



Huntsville, Alabama

305 Fountain Circle
Huntsville, AL 35801

Cover Memo

Meeting Type: City Council Regular Meeting **Meeting Date:** 11/20/2025

File ID: TMP-6256

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 Huntsville Area Metropolitan Planning Organization (MPO) Transportation Alternatives Program (TAP) funding "Miller Branch Greenway Phase II".

Resolution No.

Does this item need to be published?

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

Finance Information:

Account Number: TBD

City Cost Amount: \$ (20%) match of \$199,366

Total Cost: \$ \$996,830

Special Circumstances:

Grant Funded: not to exceed \$797,464, or eighty percent

Grant Title - CFDA or granting Agency: Transportation Alternative Program (TAP)

Resolution #: N/A

Location:

Address: N/A

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

Additional Comments: Funding for the construction of the Miller Branch Greenway Phase II, a 1.36-mile ADA-compliant 12-foot wide asphalt trail located in west Huntsville. The project will begin at the southern terminus of Miller Branch Greenway Phase I (at Swancott Road) and continues along the Miller Branch Creek.

RESOLUTION NO. 25- _____

**A RESOLUTION OF THE CITY OF HUNTSVILLE FOR THE
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
GRANT APPLICATION FOR
“MILLER BRANCH GREENWAY PHASE II”**

WHEREAS, the City of Huntsville desires to expand its alternative transportation system and provide a safe, connected, protected, 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 Miller Branch Greenway Phase II, a 1.36-mile ADA-compliant 12-foot wide asphalt trail located in west Huntsville. The project will begin at the southern terminus of Miller Branch Greenway Phase I (at Swancott Road) and continues along the Miller Branch Creek and existing tree line to connect with existing trails at the entrance of the Wheeler National Wildlife Refuge. The Miller Branch Greenway Phase II is part of a larger multi-phase greenway project that will run along the eastern perimeter of the Huntsville-Madison County Airport from Martin Road to the Tennessee River, connecting to trails within the Refuge and future segments of the Singing River Trail, linking the cities of Huntsville and Madison, and the Town of Triana to the recreational opportunities on the Tennessee River.

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

WHEREAS, engineers have estimated a total project cost of \$996,830; 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 \$797,464, or eighty percent (80%) of the Total Project Cost, and is committed to provide a twenty percent (20%) match of \$199,366.

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 20th day of November, 2025.

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

APPROVED this the 20th day of November, 2025.

Mayor of the City of Huntsville, Alabama

MILLER BRANCH GREENWAY PHASE II

Project Location:
District 5
West Huntsville

**FY 2025 Transportation Alternatives
Set-Aside Program Application**

Applicant: City of Huntsville, AL



HUNTSVILLE
The Star of Alabama

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>308 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>308 Fountain Circle, Huntsville, AL 35801</u>
Phone:	<u>(256) 427-5101</u>
Email:	<u>dennis.madsen@huntsvilleal.gov</u>

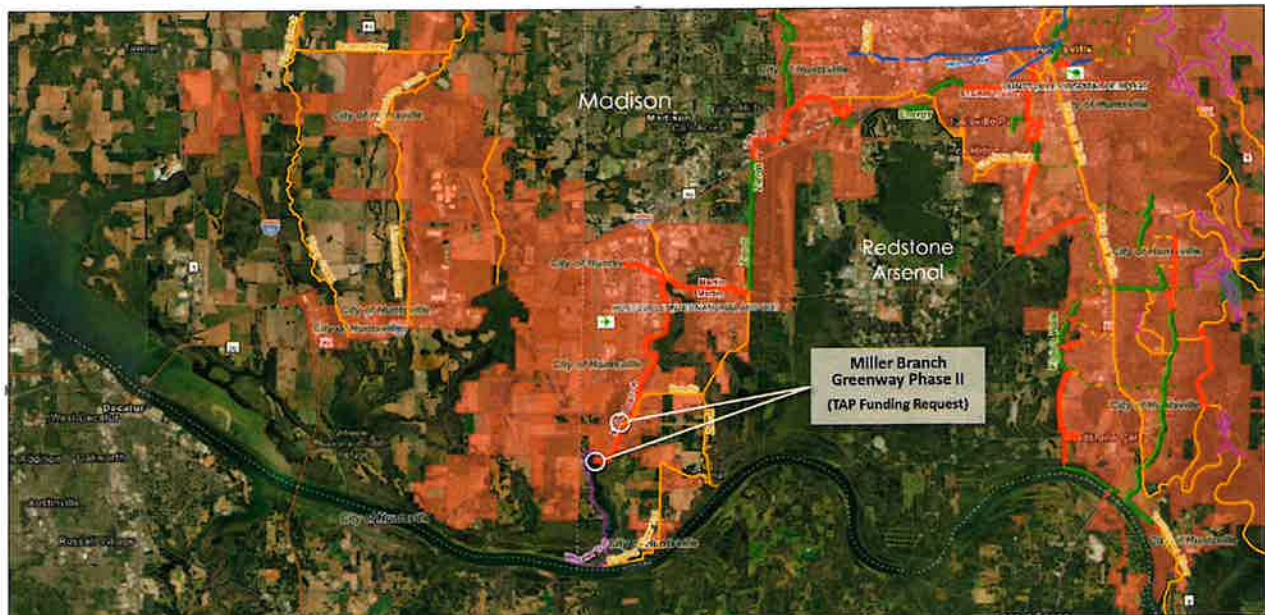
B. Describe in detail the proposed project improvements and list all eligible TAP activities included in the project. Identify the point(s) of origin, important intermediate destinations, and point(s) of termination. Indicate if the project is/was part of a phased construction plan, or part of a larger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

The City of Huntsville, Alabama is seeking Transportation Alternatives funding for the construction of the Miller Branch Greenway Phase II, a 1.36-mile ADA-compliant, 12-foot-wide asphalt trail for non-motorized users located in west Huntsville, one of the fastest growing areas in the state. This segment of the Miller Branch Greenway is located entirely within City of Huntsville property. The project will begin at the southern terminus of Miller Branch Greenway Phase I (at Swancott Road) and continue along the Miller Branch Creek to connect with existing trails at the entrance of the Wheeler National Wildlife Refuge. The project will involve minimal impact to the surrounding area and all property has been acquired. The project will involve clearing and grubbing, but the land is mostly cleared of trees as it was previous farmland, and the greenway will run along the existing tree line. The project will require grading and stabilization of the trail surface, as well as the necessary stormwater drainage controls. Engineers have estimated the Total Project Cost to be \$996,830, including activities associated with Preliminary Engineering (PE) and Construction, Engineering, and Inspection (CEI). The City of Huntsville is requesting \$797,464 in TAP funding (or eighty percent of the Total Project Cost) and will provide a twenty percent local match of \$199,366 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.

Running along the Miller branch Creek at the southern border of the city boundary in west Huntsville, the Miller Branch Greenway Phase II alignment begins at the terminus of Miller Branch greenway phase one at Beadle Lane and runs along the Miller Branch Creek to the entrance of the Wheeler Wildlife Refuge. This is the second phase of a multi-phase greenway project that will serve Madison County and connect the City of Madison, the City of Huntsville, Redstone Arsenal, the Town of Triana, and the Wheeler Wildlife Refuge. In its entirety, this phase and future phases of the Miller Branch Greenway Project will provide approximately six miles of trail system that will start at the Dallas Fanning Nature Preserve at Martin Road and run south to tie into the Zierdt Greenway, Beadle Greenway, and future phases of the Singing River Trail in Triana, and link to existing trails located in the Wheeler National Wildlife Refuge. These connected trail segments will ultimately create a greenway network of nearly thirty miles of trails in west Huntsville, a rapidly growing rural area that is currently underserved in alternative transportation options, especially for the population growth it has experienced in recent years. With the recent announcement of Space Command locating in Redstone Arsenal, providing alternative means of transportation to the area's largest employer is important to Huntsville's growth and quality of life. The City has experienced an increase in demand for alternative commuting modes to work and trail-oriented development.



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Airports and Heliports Greenway Plan

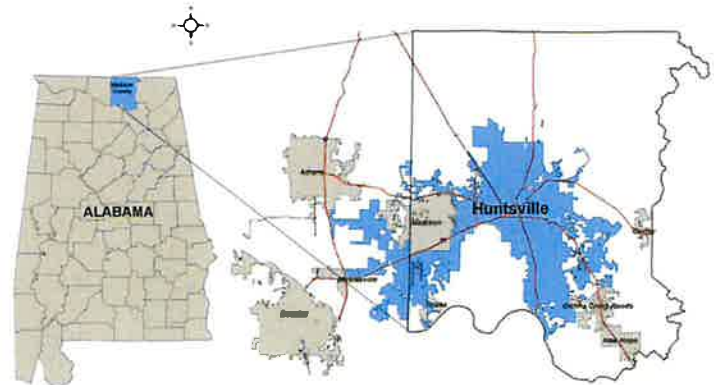
- AIRPORT
- AIRFIELD
- HELIPORT
- HELIPAD
- Existing Greenway, Paved
- Existing Greenway, Unpaved
- Proposed Greenway (1-5 years)
- Visionary Greenway (5+ years)
- Complete Streets Corridor
- Proposed CRP Greenway
- Greenlink
- Future Greenlink
- Existing Trail, Unpaved
- City of Huntsville Area
- City of Huntsville Boundary
- Parks

1:144,448
0 1 25 2.5 5 mi
0 2 25 4 5 km

Sanborn Geographics, City of Huntsville, Madison County, AL, Esri, HERE, DeLorme, Swire, OpenStreetMap, UNOS, EPA, NPS, USDA, Madison County, Alabama

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

Huntsville demographics



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).

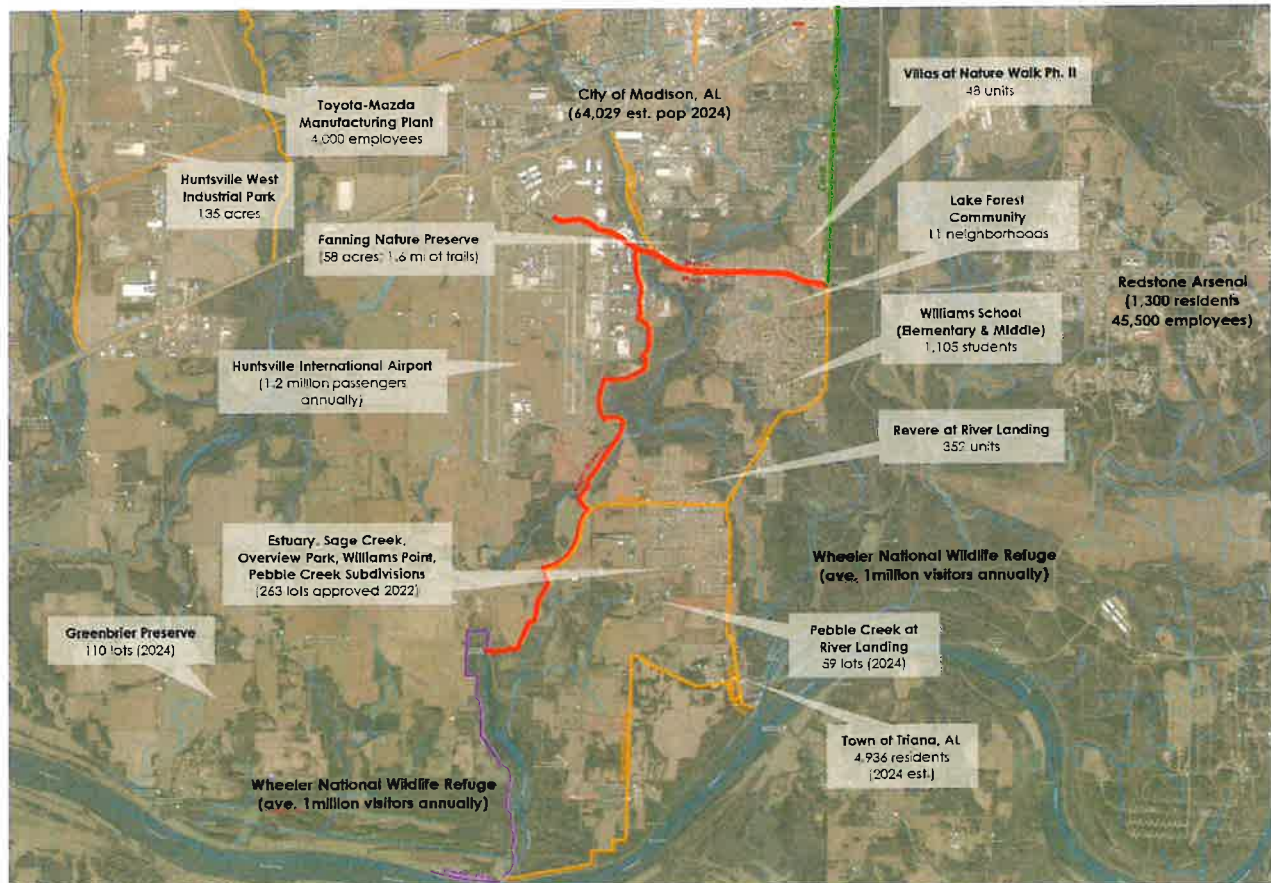
Overall, Huntsville added nearly 35,000 people between 2010 and 2020, and the city continues to grow. The official 2020 Census population for the city was 215,006. According to local data for 2025, Huntsville currently gains 18 people a day, and the city is now home to an estimated 249,102 residents (total pop, as of July 1, 2025). The Miller Branch Greenway Project is located in west Huntsville, which consists of Council District 5, the fastest growing district in the city. From 2010 to 2020, west Huntsville grew by 44%, adding more than 15,000 residents, and prompting the city to redraw its district lines at the 2020 Census. While each of the city's five districts grew over the last decade, none added more people than District 5. In 2021, it had more than 52,000 people, making it the most populous district in the city. It grew faster than the City of Madison during this time. The Mazda-Toyota Manufacturing plant is a significant automotive assembly facility located in the Greenbrier area in west Huntsville. This plant and the recent groundbreaking of the Huntsville West Industrial Park have also contributed to the growth of the area, with the plant employing 4,000 people. Geographically, District 5 is located just west of University of Alabama Huntsville (UAH), covers Bridge Street and MidCity, encircles Madison, reaches south down Zierdt Road to nearly hit the Tennessee River, and carries west until it touches I-65 across the interstate from Decatur. Redstone Arsenal, located adjacent to District 5 to the east, has an annual economic impact in Alabama of \$36.2 billion with an employment impact of 143,156 total jobs across the Tennessee Valley. The Arsenal accounts for 58% of the gross regional product for the Valley. There are more than 92,000 Department of Defense military, government and contractor jobs in the region. The Arsenal has a workforce of about 45,500 people, which exceeds workforce numbers prior to the COVID pandemic in 2020, and Arsenal officials expect that number to continue climbing toward 50,000 employees, Especially with the recent announcement of the space command relocation.

The small town of Triana, located at the southwestern corner of Wheeler Wildlife Refuge at Redstone Arsenal and the Tennessee River, has experienced its own population boom. According to the U.S. Census, Triana was the fastest growing town in Alabama over the last decade. From 2010 to 2020, Triana's population boomed from 496 people to 2,890, an increase of 482.7 percent. Because of its proximity to the cities of Huntsville and Madison, Redstone Arsenal, the Airport, the Tennessee River, and its association with the Madison City School System, Triana has become very attractive to newcomers moving to the area. The Miller Branch Greenway will immediately support students at Williams School, a P-8 school located within the Huntsville City School System and provide Accessible safe routes to school for approximately 1,105 students. 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 Zierdt Road and Wall Triana Highway. These roads are major collectors that also carry a large number of individuals commuting to work and shopping areas. Traffic volume along these roads has increased dramatically in the last decade due to the unprecedented growth in west Huntsville. Pedestrian travel is challenging especially along Wall Triana, since there is no existing sidewalk or walkable shoulder until the connection to the first phase of the Miller Branch Greenway is reached. Extending the greenway will increase opportunity for safer alternative routes of travel. The completion of all phases of the Miller Branch Greenway will provide safe routes to school for students within both the Madison City Schools, including Triana residents, and the Huntsville City Schools districts. 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. (See User Potential Map on the following page).

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 represents 365 miles of existing and proposed interconnected trails-- from river trails to pedestrian/bike complete streets, paved pathways, and hiking trails. Currently, there are about 130 miles of existing greenways, bikeways, and trails located throughout the Huntsville area, with plans to add additional miles every year. Greenways alone represent 260 miles, with 46 miles of existing greenway and 212 miles of proposed. The City's Planning Department holds its Greenway Public Input workshops every five years, with the last one 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 Miller Branch Greenway was identified as a priority greenway and is listed as a "Proposed Greenway (1-5 years)" on the 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 Miller Branch Greenway will link to future phases of the Singing River Trail network in Huntsville and provide direct connections to the Town of Triana, the City of Madison, and the River.

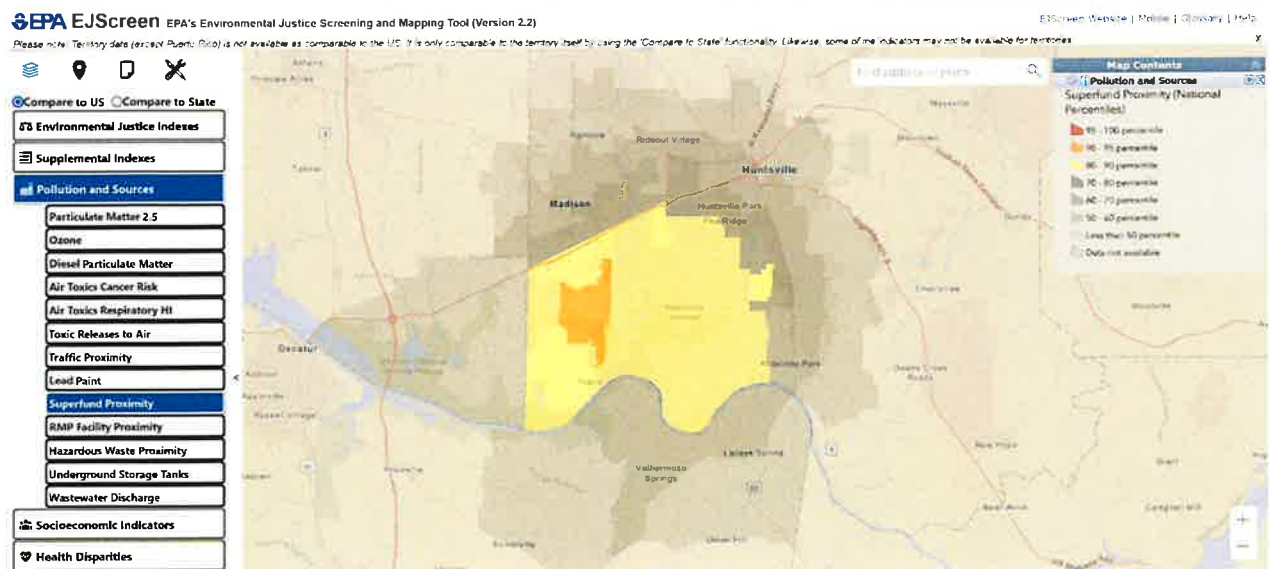


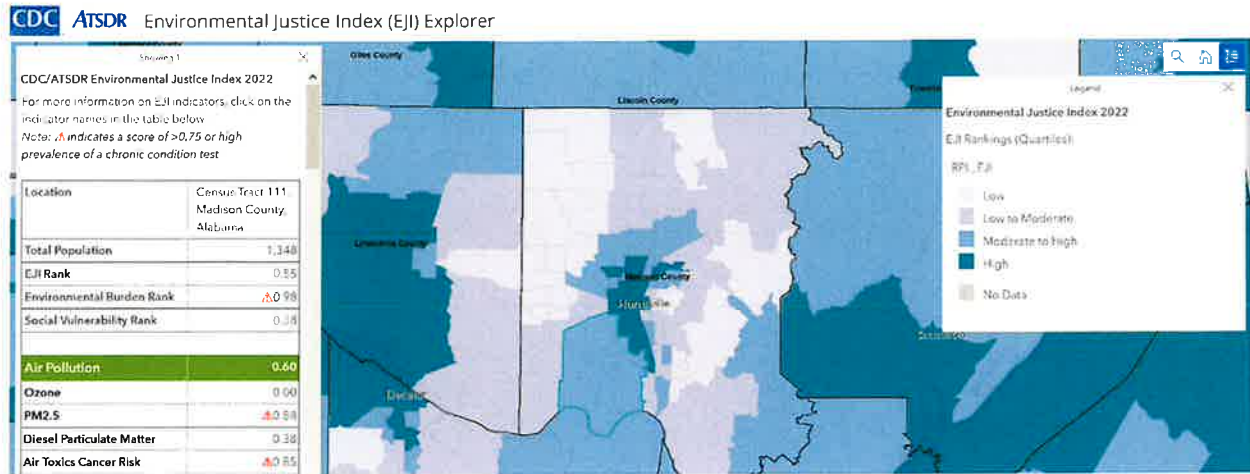
Nearby User Potential Map

As a key piece to the overall greenway network, the Miller Branch Greenway will provide an essential link to open up and leverage the many recreational, environmental, and cultural activities along the Singing River Trail, the Tennessee River, and the Wheeler National Wildlife Refuge. The Wheeler National Wildlife Refuge is a 35,000-acre national wildlife refuge (NWR) governed by the U.S. Fish and Wildlife Service and located along the Tennessee River near Decatur and Huntsville. It was established in 1938 to provide a habitat for wintering and migrating birds in the Eastern United States. Of the 35,000 acres of the refuge, about 4,085 acres are located within Redstone Arsenal. Around 1,500 acres of the Redstone Arsenal land are administered by the Marshall Space Flight Center. The Refuge also contains an abundance of trail networks for a variety of recreational activities. The Refuge sees an average of one million visitors annually and is currently adding to its trails roster. Expansion of the greenway network in this area will increase attendance to this major recreation destination, as well as to the Fanning Nature Preserve and nearby parks and recreation centers. The greenway corridor will support the additional residential subdivisions with existing schools, ballfields and sports amenities, and provide a protected route for commuters walking or biking to work. With the continued expansion of the planned greenway, there is more opportunity for pedestrian and bicycle activity over vehicular use. (See U.S. Fish and Wildlife Service_WNWR Letter of Support in Attachments).

The build out of the Miller Branch Greenway will have local and regional impact in this part of the Huntsville-Madison County area for years to come. With its proximity to the recently-opened Dallas Fanning Nature Preserve, the Town of Triana, Redstone Arsenal, the City of Madison, the Huntsville-Madison County Airport, Williams Elementary School District and neighborhoods, and the many opportunities along the River, the Miller Branch Greenway will provide key connectivity to these local and regional assets, spurring economic activity throughout the region, and providing access to opportunity in an area that has been impacted by a legacy of environmental injustice.

Miller Branch Creek is part of the Barren Fork drainage basin, a subwatershed of the Tennessee River. The creek meanders along the southeastern perimeter of the Huntsville-Madison County Airport, eventually connecting to the Barren Fork Creek and Indian Creek, and draining into the Tennessee River at the Town of Triana. In 1977, the EPA issued warnings that fish and waterfowl from the Huntsville Spring Branch and Indian Creek tributaries had shown high levels of Dichlorodiphenyltrichloroethane (DDT) in their bodies. Two years later, the EPA began to investigate how the pollutant had contaminated the water supply of the area. The findings indicated that the





pollutant came from the Olin Corporation's production of the chemical on Redstone Arsenal. Lawsuits were filed against Olin Corporation by residents of Triana, as well as the United States Department of Justice, which were eventually settled. The water near Triana was monitored by the EPA from 1982–1995 to track the levels of DDT that was still in the Huntsville Spring Branch. During that time, the amount of DDT in the water was reduced by 97%. The EPA now considers the physical cleanup process for the site to be complete. However, it is still on the Agency's Superfund list.

The Triana/Tennessee River Superfund site includes an 11-mile reach of the Huntsville Spring Branch and Indian Creek tributaries of the Tennessee River. The site is located completely within the Wheeler National Wildlife Refuge and the Redstone Arsenal. From 1947 to 1970, Olin operated a pesticide manufacturing plant within the U.S. Army's Redstone Arsenal and discharged wastewater into Huntsville Spring Branch. The primary contaminants of concern are dichloro-diphenyl-trichloroethane (DDT) and its breakdown products. In 1983, the U.S. Environmental Protection Agency (EPA) listed the site on the National Priorities List (NPL) because of contaminated soil, sediment, surface water, and fish in Huntsville Spring Branch and Indian Creek. Fishing these waters was a major source of income and subsistence for rural Triana residents for generations. One resident of Triana was found to have 3,300 parts per billion of DDT in his blood, more than has ever been found in any human being. Triana became known as "The Unhealthiest Town in America."

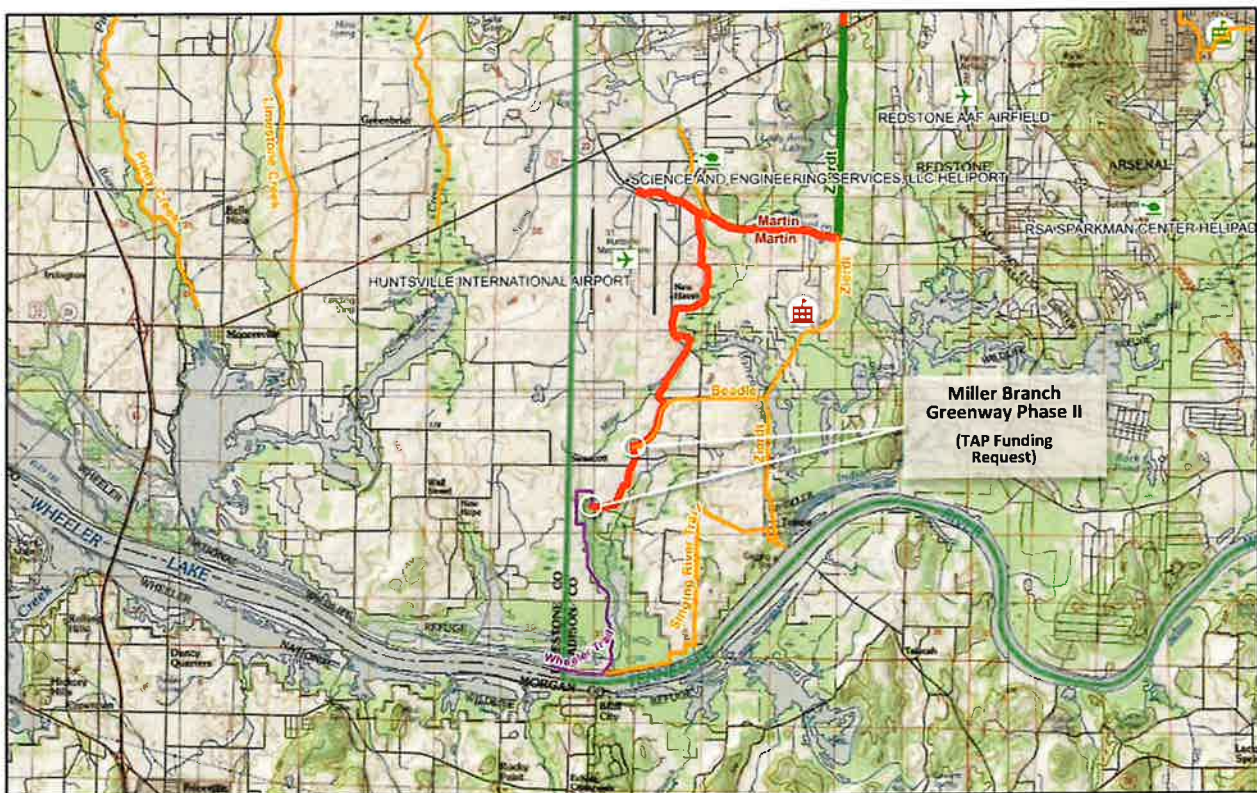
The EPA, the Alabama Department of Environmental Management (ADEM), and the Olin Corporation have taken steps to clean up the site in order to protect people and the environment from contamination. The Site's remedy remains protective of human health and the environment. The Town of Triana remains impacted by the legacy of harm created from decades of environmental injustice. Despite this legacy, the Town's growth rate, location to nearby green space and employment centers, and its ability to attract new residents is a testament to a thriving community that is seeing improved environmental conditions and quality of life for its majority Black population. Providing safe and accessible transportation options in the area will provide access to opportunity, mobility, and a healthier environment for remote rural areas in the county.

The Miller Branch Greenway 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 rural roadways. This is particularly important for carless populations and alleviating the transportation cost burden for isolated, rural communities. Greenways provide healthier local transportation options and promote mobility for rural 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 Miller Branch Greenway is a 12-foot-wide ADA-compliant asphalt trail that will provide enhanced services for Individuals with Disabilities and will improve transportation options in an underserved and underrepresented community.

- 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 Total Project Cost to be \$996,830, including activities associated with PE and CEI. The City of Huntsville is requesting \$797,464 in TAP funding (or eighty percent of the Total Project Cost) and will provide a twenty percent local match of \$199,366 to the project. The estimated cost associated with PE is \$81,530; and the estimated cost associated with CEI is \$100,000.



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Airports and Heliports

AIRPORT

AIRFIELD

HELIPORT

HELIPAD

Greenway Plan

Existing Greenway, Paved

Proposed Greenway (1-5 years)

Visionary Greenway (5+ years)

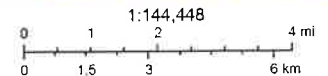
Existing Trail, Unpaved

Private Schools

Limestone County Schools

Madison City Schools

Elementary Schools

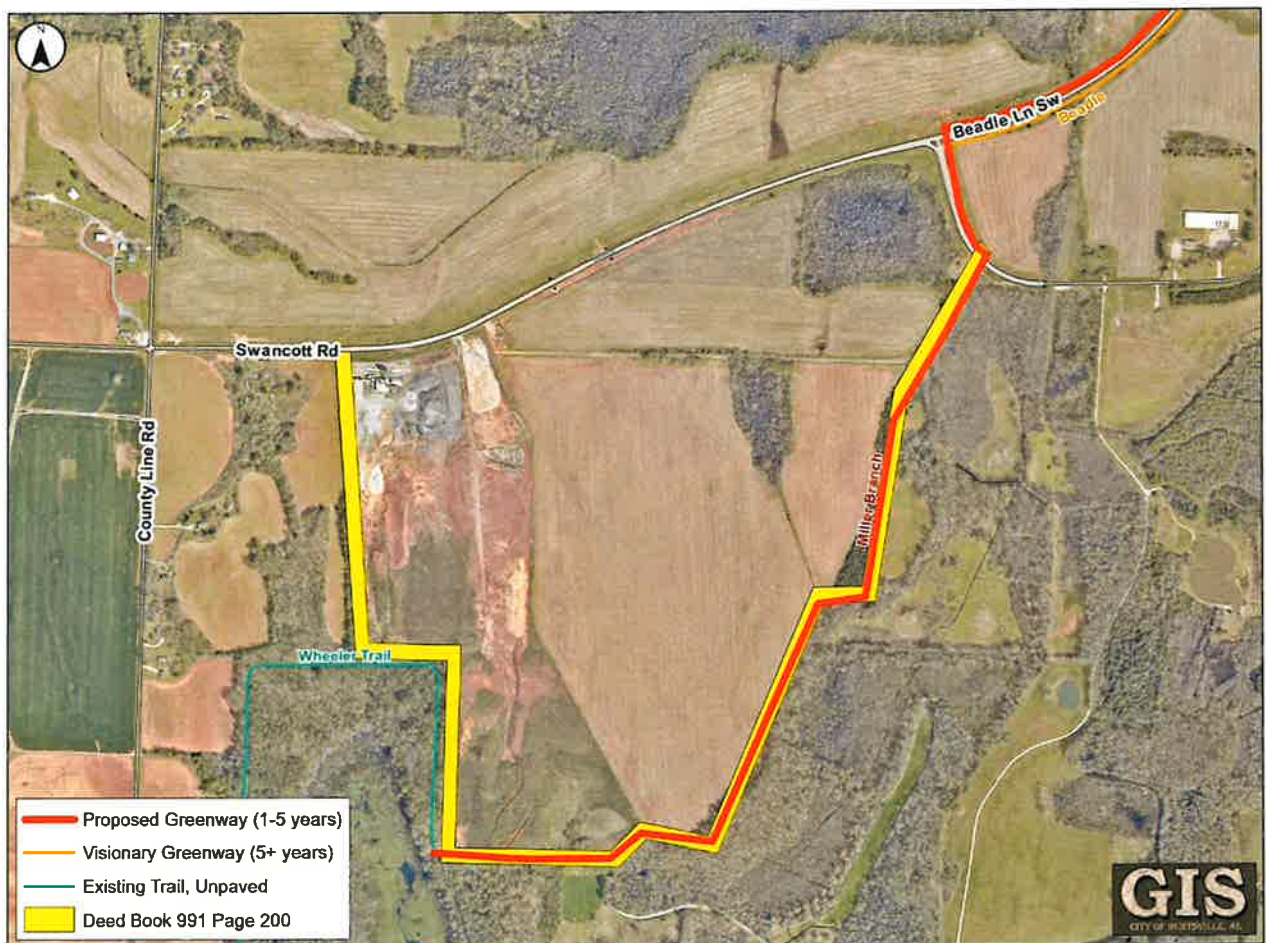


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Interactive Maps
City of Huntsville GIS

USGS Map

- 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.** The City of Huntsville is the only owner involved with the Project. The Miller Branch Greenway Phase II is located within a Greenway Easement that was granted to the City of Huntsville for the specific purpose of greenway development and public use by the city. The Deed states that Heritage Plantation, Inc. (the Grantor) granted the City of Huntsville (the Grantee) a greenway easement for the “installation, maintenance, and use of a greenway corridor for hiking, bicycling by non-motorized vehicles, and other purposes consistent with the City of Huntsville Greenways Plan.” Please see Greenway Easement Deed in the Appendix and the associated Deed Map below. Please see site photos in the Appendix section.



Deed Map

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 known 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 Dallas W. Fanning Nature Preserve and the Wheeler Wildlife Refuge, there is no impact to those areas by the Project. The Wheeler National Wildlife Preserve, managed by the U.S. Fish and Wildlife Service, has provided a Letter of Support for the Project. (See Letters of Support in Attachments). 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.

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 will need to be completed. A detailed project schedule outlining major project activities and deliverables is shown below.

PHASE	ACTIVITIES	YEAR 1				YEAR 2				YEAR 3			
Task		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												
Completion of Preliminary Plans													
Obtain Environmental Clearances/Permits/Right-of-Way													
Final Design Plans Review & Approval	Submit Environmental Documents												
Project Specification Estimate (P&E) Review to Region	Coordinate with ALOOT for Design Plans Review												
	Submit Bid Specifications Book												
	Advertisement for Construction Bids												
	Engineers Detailed Cost Estimate												
Final Plans/Certifications/Estimate													
Construction Phase													
Local Government Approval of Bids and Contracts													
Preconstruction Conference/Work Order													
Construction Period													
Construction Closeout													

Project Schedule

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 Landscape Management, Parks and Recreation, and Public Works 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 will be patched and resurfaced 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 greenway without encountering obstacles. Offering the option for people to use this greenway to travel to essential services in the area without using a vehicle will provide better access to those with socioeconomic barriers and alleviate the transportation cost burden to low-and-moderate income populations. Providing non-motorized transportation alternatives will facilitate carbon emissions reduction and mitigate the negative effects to the environment created by automobiles. In addition, as stated in previous sections, this area, particularly the Triana community near Redstone Arsenal, has been burdened by a legacy of harm due to historical environmental injustice practices of the Olin Corporation. (Please see narrative in previous sections and documentation in Appendix). Greenways can help to provide access to health and employment opportunities in environmentally-burdened communities.

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 Census Tract 111 received the following EJI scores greater than 0.75:

- Environmental Burden Rank: 0.98
- Air Pollution PM2.5: 0.88
- Air Toxics Cancer Risk: 0.85
- Potentially Hazardous and Toxic Sites: 0.99
- National Priority List Sites: 0.95 (due to the proximity to the EPA Superfund Site).
- Treatment, Storage, and Disposal Sites: 0.93
- Risk Management Plan Sites: 0.79
- Airports: 0.92
- Unemployment: 0.88
- Housing Tenure: 0.99

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

CDC/ATSDR Environmental Justice Index

For more information on EJ indicators, click on the indicator names in the table below.

Note: ▲ indicates a score of >0.75 or high prevalence of a chronic condition test

Location	Census Tract 111, Madison County, Alabama
Total Population	1,348
EJI Rank	0.55
Environmental Burden Rank	▲ 0.98
Social Vulnerability Rank	0.38
Air Pollution	0.60
Ozone	0.00
PM2.5	▲ 0.88
Diesel Particulate Matter	0.38
Air Toxics Cancer Risk	▲ 0.85
Potentially Hazardous & Toxic Sites	▲0.99
National Priority List Sites	▲ 0.95
Toxic Release Inventory Sites	0.56
Treatment, Storage, and Disposal Sites	▲ 0.93
Risk Management Plan Sites	▲ 0.79
Coal Mines	0.00
Lead Mines	0.00
Built Environment	0.57
Lack of Recreational Parks	0.58
Housing Built Pre-1980	0.32
Lack of Walkability	0.74

Transportation Infrastructure	▲0.93
High-Volume Roads	0.25
Railways	0.64
Airports	▲ 0.92
Water Pollution	0.44
Impaired Surface Water	0.44
Minority Status	0.70
Minority Status	0.70
Socioeconomic Status	0.35
Poverty	0.37
No High School Diploma	0.05
Unemployment	▲ 0.88
Housing Tenure	▲ 0.99
Housing Burdened, Lower-Income Households	0.45
Lack of Health Insurance	0.05
Lack of Internet Access	0.02
Household Characteristics	0.03
Age 65 and Older	0.02
Age 17 and Younger	0.63
Civilian with a Disability	0.25
Speaks English "Less than Well"	0.00

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

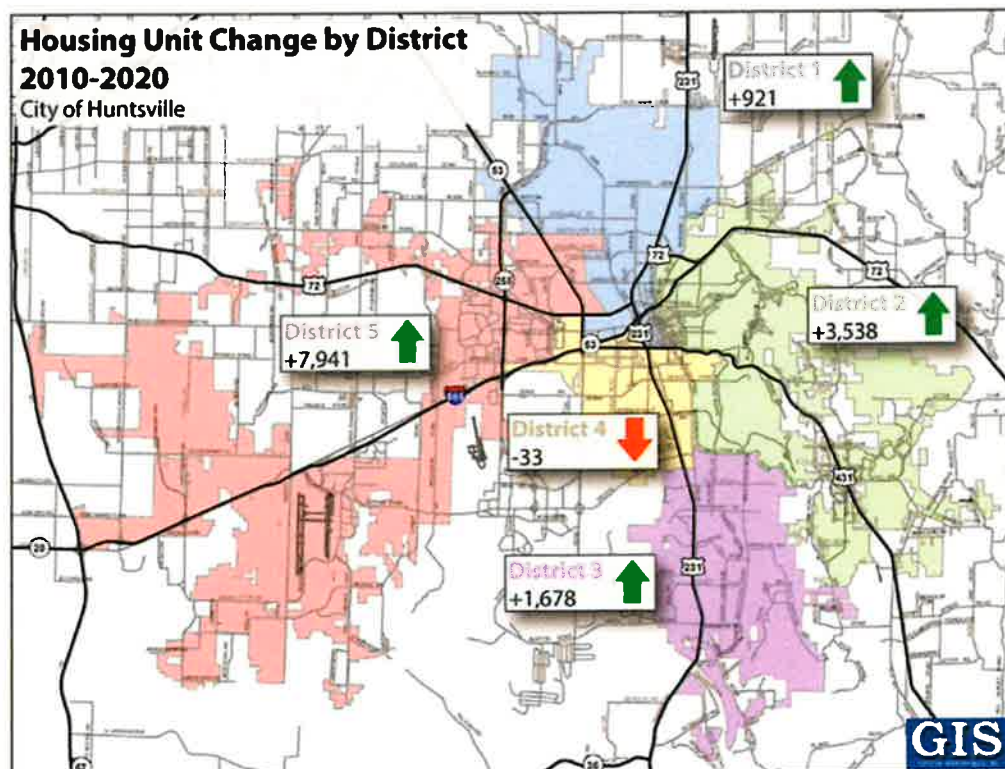
The following entities provided Letters of Support for the Miller Branch Greenway Project:

- Huntsville City Schools (HCS)
- U.S. Fish and Wildlife Service – Wheeler National Wildlife Refuge (WNWR)
- Land Trust of North Alabama (LTNA)
- Singing River Trail (SRT)
- Spring City Cycling Club (SCCC)
- Huntsville Area Mountain Bike Riders (HAMR)
- Huntsville Bicycle Advisory and Safety Committee (BASC)
- Huntsville Urban Bike Share (HUBS) Coop

In addition, the Attachments sections 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 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).

Please see all Site Photos documentation, maps, drawings, and supporting documents in the Attachments.



Huntsville Districts Map

State of Alabama}
County of Madison}

BOOK 0991 PAGE 0201

Greenway Easement

A portion of Sections 17, 18 and 19, Township 5 South, Range 2 West, more particularly described as follows:

Commencing at a railroad spike at the northwest corner of said Section 19; thence along the northern boundary of said Section 19 South 88 degrees 53 minutes 36 seconds East, 1200.00 feet to the Point of Beginning, said point being further described as a 5/8-inch rebar; thence from the Point of Beginning and continuing along said northern boundary South 88 degrees 53 minutes 36 seconds East, 100.33 feet to a point; thence leaving said northern boundary South 03 degrees 32 minutes 47 seconds East, 1908.33 feet to a point; thence South 88 degrees 28 minutes 59 seconds East, 604.89 feet to a point; thence South 01 degrees 45 minutes 26 seconds West, 1323.13 feet to a point; thence South 88 degrees 28 minutes 59 seconds East, 1023.07 feet to a point; thence North 45 degrees 27 minutes 34 seconds East, 269.10 feet to a point; thence South 77 degrees 59 minutes 47 seconds East, 451.88 feet to a point; thence North 22 degrees 57 minutes 28 seconds East, 1762.83 feet to a point; thence North 89 degrees 24 minutes 38 seconds East, 319.67 feet to a point; thence North 09 degrees 24 minutes 03 seconds East, 1304.10 feet to a point; thence North 30 degrees 20 minutes 03 seconds East, 1124.01 feet to a point located on the proposed Southern right-of-way margin of Swancott Road; thence along said margin along a curve to the left having a delta angle of 07 degrees 12 minutes 21 seconds, a tangent of 52.89 feet, a radius of 840.00 feet, and a chord bearing and distance of South 40 degrees 58 minutes 06 seconds East, 105.57 feet to a point; thence leaving said margin South 30 degrees 20 minutes 03 seconds West, 1071.69 feet to a point; thence South 09 degrees 24 minutes 03 seconds West, 1369.55 feet to a point; thence South 89 degrees 24 minutes 38 seconds West, 338.09 feet to a point; thence South 22 degrees 57 minutes 28 seconds West, 1779.83 feet to a 1-1/2-inch capped rebar; thence North 77 degrees 59 minutes 47 seconds West, 469.76 feet to a 1-1/2-inch capped rebar; thence South 45 degrees 27 minutes 34 seconds West, 257.82 feet to a 5/8-inch capped rebar; thence North 88 degrees 28 minutes 59 seconds West, 1166.00 feet to a 3/4-inch rebar; thence North 01 degrees 45 minutes 26 seconds East, 1323.13 feet to a 6-inch square concrete monument; thence North 88 degrees 28 minutes 59 seconds West, 596.00 feet to a 5/8-inch rebar; thence North 03 degrees 32 minutes 47 seconds West, 2008.00 feet to the Point of Beginning and containing 23.48 acres, more or less.

L.A. MADISON CO
THIS INSTRUMENT
FILED ON

9 AM 10:57

5 MTG TAX
1 TAX HAS BEEN
1 INSTRUMENT

F PROBATE

C.L.V. + "A"

Miller Branch

14422

9575

STATE OF ALABAMA
COUNTY OF MADISON

BOOK 0991 PAGE 0200

EASEMENT

THIS INDENTURE made and entered into on this 14th day of December, 2000, by and between Heritage Plantation, Inc., as Grantor, and the CITY OF HUNTSVILLE, a municipal corporation within the State of Alabama, as Grantee.

WITNESSETH: That the Grantor for and in consideration of the sum of One and No/100 (\$1.00) Dollar, and other good and valuable consideration, the receipt whereof is hereby acknowledged, has this day given, granted, bargained, sold and conveyed and does by these presents grant, bargain, sell and convey unto the said Grantee, its successors and assigns, a permanent, non-exclusive easement hereinafter described over, across, on and upon certain lands of Grantor in Madison County, Alabama, for the installation, maintenance, and use of a greenway corridor for hiking, bicycling by non-motorized vehicles, and other purposes consistent with the City of Huntsville Greenways Plan, adopted by Resolution 18-92 of the Planning Commission of the City of Huntsville, as amended by Resolution 4-93, and as may be further amended from time to time, together with any additional rights reasonably and necessarily required for the reasonable use and enjoyment of the easement rights particularly mentioned herein, including, without limitation, installation and maintenance of any improvements or appurtenances (such as corridor signage and street signage), and the right to grant access to members of the general public for all permitted uses and purposes; said easement herein granted being more particularly described as follows, to wit:

SEE EXHIBIT "A" ATTACHED HERETO.

IN WITNESS WHEREOF, the said Grantor has hereunto set its hand and seal on the day and year first above written.

HERITAGE PLANTATION, INC.

By: Sandra Steele
Sandra Steele
Vice-President

STATE OF ALABAMA)
MADISON COUNTY)

I, the undersigned, a Notary Public in and for said County, in said State, hereby certify that on this day personally came before me Sandra Steele, whose name is signed to the foregoing instrument as Vice-President of Heritage Plantation, Inc., and who is known to me, acknowledged before me on this day that, being informed of the contents of said instrument, she as such officer and with full authority, executed the same voluntarily for and as the act of said corporation on the day the same bears date.

GIVEN under my hand and official seal this the 14th day of December, 2000.

[Signature]
Notary Public
My Commission Expires: 2-2-03

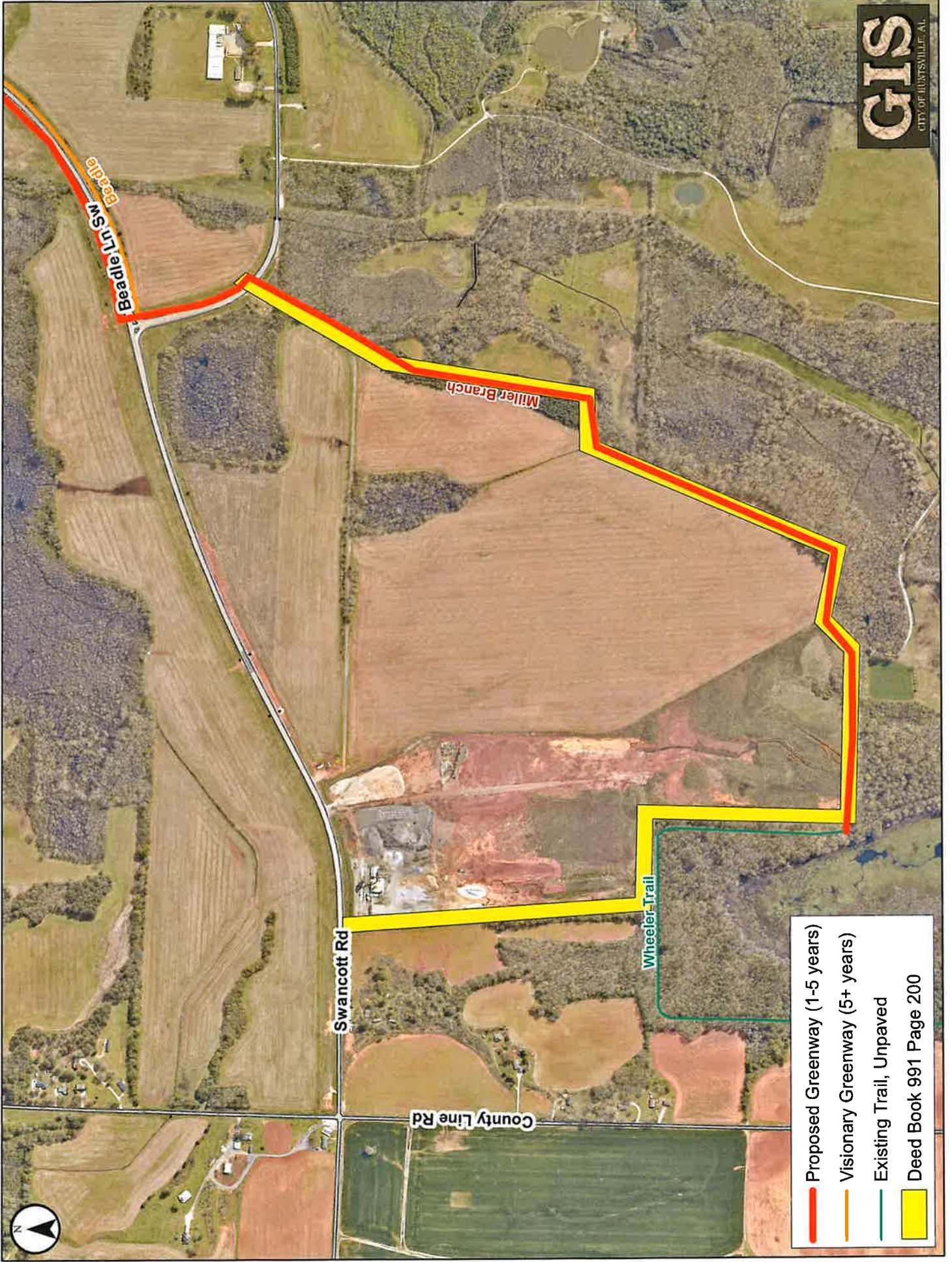
STATE OF ALA. MADISON CO
I CERTIFY THIS INSTRUMENT
WAS FILED ON
01 MAR 29 AM 10:57
RECORDED & INDEXED
& 3% MTG TAX
& 3% DEED TAX HAS BEEN
PAID ON THIS INSTRUMENT
JUDGE OF PROBATE

This instrument prepared by:
Samuel H. Givhan
Watson, Jimmerson, Givhan & Martin, P.C.
Post Office Box 46
Huntsville, Alabama 35804
H:\SAM\ENFINGER\HERITAGE\01\INDUSTRIAL\GREENWAY.EAS

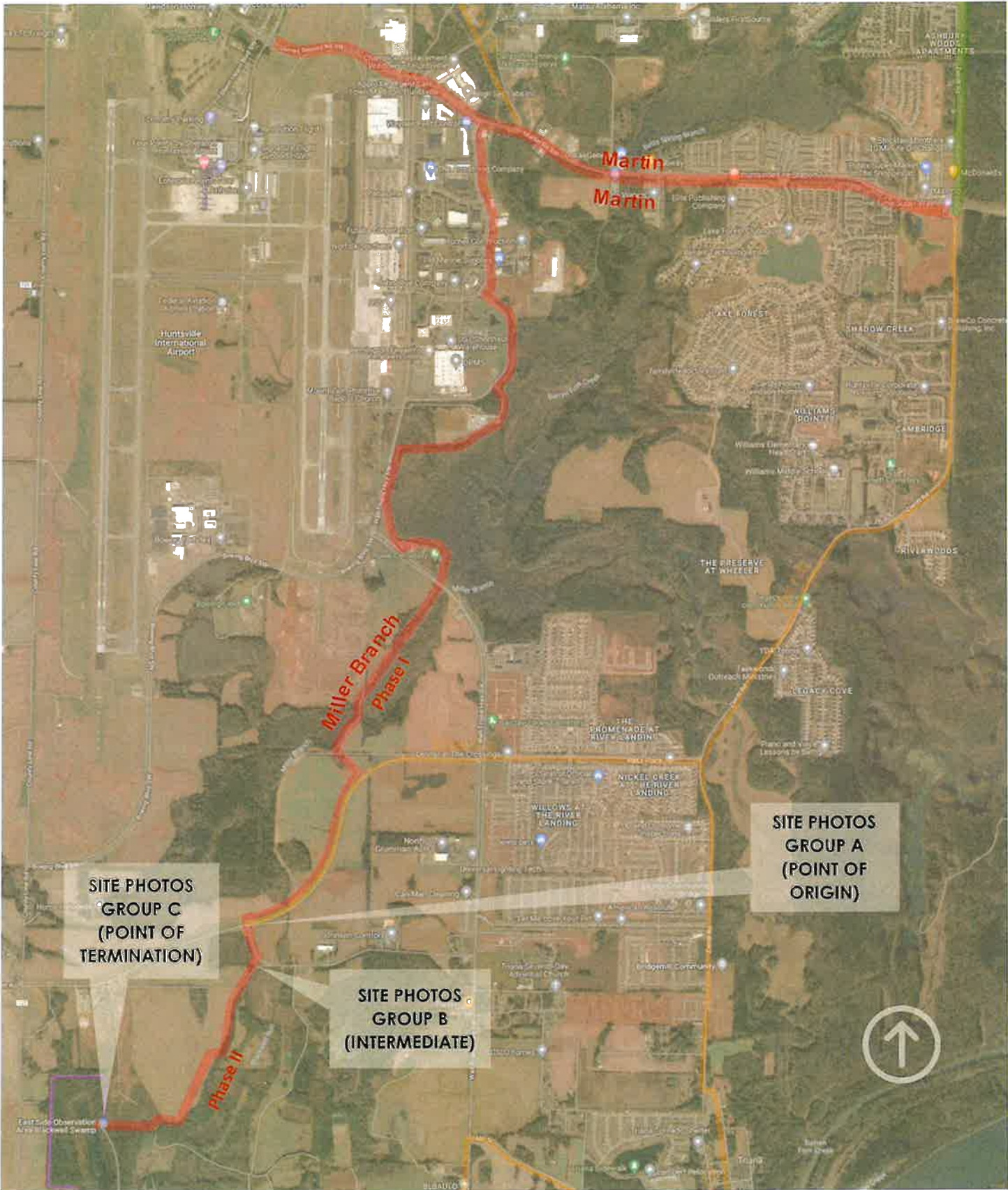
ACCEPTED

3-22-2001
CITY OF HUNTSVILLE
Charles E. Hazard
CLERK-TREASURER

4.00
5.00
1.50
.25
3.00
13.75



SITE PHOTOS



SITE PHOTOS

GROUP A – POINT OF ORIGIN – BEADLE LANE & SWANCOTT ROAD



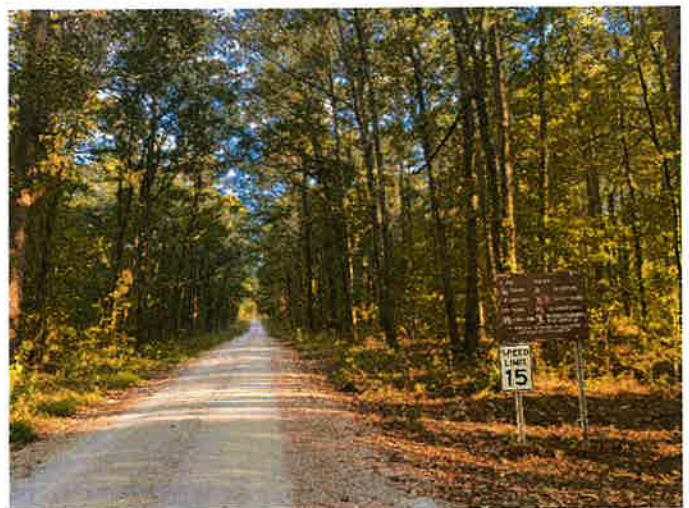
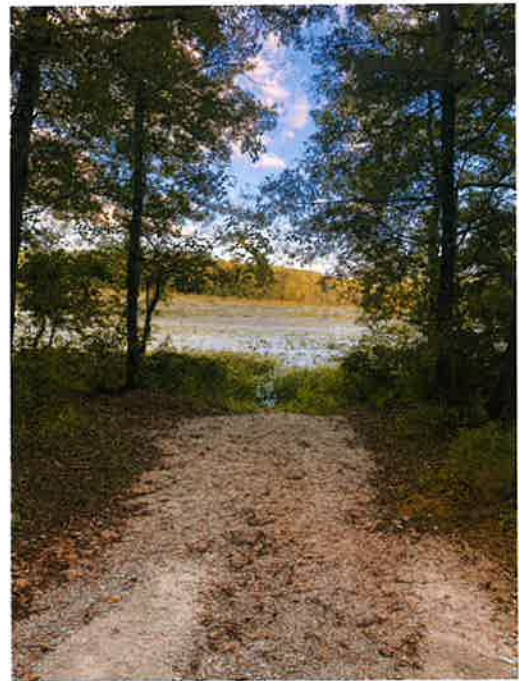
SITE PHOTOS

GROUP B – INTERMEDIATE POINT – OLD SWANCOTT ROAD (CLOSED)



SITE PHOTOS

GROUP C – POINT OF TERMINATION – WHEELER NATIONAL WILDLIFE REFUGE - WHEELER TRAIL





United States Department of the Interior
FISH AND WILDLIFE SERVICE
Wheeler National Wildlife Refuge
2700 Refuge Headquarters Road
Decatur, AL 35603
Telephone: 256-353-7243



September 3, 2025

Mayor Battle
City of Huntsville
PO Box 308
Huntsville, AL 35804

Please consider this a letter of support from Wheeler National Wildlife Refuge (Refuge) as you seek funding for the Miller Branch Greenway Phase II project. This portion would be the second phase of a multiphase greenway that connects Martin Road to the Tennessee River, with the Miller Branch Greenway connecting to existing Refuge gravel roads along the NE corner of Blackwell Swamp on the Refuge's Blackwell Run Rd. Once complete, this project will tie in well with the larger Singing River Trail plan and would provide hikers and bicyclists a scenic route for several miles along the Tennessee River via Blackwell Run Rd, Jolly B Rd, and Rockhouse Bottoms Rd – roads which the Refuge has recently made improvements to.

Sincerely,

Drew Wirwa
Deputy Project Leader
Wheeler NWR Complex
(256) 353-7243 x46151



August 22, 2025

Mayor Tommy Battle
City of Huntsville
P.O. Box 308
Huntsville, AL 35804

It is with great pleasure that the Land Trust submits this letter of support for the Miller Branch Greenway Phase 2 project. The Land Trust advocates for environmentally friendly and sustainable facilities and offering safe and convenient alternative transportation option for people throughout our community is a wonderful way to meet that goal.

This project is a needed addition in the western part of Huntsville and is the second phase of a project that will connect the regional destination of Wheeler National Wildlife Refuge with neighborhoods, businesses, schools and the newest City nature preserve. It is also a part of the Singing River Trail, a proposed regional trail system extending from the Shoals to Bridgeport. Providing connections to such a variety of uses and key destinations makes this a high priority project in our opinion.

We appreciate working with the city on advancing greenways throughout our community and strongly support this project. If we may be of assistance in any way, please let me know.

Sincerely,

A handwritten signature in blue ink that reads "Marie Bostick".

Marie Bostick
Executive Director

August 21, 2025

Mac McCutcheon, Chairman
Huntsville Area Metropolitan Planning Organization
305 Fountain Cir SW
Huntsville, AL 35801

RE: Letter of Support for Phase 2 of the Miller Branch Greenway

Dear Chairman McCutcheon,

We are pleased to write this letter expressing our support for the second phase of the Miller Branch Greenway project. Not only will this project support the expansion of recreational paths and alternative transportation options within this area, but it will also support the overall vision of the Singing River Trail (SRT), a 220+ mile regional trail system connecting eight counties and 27 towns in North Alabama and beyond.

Located in southwest Huntsville, an area that continues to experience rapid growth, the Miller Branch Greenway will link to future phases on the Singing River Trail network in Huntsville and Madison and existing trails on Wheeler Wildlife Refuge, connecting to Historic Mooresville. As a key piece to the overall greenway network, the Miller Branch Greenway will provide an essential link to open up and leverage the many recreational activities along the Tennessee River and Wheeler National Wildlife Refuge.

The build out of the second phase of the Miller Branch Greenway will have local and regional impact in this part of the Huntsville-Madison City-Madison County area for years to come. With its proximity to the Town of Triana, Redstone Arsenal, Town Madison, the Huntsville-Madison County Airport, Williams Elementary School and neighborhoods, and the many opportunities along the river, the Miller Branch Greenway will provide key connectivity to these local and regional assets, spurring economic activity throughout the region, and providing new access to recreation opportunities in an area that has been underutilized.

The City of Huntsville has been an integral partner in the SRT effort, and the Miller Branch Greenway segment is a key component of the original 70-mile plan, as well as the broader regional trail system. Linking key pieces of the overall network together will give us the opportunity to further the implementation of this cultural connector, promoting health and wellness, and supporting opportunity throughout North Alabama.

Sincerely,

A handwritten signature in blue ink that reads "Misti Potter". The signature is fluid and cursive, with the first name "Misti" and last name "Potter" clearly legible.

Misti Potter
Executive Director
Singing River Trail

August 28,2025

Subject: Endorsement for the Miller Branch Greenway Phase 2 South

Mayor Battle:

I am writing on behalf of Spring City Cycling Club to wholeheartedly endorse the proposal for the Phase 2 construction of the Miller Branch Greenway: a cycling and pedestrian greenway that will ultimately connect to the existing Dallas Fanning Nature Preserve nature preserve to Wheeler National Wildlife Refuge. We believe that this initiative presents an exceptional opportunity to enhance the quality of life for our residents while fostering a deeper connection to the natural environment.

The compelling reasons the cycle community of trail, mountain, and road cyclists has to support this construction are:

1. **Promotion of Active Lifestyles:** The addition of a cycling and pedestrian greenway will provide an inviting space for community members to engage in outdoor activities, promoting physical health and wellness.
2. **Preservation of Natural Beauty:** By linking the greenway to the existing nature preserve, we can establish a seamless connection between suburban life and the serene natural surroundings.
3. **Economic and Cultural Enrichment:** A well-designed cycling and pedestrian greenway has the potential to attract visitors, thereby boosting local businesses and promoting cultural exchange. Community events and gatherings can be organized along the trail, enhancing social interactions and creating a sense of unity among residents.

Please consider this letter as an official endorsement of the proposed cycling and pedestrian Miller Branch Greenway. Thank you for your dedication to enhancing our community's recreational and health opportunities and preserving our natural environment. We are excited about the potential positive impact of this project and stand ready to support its advancement in any way we can.

Sincerely,

Terry Price
Community Affairs Director
Spring City Cycling Club
community-affairs@springcity.org
springcity.org



August 16, 2025

Mayor Battle,

It is my pleasure to provide this letter of support for Madison County, the City of Huntsville, and the Land Trust of North Alabama. I am the President of the Huntsville Area Mountain Bike Riders (HAMR – www.hamrhsv.com) association in Huntsville AL. We are a local non-profit group and part of the Southern Off-Road Biking Association (SORBA – www.sorba.org) and an affiliate of the International Mountain Biking Association (IMBA – www.imba.com).

Our association works closely with both the City of Huntsville and the Land Trust regularly for trail maintenance and new trail builds, and represents a diverse population of cyclists from around the region. Phase Two of the Miller Branch Greenway connecting to the south end of phase 1 at the Beadle Lane/Old Swancott Road intersection and continuing into Wheeler Wildlife Refuge will provide a much-needed pedestrian and bicycle path in the area. Cyclists, whether on gravel bikes, road bikes, commuter bikes, or mountain bikes, frequent this area, and providing safe commuting options for them will be a boon for the expanding network of greenway connections throughout the region! HAMR is excited to lend our endorsement and support of this project!

Feel free to contact me for more information or any questions!

Sincerely,



Erin McMahon
HAMR President
Huntsville AL
256-655-5228
hamrhsv@gmail.com



HUNTSVILLE INTERNATIONAL AIRPORT • INTERNATIONAL INTERMODAL CENTER • JETPLEX INDUSTRIAL PARK

August 14, 2023

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Jocy Ceci

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James Flowers, C.M.

Mac McCutcheon, Chairman
Huntsville Area Metropolitan Planning Organization
308 Fountain Circle
Huntsville, Alabama 35801

Dear Mr. McCutcheon,

On behalf of the Huntsville-Madison County Airport Authority (the "Airport Authority"), which owns and operates the Port of Huntsville, it is our pleasure to write this letter of support for the City of Huntsville's application to the Transportation Alternatives Program for the Miller Branch Greenway Project. It is our understanding that the greenway will be 2.1 miles in length, with approximately one mile located on airport property.

Please accept this letter as an expression of the Airport Authority's intent to donate the required land as our contribution to the City of Huntsville and to the Project, contingent upon FAA approval. We acknowledge that the greenway will be accessible to all users of all abilities, incomes, and backgrounds, and open to the public, contributing greatly to the quality of life of the Huntsville-Madison County area and its citizens.

With its potential to link to the nearby Singing River Trail and Wheeler National Wildlife Refuge, the Airport Authority is confident that this project will provide significant opportunities to expand recreation and transportation options across the region. Therefore, as a committed partner, it is the intent of the Airport Authority to donate the necessary easement in support of the development of the Miller Branch Greenway Project in Huntsville, contingent upon FAA approval.

Thank you for your consideration and the opportunity to partner with the City of Huntsville.

Sincerely,

Luther H. Roberts, Jr.
Chief Executive Officer

HUNTSVILLE-MADISON COUNTY AIRPORT AUTHORITY

1000 Glenn Hearn Blvd Box 20008 Huntsville, AL 35824 Tel: 256.772.9395 Web: www.flyhuntsville.com

Clarence Sutton, Ed.D.
Superintendent



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Holly McCarty – District 2
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August 30, 2023

Tommy Battle
Mayor, City of Huntsville
308 Fountain Cir SW
Huntsville, AL 35801

RE: Support Letter for the Miller Branch Greenway Phase I Project

Dear Mayor Battle,

I am writing on behalf of Huntsville City Schools (HCS) to express our support for the City of Huntsville's plan for development of the Miller Branch Greenway. This greenway will be located in west Huntsville and will serve as a safe alternative route for the Williams Elementary and Middle School Campus and surrounding neighborhoods.

In its entirety, this greenway network will provide safe, affordable, and protected corridors away from high-volume automobile-focused roadways in an area that is one of the fastest growing communities in the city. HCS is a strong supporter of the City's plans to improve pedestrian and bicyclist safety along our streets and roads, and provide alternative transportation options, such as our greenways. Implementing the city's Greenway Master Plan will provide safe routes to schools for our students and families.

It is our understanding that this is a multi-phase greenway project that will span from the newly developed Fanning Nature Preserve and connect to future segments of the Singing River Trail, ultimately linking to existing trails within the Wheeler National Wildlife Refuge. This will provide opportunities for our students to engage in outdoor learning activities and provide access to the many recreational and environmental education opportunities along the Tennessee River.

Currently, the Williams Campus sits above portions of the Preserve, but there is no existing connection other than roadways and some sidewalks to immediate neighborhoods. This project will expand opportunities to access the Preserve from the schools and surrounding neighborhoods for students. The Miller Branch Greenway expansion will also provide a safe and convenient transportation alternative for children and families traveling to and from Williams Elementary and Middle Schools without the need to drive on congested roadways. HCS supports this project due to its importance as a safe transportation alternative in an environmentally sensitive area that will enhance quality of life for the students and the community for generations to come.

We look forward to working with the City of Huntsville on additional Safe Routes to School projects just like this one to provide students and all citizens safe, alternative choices for transportation that will reduce traffic on our roadways and ensure the safety of all school children in our community.

Thank You,

Dr. Clarence Sutton
Superintendent
Huntsville City Schools



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Wheeler National Wildlife Refuge

2700 Refuge HQ Road

Decatur, Alabama 35603

Jo Beth Gleason
City of Huntsville Urban &
Long Range Planning

Please consider this a Letter of Support from Wheeler National Wildlife Refuge (NWR) for your grant application to seek funding for the Miller Branch Greenway Phase I project. This Phase 1 portion would be the initial start of a multiphase greenway that will stretch from Martin Road to the Tennessee River and connect users to Wheeler NWR. Once completed the above project would connect to a Spur Route of the Singing River Trail on Wheeler NWR on Rockhouse Road and provide hikers and bicyclist a very scenic route on the refuge for a few miles along the Tennessee River. We are just completing a major upgrade of Rockhouse Road and making the gravel service to better accommodate bicycles so your above proposal fits nicely into plans that we already have in motion on the refuge.

Richard P. Ingram

Project Leader
Wheeler NWR Complex
256-353-7243 ext 46142



August 16, 2023

Mac McCutcheon, Chairman
Huntsville Area Metropolitan Planning Organization
308 Fountain Circle
Huntsville, Alabama 35801

RE: Letter of Support for the City of Huntsville Transportation Alternatives Program (TAP)
Application for the Miller Branch Greenway, Phase I

Dear Chairman McCutcheon,

We are delighted to write this letter to express our support for the City of Huntsville's Transportation Alternatives grant application for the Miller Branch Greenway Project. Not only will this funding support the expansion of alternative transportation options within the city, but it will also support the overall vision of the Singing River Trail (SRT), a 220-plus mile regional trail system connecting eight counties and 27 towns in North Alabama and beyond.

Located in southwest Huntsville, an area experiencing rapid growth, the Miller Branch Greenway will link to future phases of the Singing River Trail network in Huntsville and provide linkages to other neighboring communities as well, such as the Town of Triana and the City of Madison. As a key piece to the overall greenway network, the Miller Branch Greenway will provide an essential link to open up and leverage the many recreational activities along the Tennessee River and Wheeler National Wildlife Refuge.

The build out of the Miller Branch Greenway will have local and regional impact in this part of the Huntsville-Madison County area for years to come. With its proximity to the Town of Triana, Redstone Arsenal, the City of Madison, the Huntsville-Madison County Airport, Williams Elementary School District and neighborhoods, and the many opportunities along the river, the Miller Branch Greenway will provide key connectivity to these local and regional assets, spurring economic activity throughout the region, and providing access to opportunity in an area that has been impacted by a legacy of environmental injustice.

The City of Huntsville has been an integral partner in the SRT effort, and the Miller Branch Greenway segment is a key component of the broader regional trail system. Linking key pieces of the overall network together will give us the opportunity to further the implementation of this cultural connector, leveraging our histories, telling our stories, and supporting opportunity throughout North Alabama.

Thank you for the opportunity to continue this successful partnership with the City of Huntsville.

Sincerely,

A handwritten signature in dark ink, appearing to read 'J. Kvach', written in a cursive style.

Dr. John F. Kvach
Executive Director
Singing River Trail



August 24, 2023

Mayor Tommy Battle
City of Huntsville
P.O. Box 308
Huntsville, AL 35804

It is with great pleasure that the Land Trust submits this letter of support for the Miller Branch Greenway Phase 1 project. The Land Trust advocates for environmentally friendly and sustainable facilities and offering safe and convenient alternative transportation options for people throughout our community is a wonderful way to meet that goal.

This project is a needed addition in the western part of Huntsville and is the first phase of a project that will connect the regional destination of Wheeler National Wildlife Refuge with neighborhoods, businesses, schools and the newest city nature preserve. It is also a part of the Singing River Trail, a proposed regional trail system extending from the Shoals to Bridgeport. Providing connections to such a variety of uses and key destinations makes this a high priority project in our opinion.

We appreciate working with the city on advancing greenways throughout our community and strongly support this project. If we may be of assistance in any way, please let me know.

Sincerely,

A handwritten signature in blue ink that reads "Marie Bostick".

Marie Bostick
Executive Director

Subject: Endorsement for the Miller Branch Greenway

Mayor Battle:

I am writing on behalf of Spring City Cycling Club to wholeheartedly endorse the proposal for the Phase 1 construction of the Miller Branch Greenway: a cycling and pedestrian greenway that will ultimately connect to the existing Dallas Fanning Nature Preserve nature preserve to Wheeler National Wildlife Refuge. We believe that this initiative presents an exceptional opportunity to enhance the quality of life for our residents while fostering a deeper connection to the natural environment.

The compelling reasons the cycle community of trail, mountain, and road cyclists has to support this construction are:

1. **Promotion of Active Lifestyles:** The addition of a cycling and pedestrian greenway will provide an inviting space for community members to engage in outdoor activities, promoting physical health and wellness.
2. **Preservation of Natural Beauty:** By linking the greenway to the existing nature preserve, we can establish a seamless connection between suburban life and the serene natural surroundings.
3. **Economic and Cultural Enrichment:** A well-designed cycling and pedestrian greenway has the potential to attract visitors, thereby boosting local businesses and promoting cultural exchange. Community events and gatherings can be organized along the trail, enhancing social interactions and creating a sense of unity among residents.

Please consider this letter as an official endorsement of the proposed cycling and pedestrian Miller Branch Greenway. Thank you for your dedication to enhancing our community's recreational and health opportunities and preserving our natural environment. We are excited about the potential positive impact of this project and stand ready to support its advancement in any way we can.

Sincerely,

Terry Price
Community Affairs Director
Spring City Cycling Club
community-affairs@springcity.org
springcity.org



August 15, 2023

Mayor Battle,

It is my pleasure to provide this letter of support for Madison County, the City of Huntsville, and the Land Trust of North Alabama. I am the President of the Huntsville Area Mountain Bike Riders (HAMR – www.hamrhsv.com) association in Huntsville AL. We are a local non-profit group and part of the Southern Off-Road Biking Association (SORBA – www.sorba.org) and International Mountain Biking Association (IMBA – www.imba.com).

Our association works closely with both the City of Huntsville and the Land Trust regularly for trail maintenance and new trail builds, and represents a diverse population of cyclists from around the region. Phase One of the Miller Branch Greenway connection between Dallas Fanning Nature Preserve on Jim Williams Road and the Wheeler National Wildlife Refuge will provide a much-needed pedestrian and bicycle path in the area. Cyclists, whether on gravel bikes, road bikes, commuter bikes, or mountain bikes, frequent this area, and providing safe commuting options for them will be a boon for the expanding network of greenway connections throughout the region! HAMR is excited to lend our endorsement and support of this project!

Feel free to contact me for more information or any questions!

Sincerely,



Erin McMahon
HAMR President
Huntsville AL
256-655-5228
hamrhsv@gmail.com

Mac McCutcheon
Chairman
Huntsville Area Metropolitan Planning Organization (MPO)

RE: Support Letter for the Miller Branch Greenway Phase I Project

Dear Chairman McCutcheon,

I am writing on behalf of the Huntsville Bicycle Advisory and Safety Committee (BASC) to express our strong support for the City of Huntsville's application to the Transportation Alternatives Program for the development of the Miller Branch Greenway. As an advocate for bicycle and pedestrian safety and active transportation throughout our community, we believe this greenway will provide safe, alternative transportation options in west Huntsville, an area that is experiencing tremendous growth and an area that provides many opportunities for recreation and environmental education.

It is our understanding this Phase I of the Miller Branch Greenway project is part of a broader greenway system that will span from the Dallas Fanning Nature Preserve to Wheeler National Wildlife Refuge, providing active transportation, safe routes to school opportunities, and recreation for all users of all abilities. In addition, the Miller Branch Greenway will connect to future phases of the Singing River Trail, North Alabama's premier regional trail system, providing alternative transportation routes across the region. The overall project will provide key connectivity for the cities of Madison and Huntsville, the Town of Triana, Redstone Arsenal, the Singing River Trail, and leverage the many recreational opportunities in the Wheeler National Wildlife Refuge and the Tennessee River, contributing greatly to the quality of life of the entire region.

BASC wholeheartedly supports the City's development of this essential greenway system for our community and will provide support to ensure its success. Thank you for your consideration and the opportunity to support the expansion of alternative transportation throughout the MPO.

Sincerely,

A handwritten signature in cursive script that reads "Vivian Terry".

Vivian Terry
BASC Secretary

August 30, 2023

Mac McCutcheon
Chairman
Huntsville Area Planning Organization (MPO)

Re: Support Letter for the Miller Branch Greenway Phase I Project

Dear Chairman McCutcheon,

I am writing on behalf of the Huntsville Urban Bike Share Coop (HUBS Coop) to express our strong support for the City of Huntsville's application to the Transportation Alternatives Program for the development of the Miller Branch Greenway. HUBS Coop is a member-owned cooperative with just over 50 members that was formed to provide affordable access to bicycles, bicycle tools, work stands, and repair training. HUBS Coop advocates for inclusive "All Ages All Abilities" mobility infrastructure throughout the Huntsville metropolitan area. The Coop members take donated bikes to refurbish and then redistribute those bikes for transportation alternatives in the community. So far HUBS Coop has distributed over one hundred twenty bikes to those with transportation issues. In addition, HUBS Coop helps train younger members of the inner city neighborhoods on how to ensure bikes are maintained to a safe standard and how to ride with safety in mind!

It is our understanding that Phase I of the Miller Branch Greenway project is part of a broader greenway system that will span from the Dallas Fanning Nature Preserve to Wheeler National Wildlife Refuge, providing active transportation, safe routes to school opportunities, and recreation for all users of all abilities. In addition, the Miller Branch Greenway will connect to future phases of the Singing River Trail, North Alabama's premier regional trail system, providing alternative transportation routes across the region. The overall project will provide key connectivity for the cities of Madison and Huntsville, the Town of Triana, Redstone Arsenal, and the Singing River Trail, and leverage the many recreational opportunities in the Wheeler National Wildlife Refuge and the Tennessee River, contributing greatly to the quality of life of the entire region.

HUBS Coop wholeheartedly supports all efforts to provide more transportation options throughout the MPO. Thank you for your consideration and the opportunity to support the expansion of alternative transportation throughout the MPO.

Sincerely,
On behalf of the HUBS Coop Board and Members;

George L. Mason
Executive Director
<http://hubscoop.org>

This aerial map of the Huntsville area features several callouts pointing to specific locations:

- West Huntsville Rec Center**: Located in the upper left quadrant.
- Fanning Nature Preserve**: Located in the upper left, near the rec center.
- Williams School Campus**: Located in the upper center.
- Singing River Trail (future segments)**: Located in the upper center, near the school campus.
- Town of Triana**: Located in the upper right, near the Singing River Trail.
- Huntsville International Airport**: Located in the lower left, near the city center.
- Wheeler National Wildlife Refuge**: Located in the lower center, near the city center.
- Wheeler Reservoir**: Located in the lower center, near the wildlife refuge.

The map also shows the Tennessee River, various city boundaries, and major roads.

Airports and Heliports Greenway Plan

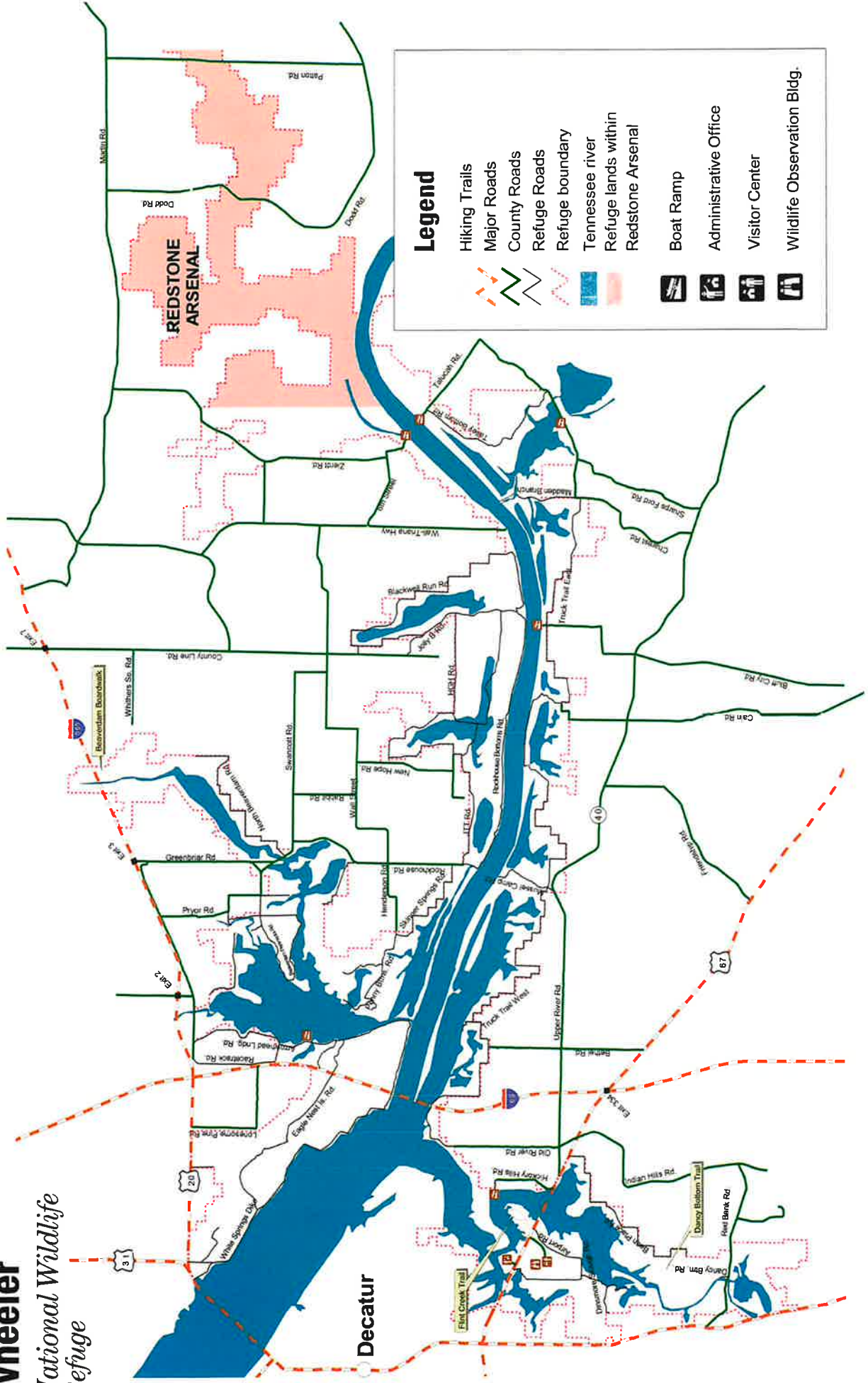


Way Plan
Existing Greenway, Paved
Proposed Greenway (1-5 years)
Visionary Greenway (5+ years)

 Existing Trail, Unpaved
 City of Huntsville Area
 City of Huntsville Boundary
 Parks

Earthstar Geographics, City of Huntsville, Madison County, AL, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc. MET/USA, USGS, EPA, NPS, USDA, Madison County, Alabama

Wheeler National Wildlife Refuge



Legend

- Hiking Trails
- Major Roads
- County Roads
- Refuge Roads
- Refuge boundary
- Tennessee river
- Refuge lands within Redstone Arsenal
- Boat Ramp
- Administrative Office
- Visitor Center
- Wildlife Observation Bldg.

Wheeler

National Wildlife Refuge

Wheeler National Wildlife Refuge was established in 1938 as a wintering area for ducks, geese and other migratory birds. Today the refuge is one of over 500 refuges in the National Wildlife Refuge System administered by the U.S. Fish and Wildlife Service.



This blue goose, designed by J.N. "Ding" Darling, has become the symbol of the National Wildlife Refuge System.



Waterfowl Banding

Ducks are banded each year in an effort to maintain current information on nesting success, harvest numbers, migration routes, and the general conditions of waterfowl populations.

Use by the Public

The public is encouraged to visit the refuge and participate in the many activities designed and offered for outdoor enjoyment. Wildlife observation, fishing, hiking, nature study, and hunting of small game and deer are just a few of the opportunities available. The Visitor Center located on Highway 67 two miles west of I-65 should be the first stop for all visitors planning a trip to the refuge. At the Visitor Center, visitors can obtain information about the refuge, enjoy the exhibits, watch the orientation video, use the observation building and trails, and find out about other interesting activities that might be available.



Mallards are among the most common waterfowl found on the refuge. In the spring, they can often be seen swimming in pairs.

Management Techniques on the Refuge Include:

Waterfowl Food Production
Approximately 3500 acres of cropland are cultivated by local farmers on a share agreement. During harvest, a portion of the crop is left in the field as a food source for ducks, geese, and other wildlife. Each fall the refuge provides green browse for wintering geese by planting wheat.

Water Control
Water control structures are used in wet areas to change water levels in a controlled manner. This type of management provides food for waterfowl by encouraging the growth of native plants in moist areas.

Providing Habitat Diversity
Wheeler Refuge's wide variety of habitat types are managed to produce as much quality food and cover as feasibly possible for wildlife.

Calendar of Wildlife Events

This calendar is meant to serve as a guide to general wildlife events for visitors. Weather and fluctuating water levels may cause variations in these events.

January	Waterfowl numbers are at their peak during the first half of the month. Canada and snow geese are abundant along with many species of ducks; mallards are the most abundant. Waterfowl begin moving north by the end of the month.
February	Waterfowl numbers begin to decline rapidly. Wood duck nesting begins. Depending on the weather, fishing can be good by the end of the month.
March	Waterfowl numbers are low, but a variety of species can still be seen. Blue-winged teal and shorebirds begin migrating. Turkeys are present on sunny days. Crappie fishing is at its best.
April	Teal migration is at its peak. Warblers, vireos, and other small passerine birds are migrating. Migrant songbird nesting is in full progress. Wildflowers are at their peak.
May	Broods of wood ducks, mallards, and black ducks appear. Young songbirds and rabbits begin to appear. The last of the migrant songbirds are moving through the refuge.
June	With migration at an end, only resident birds and mammals are seen. Fishing for bluegill and bass is fairly good.
July	Waterfowl activity is at its lowest ebb for the year. Songbird young are common in the woods and fields.
August	The fall migration of songbirds begins with purple martins bunting for their southward move. Large numbers of swallows move through and some early shorebird migration begins. A few blue-winged teal begin arriving. Fishing for catfish is good.
September	Blue-winged teal migration is at its peak. Shorebirds and large numbers of swallows begin moving through. The first incoming geese arrive during the latter part of the month.
October	Sport fishing is good. Waterfowl continue to arrive with good concentrations present by the end of the month. The mass of southward bound fall songbird migration is at its peak.
November	Although songbird migration is at an end, waterfowl numbers continue to increase. Large numbers of great blue herons can be seen congregating. Red-tailed and marsh hawks along with other raptors are common.
December	Waterfowl numbers reach their peak during the latter part of the month. Bald and golden eagles, although not common, may be present.

Recreation Symbols



Visitors Center and Entrance Gate Hours
November - February
Daily, 9am - 5pm
March-October
Tuesday-Saturday, 9am - 4pm



Wildlife Observation: Permitted building and platform are provided for your enjoyment



Fishing and Hunting: Open to fishing. Managed hunts are held for squirrel, rabbit, raccoon, opossum, quail and white-tailed deer. State regulations apply.



Boating: Permitted. Six improved boat-launching ramps available.



Water skiing and jet skiing restrictions apply. Overnight mooring prohibited.



Bicycles: Permitted on gravelled roads only.



Horse and Mule Riding: Permitted on open gravelled roads only. Not permitted for refuge hunts.



Vehicles: Only licensed vehicles permitted. ATV's prohibited. Access is limited to gravelled roads and a portion of these are closed at certain times.



Walking Trails: Five walking trails are available.



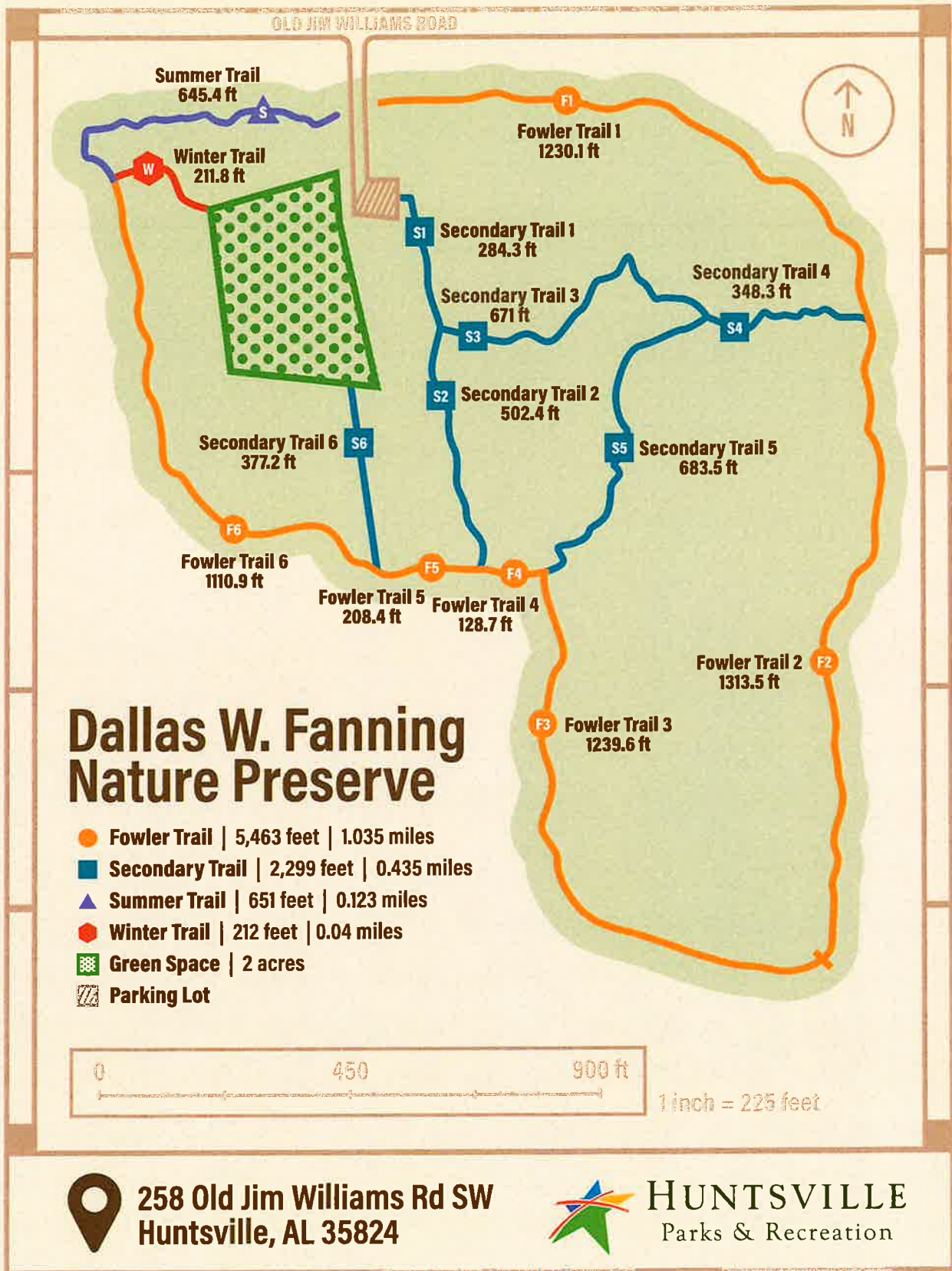
Firearms: Prohibited except on managed hunts.



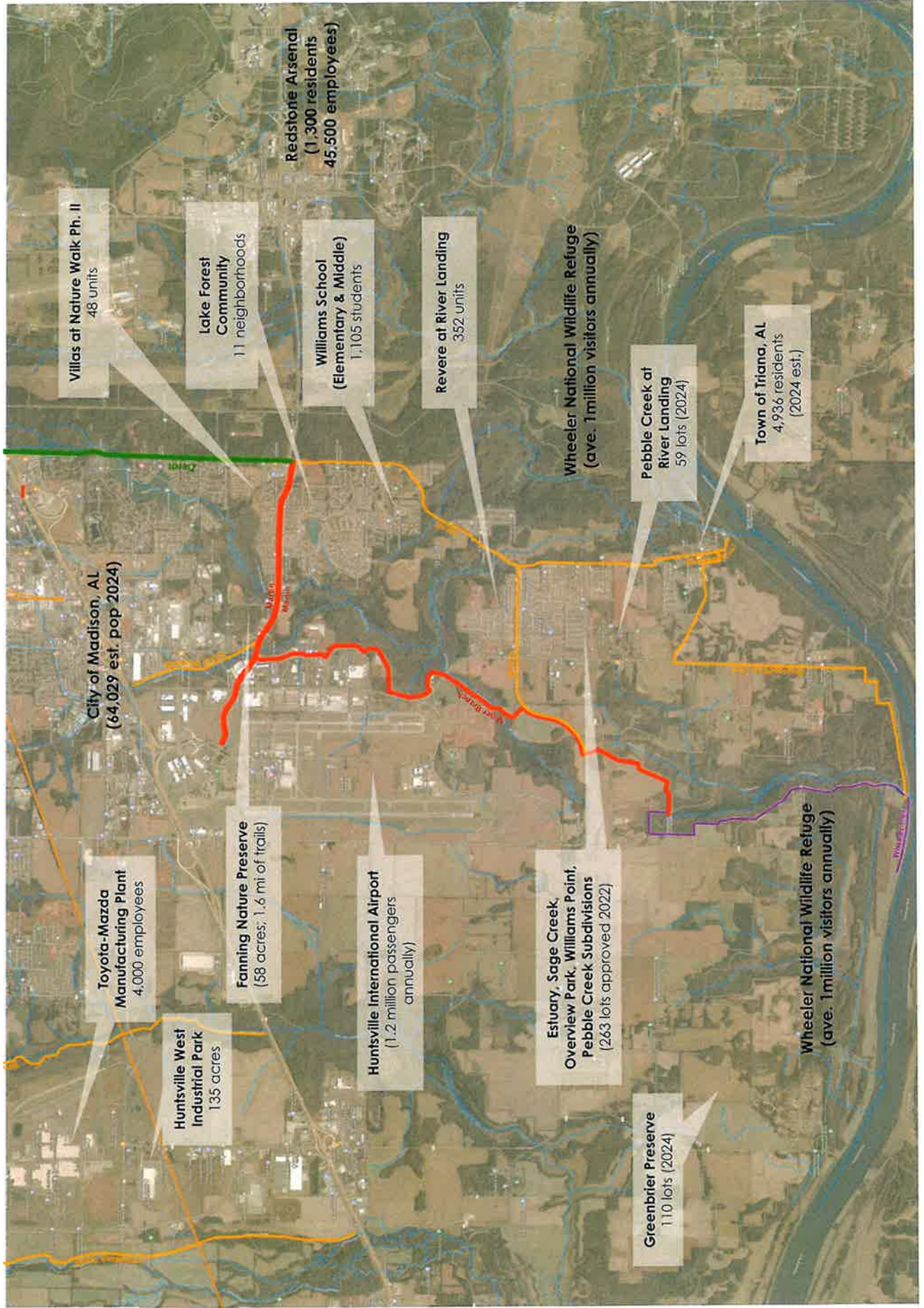
Camping: Not permitted.



For further information, contact the Visitor Center
2700 Refuge Headquarters Road
Decatur, Alabama 35603
256/350 6639
<http://wheeler.fws.gov>



Nearby Users Potential



City of Huntsville Greenway Master Plan - Public Engagement 2022

Public Input Summary

In November 2022, the City of Huntsville and the Land Trust of North Alabama held three public input workshops for the City of Huntsville's Greenway Master Plan Update. These meetings were scheduled to be held at three different locations around the city:

- 1) Monday, Nov. 28, 2022 @ 5:30-7 p.m. - Johnson Legacy Center, 6000 Cecil Fain Drive
- 2) ~~Tuesday, Nov. 29, 2022 @ 5:30-7 p.m. - South Huntsville Library (Sandra Moon Complex) 7901 L Bailey Cove Road~~ **This meeting was CANCELLED due to severe weather**
- 3) Wednesday, Nov. 30, 2022 @ 5:30-7 p.m. - Williams Middle School, 155 Barren Fork Blvd. SW

An online comment period coincided with the public meetings. The survey was open from 11/29/2022 to 12/28/2022. There were 665 responses. (Survey Link: [Greenway Survey Network Survey - Responses | SurveyMonkey](#))

The format for the Public Workshops was structured with the following activities:

- Two large-format maps of the greenway network:
 - Greenway Prioritization Dot Exercise
 - Live/Work/Favorite Greenway Dot Exercise
- Comment Cards

According to the Sign-In Sheets, there were 42 participants total at the public meetings (18 at Johnson Legacy; and 24 at Williams Middle School) and 35 Comment Cards total were submitted.

The following are all digitized responses (multiple choice and open-ended) from the Comment Cards submitted at both meetings; as well as E-mails the Planning Department has received during the 2022 Public Engagement period.

City of Huntsville Greenway Master Plan 2022

Comment Card Responses

(35 cards submitted)

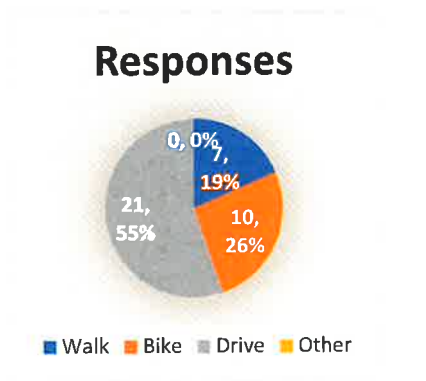
RAW DATA:

Please circle or write-in your responses to the following questions:

- 1) How do you usually access the greenway network?
I walk to the greenway - I bike to the greenway - I drive to the greenway - Other:

Responses:

1. Drive
2. Drive
3. Drive
4. Drive
5. Bike
6. Drive
7. Bike
8. Drive
9. Drive
10. Drive
11. Drive (w/ comment: "would prefer to walk/bike")
12. Drive
13. Walk
14. bike and drive
15. walk
16. bike
17. walk
18. bike
19. Drive (the closest geenway to me is in Hampton Cove and that's a 20-minute drive from where I live in Gurley, so driving is the only option)
20. bike
21. walk/bike/Drive
22. bike
23. Drive
24. skipped question
25. Drive (I have no other choice but to drive at this moment)
26. Drive
27. Walk
28. Drive
29. Walk
30. Drive
31. Walk / bike
32. Drive
33. Drive
34. Bike
35. Drive



2) How do you usually use the greenway network?

I walk on it

-

I run on it

-

I bike on it

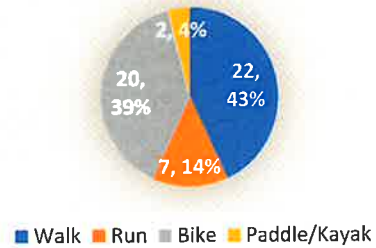
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Other:

Responses:

1. Walk
2. Walk
3. Walk
4. Walk
5. Bike
6. walk and bike
7. bike
8. walk and bike
9. walk and bike; paddle on it sometimes (Flint River)
10. walk, run, bike
11. walk
12. bike; run sometimes
13. walk, run, bike
14. run and bike
15. walk
16. bike
17. walk
18. walk and bike
19. walk, run, bike
20. bike
21. walk and bike
22. bike
23. walk
24. walk
25. walk and run
26. walk; walk my dog
27. walk
28. bike
29. run
30. bike
31. walk and bike
32. bike
33. bike
34. bike; kayak in some places
35. walk

Responses



3) For what purpose do you usually use the greenway network?

Exercise

-

Recreation

-

Transportation

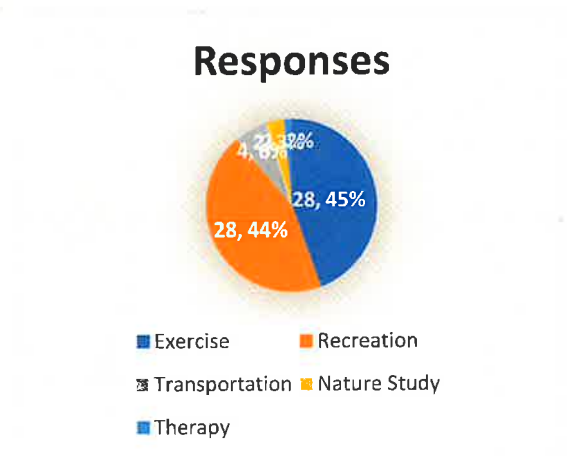
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Other:

Responses:

1. Exercise, recreation
2. Exercise
3. exercise, recreation
4. exercise, recreation
5. exercise recreation
6. exercise recreation
7. exercise recreation
8. exercise recreation
9. exercise, recreation, nature study

10. exercise recreation
11. exercise recreation
12. exercise, recreation; Other: would use for transportation if available
13. exercise recreation
14. exercise, transportation
15. exercise, recreation
16. recreation
17. recreation; other: to spend time in nature
18. recreation, transportation
19. exercise, recreation; other: I wish the greenways were better for transportation, though I do love them for exercise/recreation
20. recreation, transportation
21. exercise, recreation
22. exercise
23. exercise, recreation
24. recreation
25. exercise, transportation
26. exercise, recreation
27. Exercise
28. Recreation
29. Exercise
30. Recreation
31. exercise, recreation
32. exercise, recreation; other: therapy: I lead rides for children in underserved neighborhoods and I lead rides for a trauma/survivors group
33. exercise
34. exercise, recreation
35. exercise, recreation

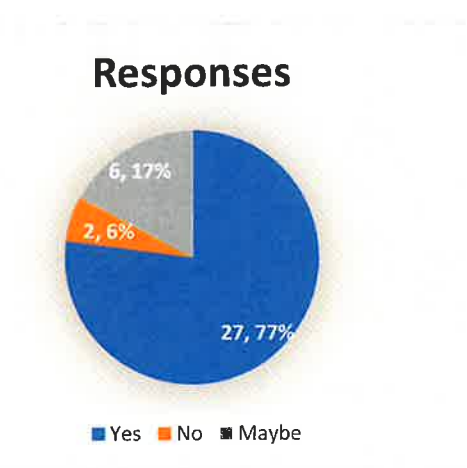


- 4) If more destinations were connected through the greenway system, would you use them as a way to reduce your vehicular trips?

Yes - No - Maybe

Responses:

1. Yes (circled many times, with a smiley face)
2. No
3. Maybe
4. Maybe
5. Yes
6. Yes
7. Maybe
8. Yes
9. Yes
10. Yes
11. Yes "absolutely"
12. Yes
13. Maybe ("only rarely probably")
14. Yes
15. Yes
16. Yes
17. Yes
18. Yes
19. Yes



20. Yes
21. yes
22. maybe
23. yes (most definitely)
24. maybe
25. yes ("yes! I hate driving and want to use more alternatives for transportation!")
26. Yes
27. no
28. Yes
29. Yes
30. yes
31. yes
32. yes ("yes!")
33. Yes
34. yes
35. yes (circled many times)

5) What other areas would you like to see connected to the greenway network?

1. I'm still pretty new to the area, so I can really only speak generally about this. I think that prioritizing connectivity with schools is a good idea when feasible. As a kid I used to be able to take a trail through the woods for part of the way to school. It gave my mom and I a chance to talk about what we were observing about the natural world around us. My school would sometimes do science lessons on that trail too. *In general I think Drivers Ed needs to include biker awareness to a much greater extent so that drivers know how to share the road.
2. Toyota Field to Bridge Street Town Center
3. skipped question
4. interconnect land trust properties
5. I would like the greenways and bike route connected, meaning improving green link segments to connect a network
6. - Beadle Lane
 - Martin Road
 - Miller Branch
7. Downtown
8. - the Seminole Skybridge Greenway
 - Holmes Avenue Greenway
 - Aldridge Creek I
9. Chattanooga, Decatur, Guntersville, Fayetteville, Tennessee, walls of Jericho and Jackson County Mountains, Little River Canyon State Park... well why not?
10. - Western (annexed) Huntsville
 - lower income areas connected to grocery stores, schools, and libraries. (So less lower income people have to risk lives walking to get food, along busy streets with no shoulder).
11. I would love to see:
 - schools connected to residences by zoning via greenways to reduce school traffic;
 - work areas such as Research Park and Redstone connected to residences based on the highest employee residence densities.
 - More signage on greenways and more awareness on how residents can use the network/how to access
12. - Aldridge Creek connection River
 - Tennessee River to Spring Branch
 - Skybridge
 - Dry Creek to Indian Creek
 - And the rest of them!
13. The Haysland Road Greenway (Elgie's Walk) to Tennessee River is proposed in next 5 years, and I think it'd be great.

14. - Research Park
 - any greenway on Old Madison Pike needs to be prioritized- as currently people are biking on the sidewalk (which is illegal generally speaking) and if you are riding on the road on a bike, it is very intimidating because parts of it are 45 mph and even 40 mph is too fast for cars to pass bikes. The buses that are on these routes can also pass too close. Also, 18-wheelers use old Madison Pike, which is the same road that bikers will bike on (Bike Route 50 = Old Madison Pike).
15. I would really love it if there were a way to navigate to the grocery store along greenways, as that is one of my most common drives.
16. Loop from downtown to the river on both sides of the Parkway; Downtown to Alabama A&M area
17. Unwalkable sections of Huntsville like NW Huntsville.
18. Skipped question.
19. Connecting sections of South Parkway to Downtown and Mid City would be great. Also connecting Hampton Cove to that network would be really cool though that would probably be more of a challenge. Connecting popular destinations like Trash Panda stadium, and Mid City, and Campus 805 would be really cool too.
20. 1) downtown to other locations; 2) loop rides possible; 3) Lowe Mill/West Huntsville; 4) Wade Mountain to other areas
21. Big Spring Park → Lowe Mill → Mid City
22. Connectivity to all Land Trust properties, most especially from Monte Sano to Chapman and Wade
23. A trail system that connects throughout Downtown. It would be a great way to access Downtown and exercise.
24. Skipped question
25. Sparkman Drive/UAH/Bob Wallace; Providence/Oakwood University/Adventist Blvd
26. More connections through Research Park campus down towards Madison area.
27. Skipped question
28. Safe protected route from Five Points to the University; North Huntsville/A&M University connected to downtown and the rest of the network – Laren agrees.
29. Skipped question
30. - grocery stores
 - Schools
 - MidCity/Orion
 - the rest of the greenway network
31. It would be great if it could be run through/around the Arsenal between SE Huntsville and Research Drive. I think a lot of people would consider commuting with bikes if it reached more places.
32. - South Huntsville to Downtown
 - Downtown to Bridge Street
 - Downtown to MidCity
 - Downtown to Madison
33. Downtown and Monte Sano; Aldridge Creek
34. connecting bridge between HSV Mt & Green Mtn @ Blevins Gap
35. Triana and the Refuge; Harvest; and some smaller unincorporated areas around Huntsville.

6) What do you like about the greenway network?

1. Any opportunity to not drive my car is welcome 🍷 Where I live now it's not possible for me to get to work in Huntsville via a greenway, but if that were possible, it would 100% be my preferred route.
2. Peaceful areas to connect with nature
3. connect Aldridge Creek and Atwood linear connector
4. connecting the public to natural areas – parks, preserves, etc.
5. It's not a network. But, it's nice to ride to the river and for recreational riding.
6. Skipped question
7. I enjoy biking along Aldridge Creek – amazing mountain views
8. no traffic to cross; easier access to different sections of city
9. everything!
10. Separated from traffic

11. The tree species diversity, walkability, and narrow paths to minimize paved surfaces and maximize pervious surfaces. With new additions, the connectivity of the network would be enhanced and can potentially improve public health, reduce car emissions, and decrease the need for more roads + parking lots.
12. Everything. It enhances the city and will provide an alternative to transportation by car at some point.
13. A way to enjoy outdoor areas/nature close to man-made suburbia. A way to get outside while being close to home.
14. They are wide. Plenty of space for bikes + peds. Pretty greenery.
15. I like the effort being made to reduce car dependence in a town so clearly choked out by highways and traffic. So many communities don't even know where to start. Moreover, it helps make Huntsville beautiful.
16. Only safe space to ride bikes due to lack of bike lanes.
17. The ability to walk outdoors near my home.
18. Skipped question.
19. The greenway system acts as a nice getaway. My main greenway is in Hampton Cove since I live in Gurley. I like how the Hampton Cove Greenway feels quiet and separate from the busy roads and neighborhoods. I wish the greenways in all of Huntsville were well enough connected to be reasonable to use for commuting to work/school/church/restaurants and other things you might otherwise have to drive to.
20. Hard to answer – it isn't a network yet! But- plans are good.
21. It is scenic and provides a space for active community events.
22. Safe places to exercise.
23. They are a way for people in those communities to have a way to exercise and have their families utilize the amenities.
24. I just moved to Huntsville and haven't yet had the chance to utilize the greenway network, but I am very interested in outdoor trails. From what I've seen, I like the wide availability of trails in the city and would love to see a bit more connection of greenways throughout.
25. I don't have many positive comments aside from them being pretty. They don't serve my community.
26. The paved paths are great, easy to use, and usually situated with great views.
27. As a means to get families outdoors.
28. Safe
29. It is starting to connect and become another way to commute by bicycle from one place to another.
30. Separate from traffic
31. It's a really great asset for the city. Walmart transformed Bentonville, Arkansas with massive greenway/bike trail construction.
32. I love the greenways! Linear parks provide a respite from cars. We live in a town almost without sidewalks. There are almost no sidewalks in my neighborhood. Greenways are a great place to exercise for people who do not do team sports. They spur economic development. It's a win for everyone.
33. Safe way to bike and walk in safety
34. Safe, fun place to enjoy biking
35. That they exist overall. Greenways are a very cool thing for this area.

7) What would you like to see changed about the greenway network?

1. It would be really helpful to see more signage indicating where greenways are. This would be helpful to alert drivers to watch out for bikers on roads etc.
2. Restrooms added – Wade Mountain West, Bradford Creek
Trees added along some sections.
Indian Creek:
 - extend north.
 - section underneath the overpass gets flooded/ muddied, needs maintenance. Also a way of warning walkers if bikers are coming around hidden spots. Get rid of old white striping (confuses walkers, bikers), so people conform to the normal rules of the road.
3.
 - Mileage markers or all notification used marks on paved greenways
 - better signage on all greenways to identify where they are/go similar to bike routes
 - update map to better differentiate between greenway and trails, example Wade Mountain West

- Indian Creek – Old Madison Pike to end has erosion along pavement that needs gravel/reinforcement
 - Indian Creek – extend to Highway 72 and connect to existing greenway in Providence
 - Aldridge Creek – connect south of Railroad Bridge along Creek down to Ditto along the creek
 - add foot bridge to allow passage from one side of Memorial Parkway to west side planned greenway
- 4. A more comprehensive effort from the city to make funding and completion of priority
- 5. Make it a connected network, with bike routes
- 6. More importance given to serving residents west of Zeirdt Road
- 7. It currently feels disjointed and ability to enjoy is limited based on length of individual segments. Also tree planting should be improved – 1/3 of newly planted trees are dead or dying.
- 8. Skipped question
- 9. Connect trails – build new trails, have dedicated funding source about 5 times more than now. That would be a start.
- 10. More development of greenways/sidewalks required as developments are built. Acquiring new subdivisions to connect into Greenway/Trail system. More greenway development in western Huntsville (annexed parts) through Clift Farms, Knox Creek and Capshaw (Complete Street).
- 11. More interconnections can have multiple benefits, especially if people can go to work from their residence via greenways.
 - Reduce car use → reduce traffic → reduce parking lots
 - save money in the long term, if more people decide to use greenways for short walkable commutes
 - more greenways will enhance city biodiversity and reduce the urban heat island effect
- 12. consider a ban on E-bikes
- 13. more signage at beginning/middle of greenways. I didn't know Elgie's Walk was even called that. Signage (with maps) of greenlinks connecting greenways. On Elgie's Walk connector to Haysland Road, I'd like car blocking posts. I see cars driving down the greenway sometimes! Agh! 😞
- 14. "Greenlinks" should be defined more. Are they bike lanes? Are they multi use paths? It is not clear what bikers are to use on "greenlinks." Are the bike lanes (like the one on Haysland Road) safe? Many bike lanes (such as Hazel and, Bradford, Martin, are only "shoulder width" = like gutter on 5 lane roads. get filled with rocks, making you have to leave the bike lane, going into a road that have cars going 40 mph-45 mph.
- 15. Beyond an acceleration of the project through increase public funding, I think joint efforts must be undertaken with the Zoning Board/committee to make sure the greenway network connects people to the places people want to go (shopping, eating, working) to the greatest possible extent. Huntsville is far to segregated. Most people cannot walk or bike safely from their homes to anywhere else they'd like to go.
- 16. More interconnectivity.
- 17. More connections between localized greenways.
- 18. My priority is creating safe bike route networks throughout the city. Connecting natural areas is less of a priority.
- 19. Broad connections that make greenways a good way to commute, that are protected from cars would be great.
- 20. 1) Integrated with the numbered bike routes and planned in conjunction, not isolation. 2) use as means to get places – as part of overall routes, not as separate, disconnected trails for recreation.
- 21. A focus on interconnectivity.
- 22. Better connectivity from sections of greenway for commuting purposes.
- 23. Safety precautions that allow walking at all hours of the day/night. Having a sense of safety will give people security.
- 24. Skipped question
- 25. Bigger network connecting to more employers and commercial centers.
- 26. Just more added to it.
- 27. Increase network.
- 28. Better connected, better protection at busy intersections. Signs that indicate where different routes go with distances. e.g. "Mid-City 2.0 miles; Downtown 4.0 miles"
- 29. Maintenance! i.e. Elgie's Walk is not cleaned and maintained. In the spring, the wooded area is full of biting flies which prevents walking/running. So this area needs to be sprayed. *(Me—please don't spray. Kills other essential insects to support ecosystem, like fireflies. As soon as the city sprays for mosquitoes every year, the fireflies disappear*

immediately after. Greenways are also essential for maintaining a healthy, balanced riparian ecosystem. Some places develop toxic algae blooms after spraying for weeds/pests. Keep it as natural as possible for the health of the greenway. I have also noticed that we have a lot of blighted trees along some of our greenways).

30. More funding to construct it faster.
31. It would be nice to have the greenway connect to more commercial areas and/or have more protected bike lanes so people could use bikes more to commute, shop, etc.
32. I think connectivity is so important. We absolutely need the N-S rail trail. The plan should center around this. Downtown Huntsville and Bridge Street and midcity must be connected. Huntsville and Madison must be connected. Be more daring! Visit Bentonville, Arkansas if you can. The greenway system is one of the crown jewels of that city. I feel that Huntsville has gotten off to a slow start when compared to cities of similar size.
33. Just keep it up
34. More emphasis on public engagement and funding to bring projects forward to reality. Harry Spear (256) 679 – 5847
35. Better access for all communities (i.e. North Huntsville); safer connections (drivers are crazy here!); Distinguished signage.

City of Huntsville Greenway Master Plan 2022

E-mail Public Input

Jo Beth,

Thanks for the heads up! I was planning to attend tonight's meeting that was cancelled, and am unlikely to be able to make it tomorrow, but wanted to send the input/questions I would've had. I know this isn't the right forum so feel free to disregard!

1. I think we have a great selection of trails across the city, but hope as we continue to expand, we look for ways to build in such a manner that we connect trails together rather than have a couple miles here and there. Examples that come to mind for this include the segment connecting the two Indian Creek Greenways, or connecting Indian Creek to Zierdt/Redstone Gateway greenways.
2. The aforementioned Indian Creek - Zierdt - Redstone Gateway segment is listed as a proposed trail < 5 years. Any progress on this?
3. From a few news articles it sounds like the Miller Branch Greenway to the Wheeler reserve is a priority. On the theme of point 1, any plans to build the Martin Rd Greenway to connect it into the already complete Zierdt Greenway?
4. I think it would make a lot of sense to build McDonald Creek Greenway alongside the East Arsenal Connector road project, as they have very similar ROW and someone will already be doing a lot of PE work.
5. Any upcoming projects collaborating with Singing River Trail?
6. I live in D5 near the nexus of Knox Creek/Limestone Creek greenways. I've always considered them a long shot to be built while I live nearby, but had there ever been any discussion on these trails?

Thanks again!

Matt Whitfield

Hello Dennis,

Thank you for putting the Greenway Plans out for review. Marjorie and I were planning to come to the meeting at the Moon Complex on Bailey Cove, but that was cancelled. The drive out to Zierdt Road on Wednesday night at rush hour was just too daunting! But, herewith are my comments. Perhaps you can find a way to add them to the record.

1. At the current north end of Aldridge Creek Greenway, provide a signalized crossing to connect to Willow Park. It could be coordinated with the signal at Weatherly Road.
2. Connecting the gap in Melanie Dr would be great ! East of Bailey Cove and north of Green Mountain Road, it would be a very short greenway, but it connects large neighborhoods, adding value to the crossing # 1.
3. I agree with the idea of a greenway from Hillendale Park on Holmes Avenue to Seminole Drive. That area sees a lot of pedestrian traffic.
4. There needs to be a connector on the west side of Memorial Parkway between Meadowbrook Drive and Mythewood Drive.
5. Provide a ped-crossing button at Todd Mill intersection with Weatherly Road.
6. Kudo's for the really nice Old Madison Pike bridge across Research Park Boulevard!
7. Kudo's for the continuing work on the Tennessee River Trail from Hobbs Road to Ditto Landing.

Hope to see you again sometime. Merry Christmas, too !

Michael Holderer

From: Ben Dyer <dyer.ben@gmail.com>

Sent: Saturday, December 17, 2022 11:09 AM

To: Ashley Dyer <ashleydyer04@gmail.com>; Gleason, Jo Beth <jobeth.gleason@huntsvilleal.gov>

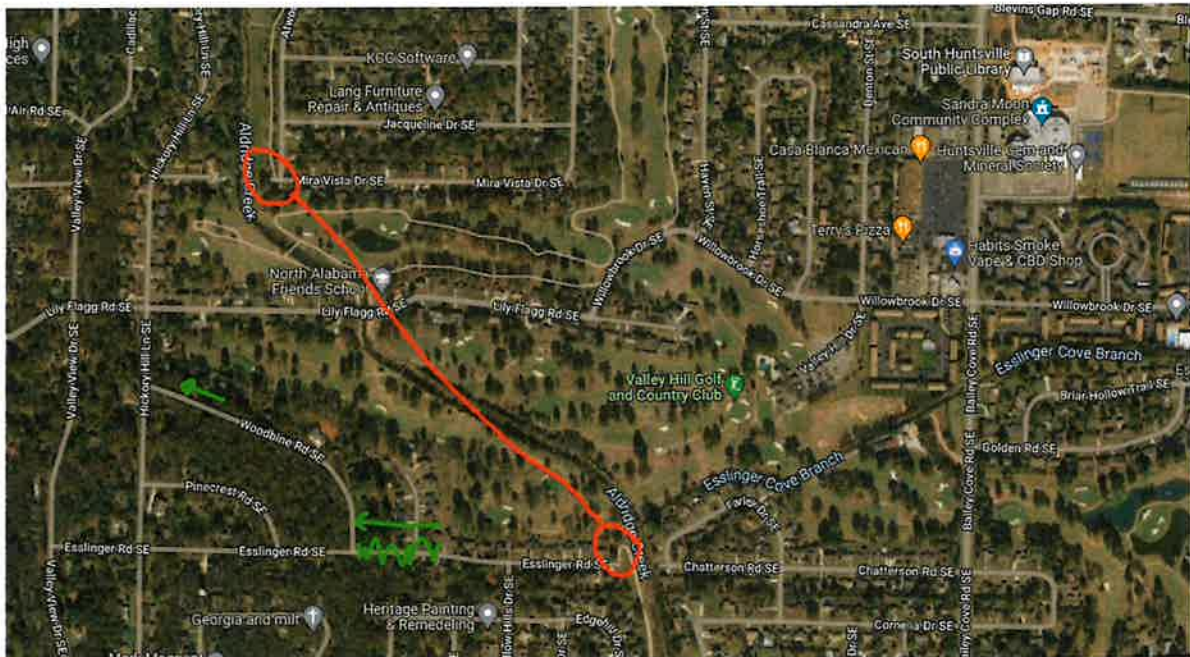
Subject: Hello and Greenway Comments

Hello Jo Beth:

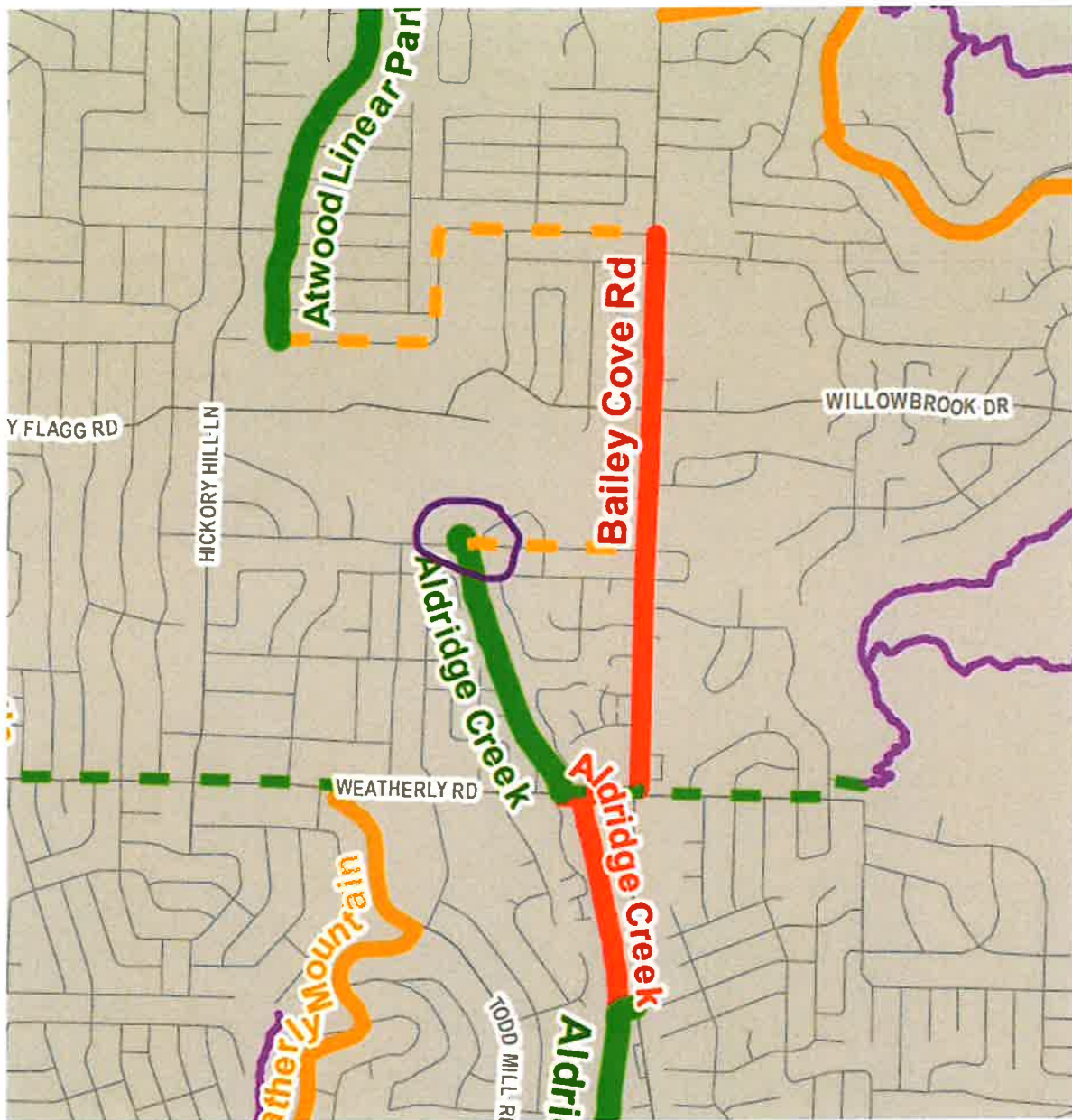
We met briefly at the HUBS/Pedal Power Expo held at STA a few weeks ago. I had planned to attend the public comment period at the SHSV library, but it was cancelled due to weather. I'm sure a lot of my thoughts were covered (or are obvious) but I wanted to go ahead and send over some problems I've noted with my local greenway.

For context: I live just north of Weatherly, near the Aldridge Creek greenway entrance on Esslinger.

My first complaint is that the greenway is interrupted by Valley Hill Golf Course. To travel north, you have to go on Esslinger, which is extremely steep. On the return trip, you have to go up Hickory Hill. This changes a quick trip to Jones Valley into a much more strenuous endeavor, and makes it difficult for cyclists of different abilities.



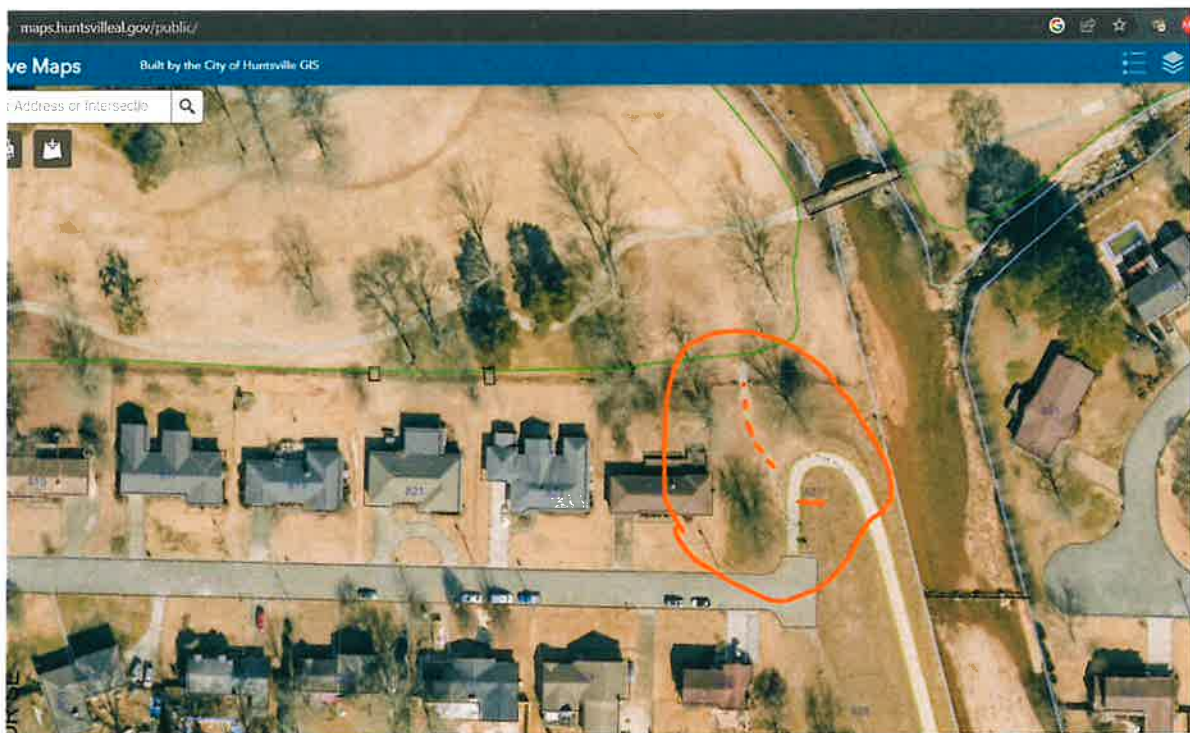
The greenway master plan proposes connecting Esslinger → Chatterson → Bailey Cove. This is roughly the widest point of Aldridge Creek, so I'm unsure how feasible this is. Also note: cycling on/beside Bailey Cove is less than ideal: it's ~40 MPH, and the sidewalks are old, narrow, choppy, and frequently crossed by driveways and side streets.



The golf course does have two small bridges crossing Aldridge Creek and Esslinger Cove Branch. Perhaps they could be convinced to allow residents to bike over to Bailey Cove? The club members drive golf carts (illegally) through the neighborhood and routinely enter the golf course through an open gate abutting city (greenway) property at the north bend of the greenway (roughly the red line below). If the club won't allow cyclists, then I think the city should close this entrance to the golf course. Even if their property rights allow ingress and egress, that should be subject to agreement between property owners. I suspect that the gate used to be associated with the 827 Esslinger address (which I guess was demolished with the city widened Aldridge Creek) and the city could revoke the ingress/egress since they now own that property.



This image is from 2022, and you can see some of the damage to city property left by golf carts entering Valley Hill.



At the southern end of Aldridge Creek, things are also a mess. To connect to the next southern greenway segment, there are several options, none of which are great. I usually cross Weatherly opportunistically, and go behind RFCU before I get onto the narrow sidewalk on Bailey Cove. I've also joined traffic through this area, but the speed differential between me and the cars is large, and I wouldn't be comfortable doing this with my family. A third way is to roll down the sidewalks on the north side of Weatherly, past Walmart, and then manage the Weatherly/Bailey Cove intersection as a pedestrian.



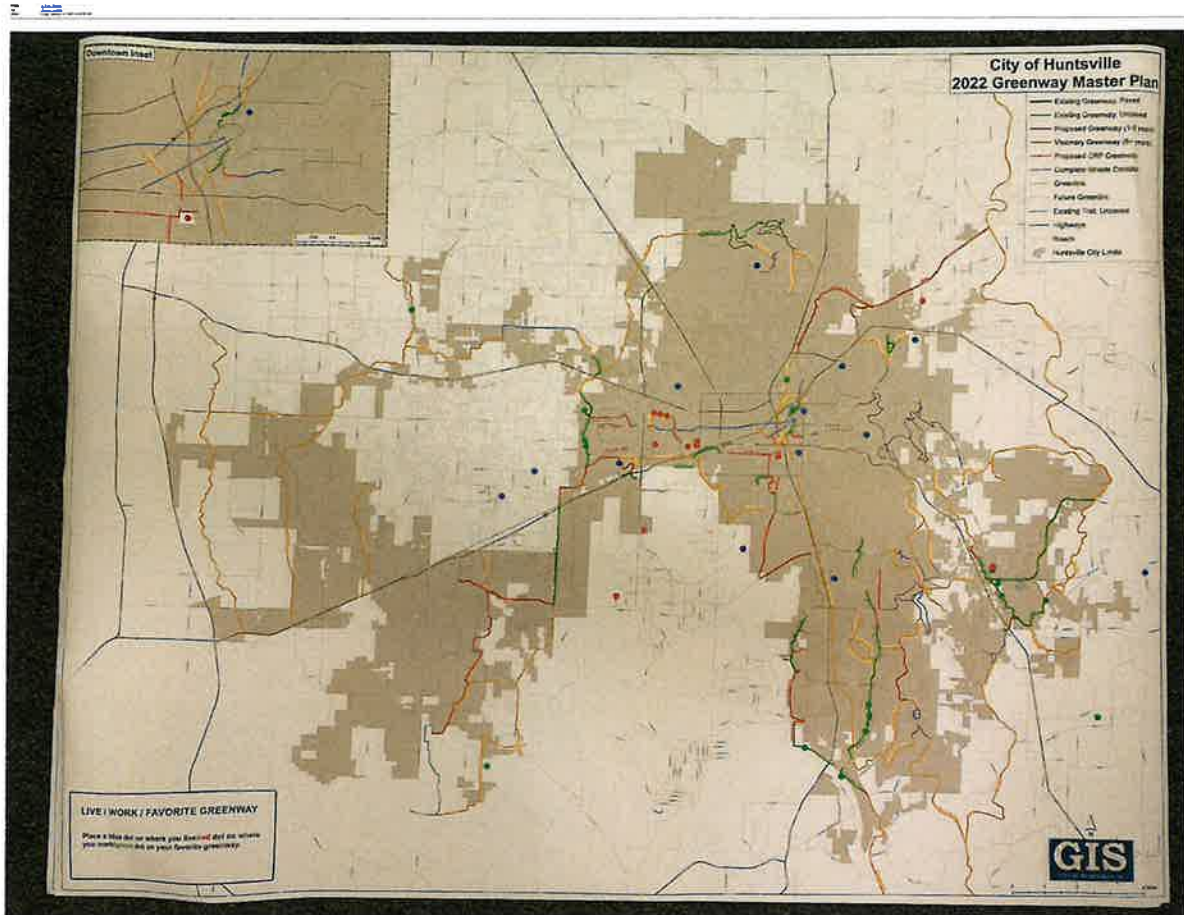


I have no idea how to solve this issue--but once you are back onto the greenway system, you can travel south all the way to ditto landing without much hassle.

I guess to sum up: I'm interested in using the greenway to go places: Jones Valley shopping center, the new SHSV Library, Walmart, Publix, etc. There's also a park on Bailey Cove that residents could access. These local hiccups are challenging, and as far as I recall, relatively unchanged since I moved to SHSV as a teenager. Of course now, there's more traffic to deal with, and I'm older (which makes the hills seem steeper).

Thanks for your time!

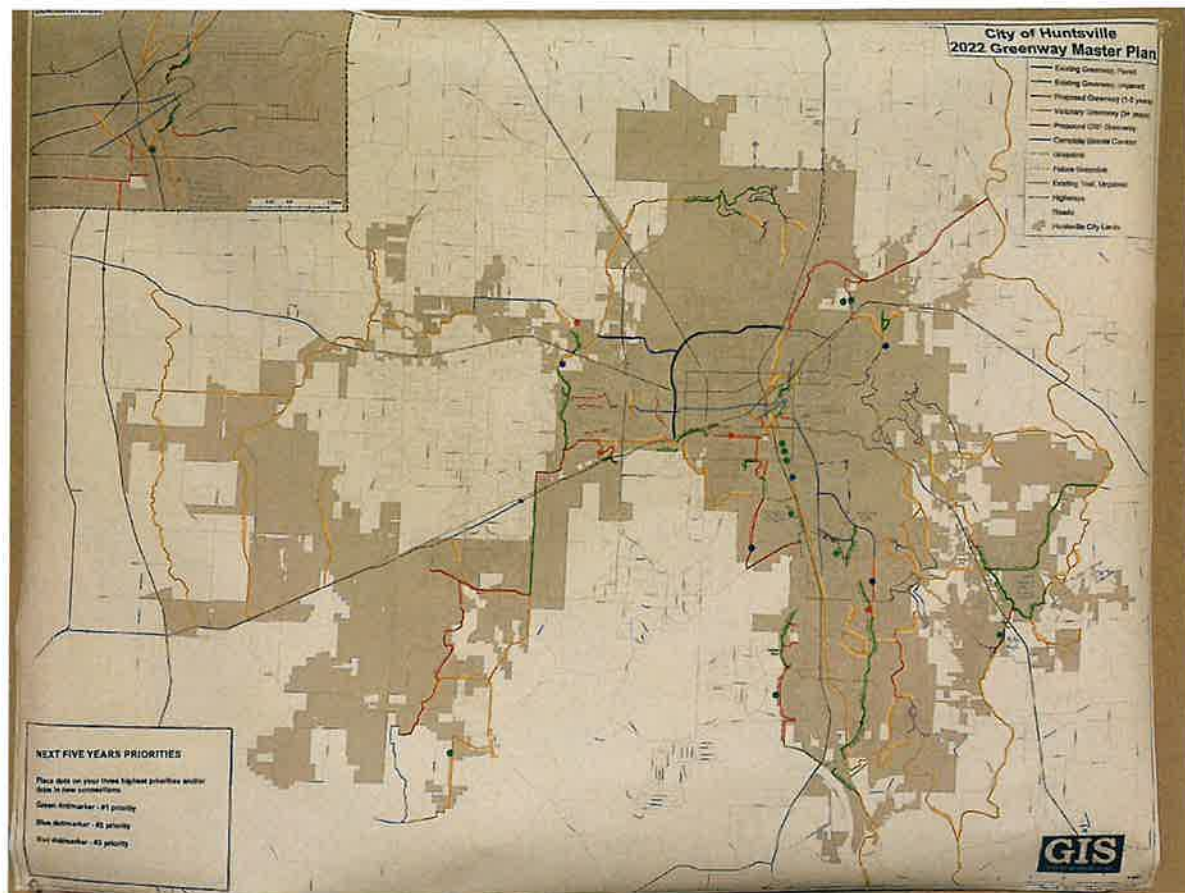
Ben Dyer



Live/Work/Favorite Greenway - Dot Map
(from Public Input Workshop - Johnson Legacy Center (11.28.2022))

Top Faves:

- Indian Creek Greenway
- Aldridge Creek Greenway



Greenway Priorities - Dot Map

(from Public Input Workshop - Johnson Legacy Center (11.28.2022))

Top Priorities:

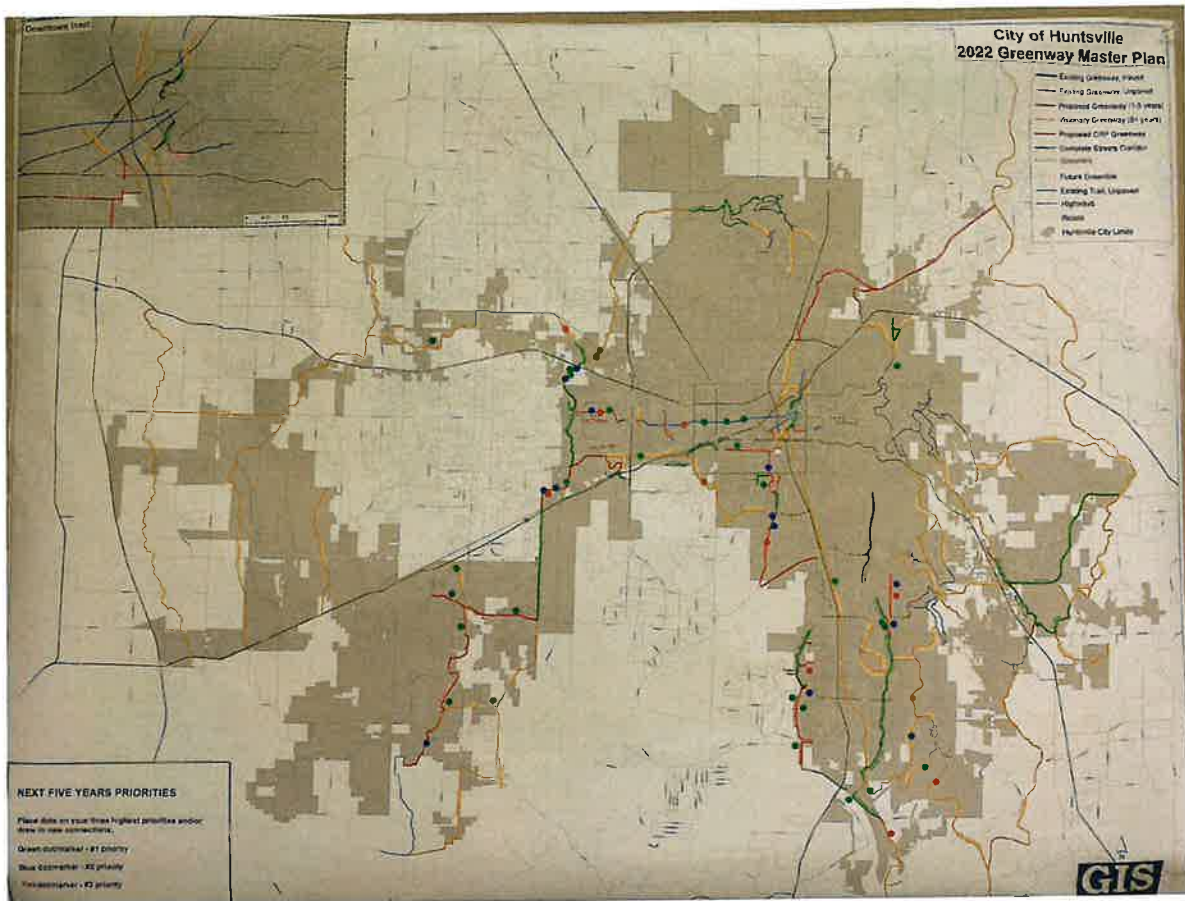
- Rails & Trails Greenway
- Alabama A&M (Chapman Mountain Greenway Connection)
- Drawn in w/Green marker: Sparkman Drive loop (from Bob Wallace Ave to HWY 72)



Live/Work/Favorite Greenway - Dot Map
(from Public Input Workshop - Williams Elementary School (11.30.2022))

Top Faves:

- Indian Creek Greenway
- Aldridge Creek Greenway



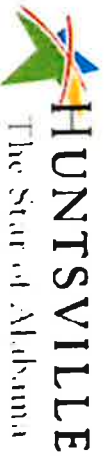
Greenway Priorities - Dot Map

(from Public Input Workshop - Williams Elementary School (11.30.2022))

Top Priorities:

- Holmes Avenue Complete Streets Corridor
- Aldridge Creek connection at Weatherly Road
- Tennessee River Ph. 3
- Indian Creek Greenway connection
- Martin Road/Miller Branch Greenway

11/30



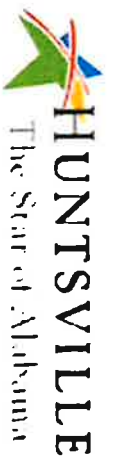
CITY OF HUNTSVILLE AND LAND TRUST OF NORTH ALABAMA
GREENWAY MASTER PLAN PUBLIC WORKSHOPS

PUBLIC MEETING

Sign In Sheet

11/28/2022

NAME (please print neatly)	Business/Organization	Address	Contact Information (Email)
John Price	Hobs Corp	10001 Northpark Ln SE Huntsville, AL 35803	tyler.pannell@gmail.com
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Lauren Carey	—	2118 Springhurst Rd 35802	charlie.borne @comcast.net
Charlie Borne	Self	444 Legend Oak Way Huntsville, AL 35804	SL numbers 333919@ yahoo.com
Diane Bennett	N/A		



11/30

CITY OF HUNTSVILLE AND LAND TRUST OF NORTH ALABAMA

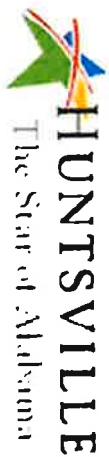
GREENWAY MASTER PLAN PUBLIC WORKSHOPS

PUBLIC MEETING

Sign In Sheet

11/28/2022

NAME (please print neatly)	Business/Organization	Address	Contact Information (Email)
Dr. Wolfram Verlaan		411 Sherwood Dr. SE 35802	wverlaan212@gmail.com
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11/30

CITY OF HUNTSVILLE AND LAND TRUST OF NORTH ALABAMA

GREENWAY MASTER PLAN PUBLIC WORKSHOPS

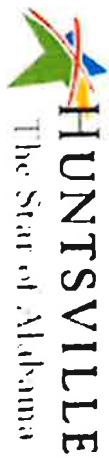
PUBLIC MEETING

Sign In Sheet

11/28/2022

NAME (please print neatly)	Business/Organization	Address	Contact Information (Email)
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Marc Lovischar		155 Baymont Dr. Madison AL	MqLoersch@smi1.com
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JoBeth Gleason	COH Planning	City Hall	jogethgleason@huntsvilleal.gov

11/28



CITY OF HUNTSVILLE AND LAND TRUST OF NORTH ALABAMA
GREENWAY MASTER PLAN PUBLIC WORKSHOPS

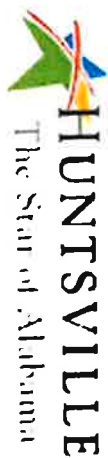
PUBLIC MEETING

Sign In Sheet

11/28/2022

NAME (please print neatly)	Business/Organization	Address	Contact Information (Email)
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Jack Saturn	Recursive Delta Audio/Visual	2405 Daisy Lane Huntsville 35811	jack@redel.com
M. K Kael Ingram	Boeing	6077 Thornton Way Cir Huntsville 35816	mikkael.i@yahoo.com
PHOENIX ROBINSON	TRACCO		PHOENIX.ROBINSON@TRACCO.ILS
Tyler Kaub	Personal	508 Marshertz Avenue	tkaub@ymail.com

11/28



CITY OF HUNTSVILLE AND LAND TRUST OF NORTH ALABAMA
GREENWAY MASTER PLAN PUBLIC WORKSHOPS

PUBLIC MEETING

Sign In Sheet

11/28/2022

NAME (please print neatly)	Business/Organization	Address	Contact Information (Email)
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Blake Brown	Citizen	5024 Seven Pine Circle Huntsville, AL 35814	blakebrown034@gmail.com
Clair Williams	Citizen	2207 Shaded Crest Rd 35801	clairwilliams723@gmail.com
Marley Hicks	TARCOC	1002 Waters Hill Rd Apt 3101 Madison, AL	mhicks@turkey-us.com
Katharine Vinson	Citizen	3215 Northfield Ln	KV4512@gmail.com

<https://www.al.com/news/huntsville/2022/12/huntsville-residents-push-for-more-connectivity-among-greenways.html>

From The Lede

Huntsville residents push for more connectivity among greenways

- Published: Dec. 06, 2022, 11:54 a.m.



Charles Pannell and Wolfram Verlaan discuss their concerns about the city of Huntsville's greenway network with Land Trust of North Alabama Executive Director Marie Bostick and Jo Beth Gleason of the city's Urban and Long Range Planning Department. (Scott Turner/AL.com)

By [Scott Turner](#) | sturner@al.com

Vivian Nguyn is a Huntsville resident who prefers to get around to other parts of the city on her bike.

She'd like to be able to take advantage of the city's network of greenways to get from point A to point B, but there aren't many near where she lives or works.

Nguyn hopes that will change. She isn't alone. Several of the city's residents let it be known they'd like Huntsville to expand its greenways during a couple of community forums last week.

“It’s helpful,” City Council President John Meredith said of the forums. “Without it, we don’t know what citizens want. ... If I know what you want, I can advocate for it and push for it.”

“Nobody knows their neighborhood and the patterns of walking and riding their bikes more than the people who live there,” added Land Trust of North Alabama Executive Director Marie Bostick. The Land Trust co-hosted the forums with the city.

Nguyn, Bostick and Meredith attended the forum at Williams Middle School in the southwestern part of the city. Another was held in north Huntsville at Johnson Legacy Center. A third had been planned for south Huntsville, but that one was cancelled because of the threat of severe weather.

Connectivity requested

Nguyn doesn’t think there is a lot of connectivity between the greenways in the current network.

“They’re spaced out by regular roads you take by a car,” she said. “We need more connection points. That might mean a bike lane. But that’s not the only thing we need. We need to slow down cars because sometimes there’s not a connection. You’re just on the road with other cars. Several of the greenways are connected by 45 mile per hour roads. It doesn’t feel safe to be on those (on a bike).”

Wolfram Verlaan is in agreement with Nguyn. He bikes and walks along greenways in the southeastern part of the city.

“It would be nice to build some of the greenways into shopping areas where people can maybe use bikes to go to places like that,” he said.

Verlaan would like to see Huntsville follow an example of a greenway constructed by Walmart at its headquarters in Arkansas.

“In Walmart’s headquarters in Arkansas, they’ve got over 100 miles in greenways that Walmart built to get people there, and it connects the entire town,” Verlaan said. “They’ve got coffee shops and breweries all along the greenway ... They’ve got a lot of young employees who are looking for these types of amenities.”

“More greenways in general create a good way for people to travel and enjoy a city and the outdoors in a way that’s good for exercise and transportation,” added Patrick Bryant. “It’s just a way to get outdoors more instead of having to use a car. There’s a lot of free ways to enjoy nature that are kind of missed if you’re in a car.”

Bryant said he typically goes to the greenway near his house about twice a week. It was built within the last two years.

“I enjoy it,” he said. “I get to walk my dog, look at the trees and enjoy a little bit of nature rather than walking through a bunch of houses. I honestly appreciate it. It has a nice lake.”

A wish list

Nguyn said she would like to see more greenway connectivity between Cummings Research Park, the downtown area and south Huntsville.

“Indian Creek now is the only greenway in the Research Park area,” she said. “And it doesn’t connect anything. It’s just a recreational path into the neighborhoods. Old Madison Pike, it’s hard to bike on it currently. It would be nice to have one there and maybe Bradford (Drive). Now with new apartments actually in Research Park, more people are living there and probably want more modes of transportation.”

“I would love to see more down near the Ditto Landing area,” Kori Paull said. “I live in south Huntsville. I know they are trying to revitalize that and have more clear connections in and around that area. It’s a priority for me.”

She and her husband Joe are on the trails daily. Joe Paull likes the current network, but would like to see it expanded.

So would Charles Pannell, who calls the network “disjointed.”

“I live in south Huntsville,” he said. “That’s where I want to see more connections of greenways. It’s very beautiful. There are certain areas that still haven’t been built up, so I’d like to see those areas preserved and connected while it’s still possible to do that.”

And Meredith would like to see greenways become more of a priority in the area he represents – southwest Huntsville, which is one of the fastest growing parts of the city.

“As you can tell by the number of dots, there aren’t a whole lot of dots on our side of the equation, which means the priority will go to other parts of the city,” he said of a map at the meeting where residents were able to put down their priorities.

Meredith pointed to an area near Beadle Lane.

“There’s a lot of housing currently there,” he said. “And there are at least three new subdivisions that we just okayed in the last month. That I’m really going to push for.”

The Huntsville Planning Commission approved more than 300 townhomes in one subdivision alone in the area at its Nov. 22 meeting.

And Dennis Madsen, the city’s manager Urban and Long-Range Planning, said in an earlier interview the southwest part of the city is an area where greenways were lacking.

Expansion of the greenways wasn’t Pannell’s only concern at the meeting. He voiced concerns to Bostick about overplanting of trees and tree mortality in certain areas of the greenway network.

“That’s why I came here today, to make sure they know that there’s too many trees that are dying,” Pannell said. He specifically pointed to John Hunt Park and the Aldridge Creek greenway.

Land Trust-Huntsville partnership

Bostick said there is a “crossover” between the Land Trust’s mission to preserve land and encourage people enjoy the outdoors and the city’s effort to expand its greenway network.

“It just makes sense to work with the city to preserve these lands and try to facilitate the construction of paths,” she said. “What a better way to get people outdoors from their homes. One of our goals is to have

people within a 10-minute walk of being able get out in nature. A lot of the greenways actually connect with our nature preserves. So, you can get to the nature preserves without having to drive in a car.”

The Land Trust manages eight nature preserves, many of which border the city. Bostick said the Land Trust’s preserve at Wade Mountain is probably the preserve impacted the most by the city’s greenway system. She said the preserve is directly connected to the greenway that comes off Pulaski Pike.

“It’s the only way to get into the western side of the preserve,” Bostick said.

In addition to place priorities on a map, residents attending the forums were asked to fill out comment cards detailing how they accessed the greenway network, how often they accessed it and what purpose they accessed it.

“We’re trying to get folks from each region (of the city) to give input on the network,” said Jo Beth Gleason, of the Urban and Long-Range Planning Department.

The goal of the open-house events is to review past progress and plan the next five years of the plan. Gleason said the input helps prioritize projects for the budgeting process.

Gleason said the input also helps in the grant application process.

“They want to see public input,” she said.

Scott Turner reports from Huntsville for the Lede.



Hiking is the most popular activity on Land Trust lands.
(Photo by Melanie Mason/Land Trust of North Alabama)