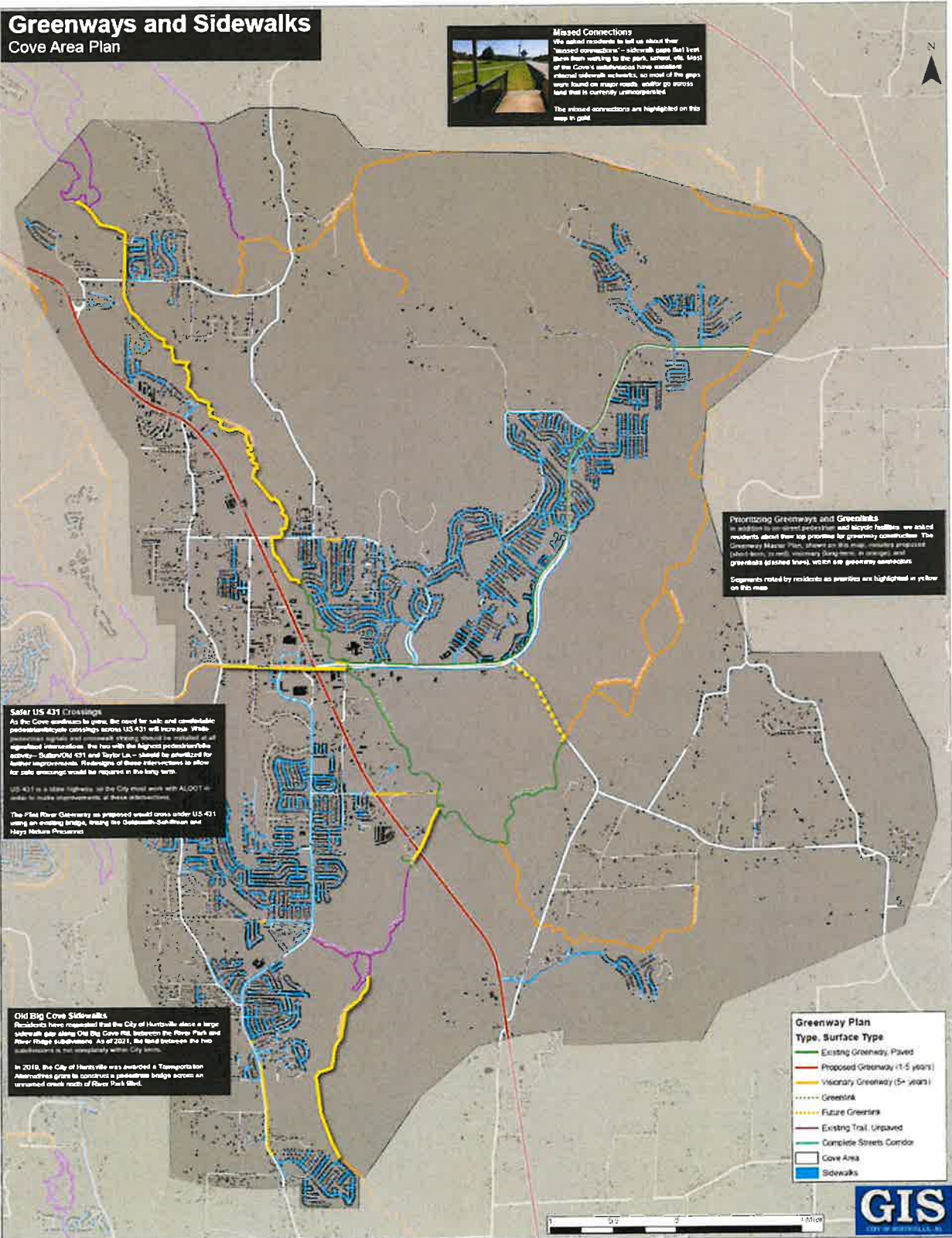


During the planning process, planners gathered substantial citizen input through public meetings, surveys and one-on-one discussions. Development of the plan was initiated by GrowCove, a nonprofit organization that supports smart growth and collaboration between residents, businesses and organizations in Big Cove, Brownsboro, Hampton Cove and Owens Cross Roads. The plan impacts about 20,000 residents east of Monte Sano and south of Dug Hill Road. City leaders anticipate a population boom, fueled by the completion of Cecil Ashburn Drive, quick commutes to downtown and Redstone Arsenal and top-performing schools. The plan was developed with smart growth in mind, but it also emphasizes the Cove's strengths and recreational amenities like trails, greenways, and the new Mark A. Russell Recreation Center. In a 2019 survey, residents were asked if they would prefer a plan that would keep development to a minimum, a more aggressive plan with more housing and commercial expansion, or a third plan that would continue growth on its current track and preserve sensitive areas like greenways. 77% of those surveyed chose the third option. Connectivity and safety, and filling in the "missing links" in the active transportation network, such as sidewalks, bike lanes, and greenways were top priorities for Cove Area residents. Priority projects identified were safety improvements and sidewalk completion along Caldwell Lane and Cherry Tree and Wade roads. The City also plans to work with the Alabama Department of Transportation to limit entrances and exits along U.S. 431 (Governors Drive) to enhance safety. A project in the study phase is a Complete Streets plan for both Taylor Lane and Taylor Road. In the case of Taylor Road, the City is considering turning the five-lane road into a three-lane road with a center turn lane and 8-foot wide bicycle paths on each side. This could be accomplished in the short term by restriping the roadway, enabling it to return to its wider use in the future if traffic demands increase. The City is also looking at improvements to Old Big Cove Road to help maintain traffic flow.

Since the plan was adopted, there have been major development plans proposed for the area, and further public input. A significant mixed-use development was proposed last year (2023) at the intersection of Cecil Ashburn Drive and Old Big Cove Road. Big Cove Village would include pedestrian-centered neighborhoods that surround a village center. Still in the early planning phase, the project would create distinct neighborhoods with a variety of housing, a walkable village with shops, cafes and small businesses, a park system, multiuse paths and more. See Link: <https://cityblog.huntsvilleal.gov/options-for-proposed-huntsville-development-include-housing-retail-restaurants/>

ILLUSTRATIVE SITE PLAN





C. Describe how the proposed project improvements meet the intent of the Transportation Alternatives Set-Aside Program; (Refer to the Competitive Selection criteria of the TAP Guidance).

Overall, Huntsville added nearly 35,000 people between 2010 and 2020, and the city continues to grow. The official 2020 Census population for the city was 215,006. According to local sources, Huntsville gained nine people a day in 2022, and that number has increased to 17 people a day in 2023. In 2023, the city's population was estimated to be 235,204 residents. As previously stated, East Huntsville is one of the fastest growing areas of the city. The proposed "Connecting The Cove" Projects will immediately support students at the Hampton Cove School campus, and provide Accessible safe routes to school for approximately 1,450 students. Recent estimates state Hampton Cove Elementary School's student population of 715 students has grown by 13% over five school years. Currently, children who attend local schools from nearby neighborhoods have the option of riding the bus or being driven in a private vehicle. This method of transport significantly increases congestion along Governors Drive. The major arterial also carries a large number of individuals commuting to work. Extending the Caldwell Sidewalks and the Big Cove Creek Greenway will increase opportunity for safer alternative routes of travel. The completion of all phases of the Big Cove Greenway will provide safe routes to school for students within the Huntsville City School system. Safe Routes to School is a key initiative as part of the City of Huntsville's Vision Zero Multimodal Safety Action Plan. The City is actively seeking funding to improve the safety of its multimodal corridors, while also building out the Greenway Master Plan to provide protected alternative transportation routes for non-drivers and vulnerable users, including cyclists and pedestrians, children, seniors, and individuals with disabilities.

The City of Huntsville's Greenway Master Plan reflects the community's vision for a connected system of trails and greenways for the benefit and safety of the public. Informed by the City's comprehensive planning process, the Greenway Plan is designed to foster and promote tourism, economic development, health, recreation, diverse and safe transportation options, and to connect the community's cultural heritage and natural beauty. Through a partnership with the Land Trust of North Alabama (LTNA), the City of Huntsville Greenway Master Plan now includes 312 miles of interconnected trails-- from river trails to pedestrian/bike complete streets, paved pathways, and hiking trails. Currently, there are about 73 miles of existing greenways and trails located throughout the Huntsville area, with plans to add additional miles every year. The City's Planning Department held its 5-year Greenway Public Input workshops in November 2022 in various locations throughout the city. An online survey was also solicited, garnering 665 responses. Participants repeated the need for connectivity and interconnectivity in both urban and rural areas. During the Project Prioritization exercise, the Big Cove Creek Greenway was identified as a priority greenway and is listed as a "Proposed Greenway (1-5 years)" on the 2022 Greenway Master Plan.

Another key partner in the City's greenway master planning process is the Singing River Trail (SRT) non-profit organization. The City's Planning Department regularly meets with key stakeholders of the proposed Singing River Trail, a 220-plus mile regional trail system that will connect eight counties and 27 towns across North Alabama and beyond. If awarded, this TAP funding will not only support the expansion of alternative transportation options within the city and county, but it will also support the overall vision of the Singing River Trail, North Alabama's premier cultural heritage trail system. The Big Cove Creek Greenway will link to future phases of the Singing River Trail network in East Huntsville and the Flint River and provide direct connections to Monte Sano trails, the Flint River trails and greenways, and eventually to the Tennessee River trail system. The greenway network will support the additional residential subdivisions to existing schools, Hays Nature Preserve, and major recreational amenities. With the continued expansion of the planned greenway, there is more opportunity for pedestrian and bicycle activity over vehicular use.

The build out of the Connecting The Cove project will have local and regional impact in this part of the Huntsville-Madison County area for years to come. With its proximity to the Hays Nature Preserve, Goldsmith-Schiffman Wildlife Sanctuary, the Flint River, the Singing River Trail, and the Tennessee River, the Big Cove Creek Greenway will provide key connectivity to these local and regional assets, spurring economic activity throughout the region, and providing access to opportunity and safety in a remote area of the city bifurcated by the Governors Drive arterial.

Providing safe and accessible transportation options in the area will provide access to opportunity, mobility, and a healthier environment for remote areas of the city and county. The Connecting the Cove project promotes safety by providing separation for non-motorized travel, and provides access to protected mobility that is cleaner, healthier, and safer by reducing automobile dependence as a barrier to opportunity, and thereby reducing carbon emissions and congestion on roadways. This is particularly important for carless populations living in the outskirts of the area. Sidewalks and greenways provide healthier local transportation options and promote mobility for communities isolated by distance that may otherwise have limited access to essential services, such as healthcare, access to quality food, and employment and educational opportunities. Greenways and trails that are sustainably designed and well maintained allow users better access to natural areas and recreational activities, promoting healthier lifestyles. The sidewalk and greenway extensions in the Connecting the Cove project are ADA-compliant hard-surface that will provide enhanced services for Individuals with Disabilities and will improve transportation options to school children and seniors living in the area.

D. Provide a detailed preliminary pay item estimate of the total project cost, the amount of Federal funds requested, the amount of the local match, and any additional funding committed by the sponsor. If the preliminary engineering (PE) is going to be a reimbursable phase of work, the estimated PE cost must be included in the detailed cost estimate.

Engineers have estimated the preliminary project cost to be \$800,000, including activities associated with Preliminary Engineering (PE) and Construction, Engineering, and Inspection (CEI). The City of Huntsville is requesting \$640,000 in TAP funding (or eighty percent of the estimated project cost) and has committed to provide a twenty percent local match of \$160,000 to the project.

E. Identify ownership of all properties located inside the project footprint. If the acquisition of minor right-of way or property is necessary, please include a detailed description, an estimate of any associated cost that may be incurred, and letters of support from the affected property owners. Please include photos of these locations and locate these photos on a map.

There are only two property owners involved with the Project. All of the Caldwell Lane Sidewalk Extension project is located within City of Huntsville Right-of-Way. Approximately half of the Big Cove Creek greenway project area is located on City of Huntsville property, and the other half is a private property owner. The property owner has been in correspondence with the City on this project, and has provided a consent letter to support the construction of the greenway. (See Appendix).

motorized transportation alternatives, which will mitigate the negative effects to the environment created by automobiles.

According to the Environmental Justice Index (EJI), an indicator of 0.75 or greater indicates a high prevalence of a chronic condition. The Project Location received the following EJI scores greater than 0.75:

- Air Pollution PM2.5: 0.78
- Lack of Recreational Parks: 0.79
- Lack of Walkability: 0.76
- Age 17 and Younger: 0.84
- High Estimated Prevalence of Cancer: Yes

These scores indicate a clear need for safer, cleaner, alternative transportation sources in the area.

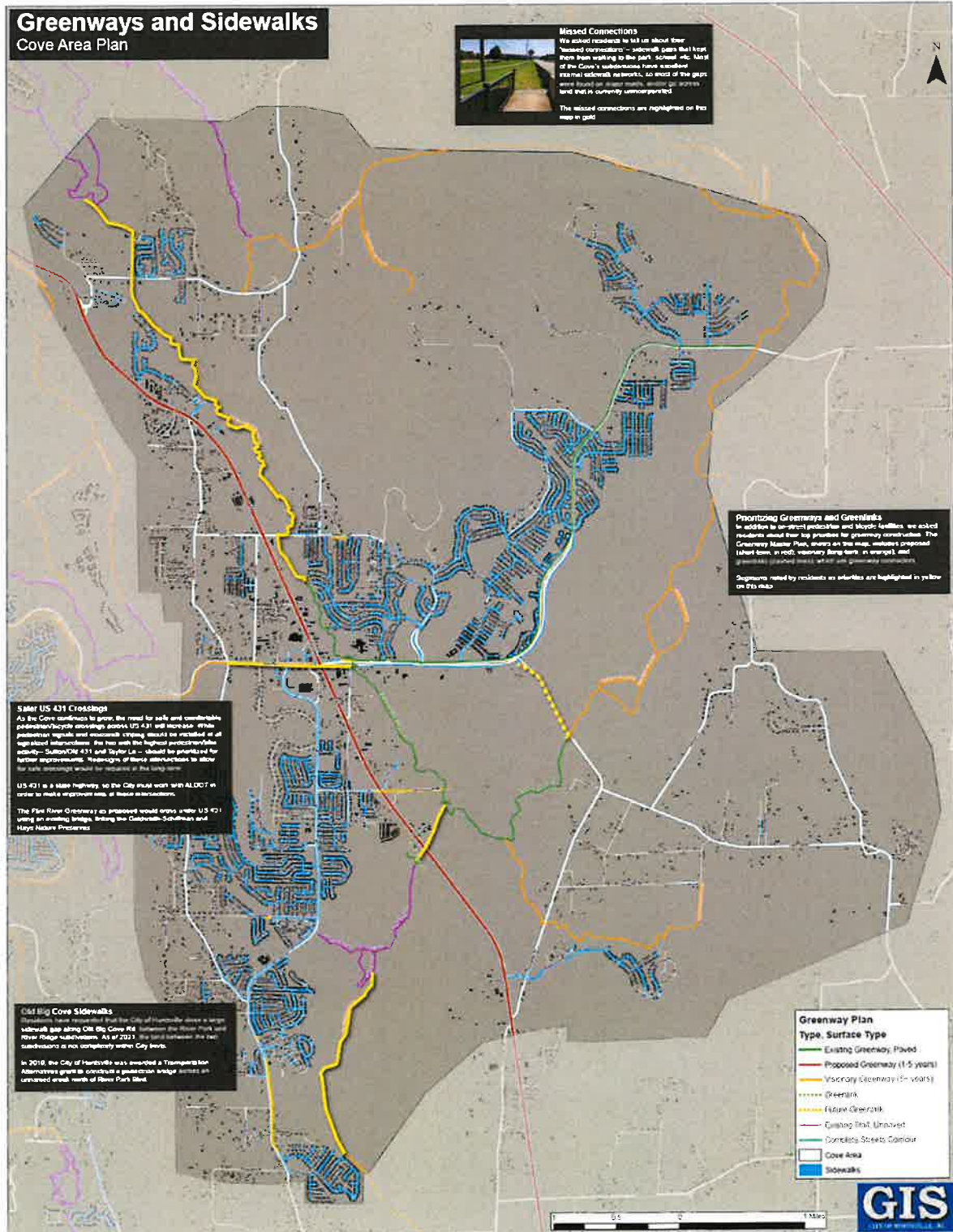
K. Provide any additional comments the sponsor wishes to be considered, including any letters of support from elected officials, local agencies, or property owners.

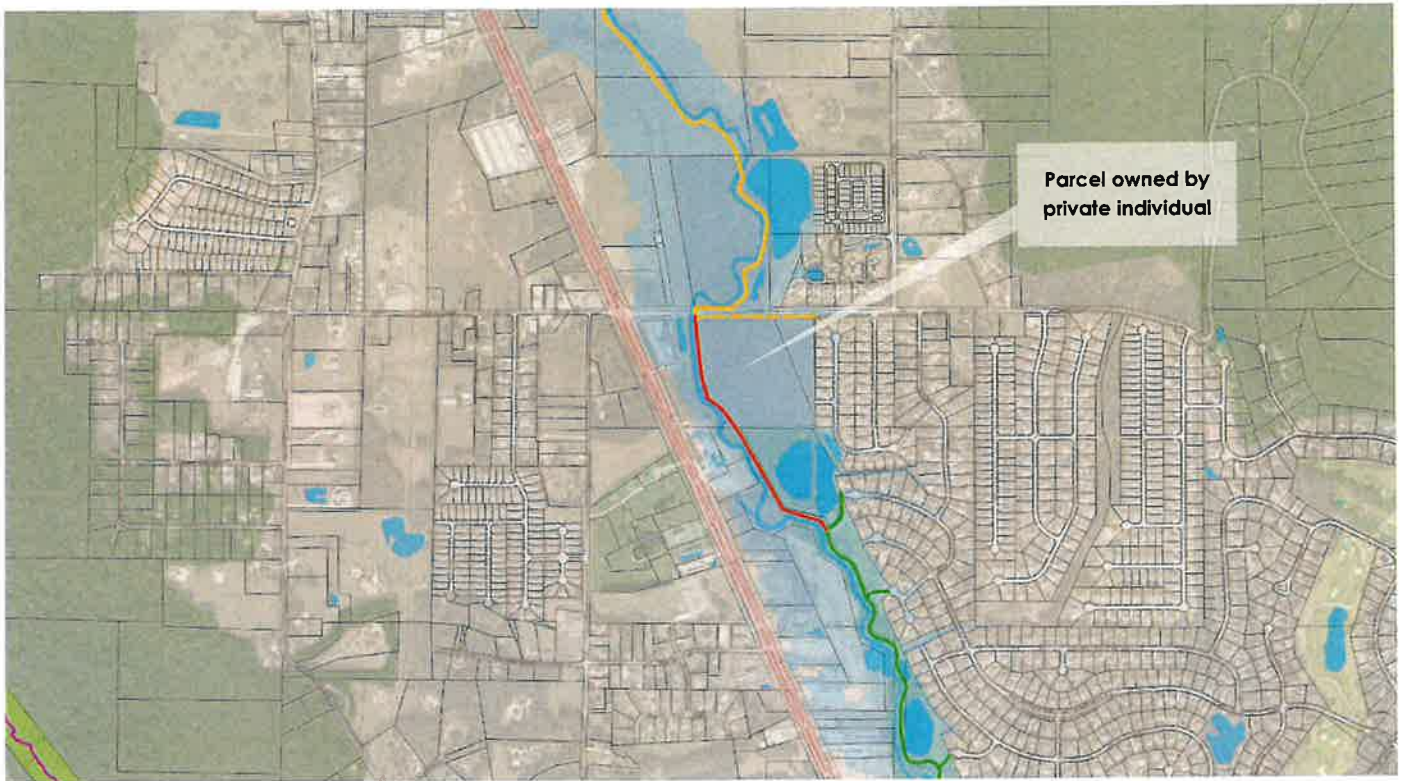
The Attachments section contains the City of Huntsville Greenway Master Plan Public Input Meetings (held in November 2022) Dot Maps, Project Prioritization Exercises, Survey Responses (665 responses) and Sign-In Sheets from the meetings, as well as local articles, and the property owner expressing support for the Project. (See all documents in the Attachments section).

L. Include any supporting photographs, maps, drawings, or plans necessary to support the project application (all in Color).



Public Input comments related to connectivity needs in the Cove Area, from the Cove Area Small Area Plan:
(also see: <https://bigpicturehuntsville.com/places/the-cove-small-area-plan/>)





F. Identify the location of existing utilities in conflict with the project. If any utilities or service connections will need to be relocated, please include a detailed description, an estimate of any associated cost that may be incurred, and letters of support from the affected utility owners.

There are no utilities in conflict with the project and utilities relocation will not be necessary.

G. Identify any cultural or environmental resources potentially impacted by the project. Please include detailed time frames and costs associated with coordinating through the State Historic Preservation Office, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, or any other effected resource agency. If there are any historic buildings, homes, or structures that will be impacted by the project, please include photos of these locations and locate these photos on a map.

Although two environmentally significant areas are within proximity to the Project, the Hays Nature Preserve and Goldsmith-Schiffman Wildlife Sanctuary, there is no impact to those areas by the Project. There are no historic buildings, homes, or structures that will be impacted by the Project. A detailed project schedule outlining major project activities is shown below:

FY 24 HUNTSVILLE MPO TAP APPLICATION

Project Schedule

PHASE Task	ACTIVITIES	YEAR 1				YEAR 2				YEAR 3			
		1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr	1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr	1 st Qtr	2 nd Qtr	3 rd Qtr	4 th Qtr
Contract Award Period													
Notice of Award & Funding Agreement Execution													
Project Kickoff Meeting													
Preliminary Design													
Topographic Survey	Select Consultant for Engineering Services												
Preliminary Design Plans													
Design Phase Public Involvement Meeting	Meeting Notes to ALDOT												
Completion of Preliminary Plans													
Obtain Environmental Clearances/Permits/Right-of-Way													
	Execute Easement Donation Agreement												
	NEPA - CE Document & Phase I Cultural Resource Assessment												
	Submit Environmental Documents to ALDOT												
Final Design Plans Review & Approval	Coordinate with ALDOT for Design Plans Review												
Project/Specification/Estimate (PS&E) Review to Region	Submit Bid Specifications Book												
	Advertisement for Construction Bids												
	Engineers Detailed Cost Estimate												
Final Plans/Certifications/Estimate (Ready for FHWA authorization) to Region													
Construction Phase													
Local Government Approval of Bids and Contracts													
Preconstruction Conference/Work Order													
Construction Period													
Construction Closeout													

H. List any clearances or permits that will be required and include letters of support if possible.

A NEPA Categorical Exclusion (CE) Document and a Phase I Cultural Resource Assessment may need to be completed. A detailed project schedule outlining major project activities and deliverables is shown above.

I. Describe the life expectancy of the project. Identify the agency responsible for maintenance, the anticipated maintenance activities, and the funding source for maintenance efforts.

The life expectancy of this project is indefinite, given proper maintenance, but expectations are in excess of 20 years. Maintenance will be the responsibility of the City of Huntsville Public Works, Landscape Management, and Parks and Recreation departments. Mowing and any necessary clearing will be the responsibility of the Landscape Management Department. Repaving of the trail is typically every 25 years, and is the responsibility of Public Works. Signage and maintenance will be the responsibility of Landscape Management. The asphalt pathway and concrete sidewalk will be maintained as needed and ramp elements inspected and replaced as necessary. A maintenance schedule, to be determined by the City Engineer in coordination with Public Works and Parks and Recreation, will be prepared to ensure proper maintenance for extending the life of the corridor. Funding for parks and recreation maintenance is outlined in the annual budget.

J. Provide any documentation related to environmental justice consideration.

The Project will be designed to be ADA compliant. This will allow people with disabilities or mobility challenges to utilize the sidewalk and greenway without encountering obstacles. Offering the option for people to use the sidewalk and greenway to travel to essential services in the area without using a vehicle will provide better access to those with socioeconomic barriers. Carbon emissions reduction will occur due to the provisions of non-

September 13, 2024

City of Huntsville
Attn: Dennis Madsen
Manager of Urban and Long Range Planning
305 Fountain Circle
Huntsville, AL 35801

Dear Mr. Madsen,

Please accept this letter as a confirmation that we are in discussion regarding the City's acquisition of a greenway easement along Big Cove Creek on property I own on the south side of Caldwell Lane. This easement would permit the construction, public use for pedestrian and bicycle access and maintenance of the greenway.

I look forward to continuing the conversation as the process move forward.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Elizabeth Edwards', with a long horizontal flourish extending to the right.

Elizabeth Edwards