



Huntsville, Alabama

305 Fountain Circle
Huntsville, AL 35801

Cover Memo

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

File ID: TMP-6257

Department: Planning

Subject:

Type of Action: Approval/Action

Resolution authorizing the Mayor to apply for the Transportation Alternatives Program funding for the construction of the “Bailey Cove Multi-Use Path & Safety Improvements Project.”

Resolution No.

Does this item need to be published? Yes

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

Finance Information:

Account Number: TBD

City Cost Amount: \$1,030,750

Total Cost: \$1,830,750

Special Circumstances:

Grant Funded: \$800,000

Grant Title - CFDA or granting Agency: Transportation Alternative Programs

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 “Bailey Cove Multi-Use Path & Safety Improvements Project.” This project involves the construction of 2.4 miles of 12-foot-wide ADA-compliant multi-use path along Bailey Cove Road (starting at Weatherly Road) and continuing along Four Mile Post Road, as well as intersection safety enhancements at the Bailey Cove Road/Blevins Gap Road intersection.

RESOLUTION NO. 25- _____

**A RESOLUTION OF THE CITY OF HUNTSVILLE FOR THE
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
GRANT APPLICATION FOR THE
“BAILEY COVE MULTI-USE PATH & SAFETY IMPROVEMENTS PROJECT”**

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

WHEREAS, the City of Huntsville desires to pursue Transportation Alternatives funding for the construction of the “Bailey Cove Multi-Use Path & Safety Improvements Project.” This project involves the construction of 2.4 miles of 12-foot-wide ADA-compliant multi-use path along Bailey Cove Road (starting at Weatherly Road) and continuing along Four Mile Post Road, as well as intersection safety enhancements at the Bailey Cove Road/Blevins Gap Road intersection. When completed, the multi-use path and intersection improvements will provide an alternate north-south route along Bailey Cove Road and east-west route along Four Mile Post Road to ultimately connect with the Aldridge Creek Greenway. The project will provide protected multimodal safety along the two busy roadways and connectivity to schools and community amenities, such as the Sandra Moon Complex, the Aldridge Creek Greenway and Atwood Linear Park, Valley Bend Shopping Center, and Jones Family Park.

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 \$1,830,750; 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 \$800,000, and is committed to provide the remainder of the cost, or \$1,030,750.

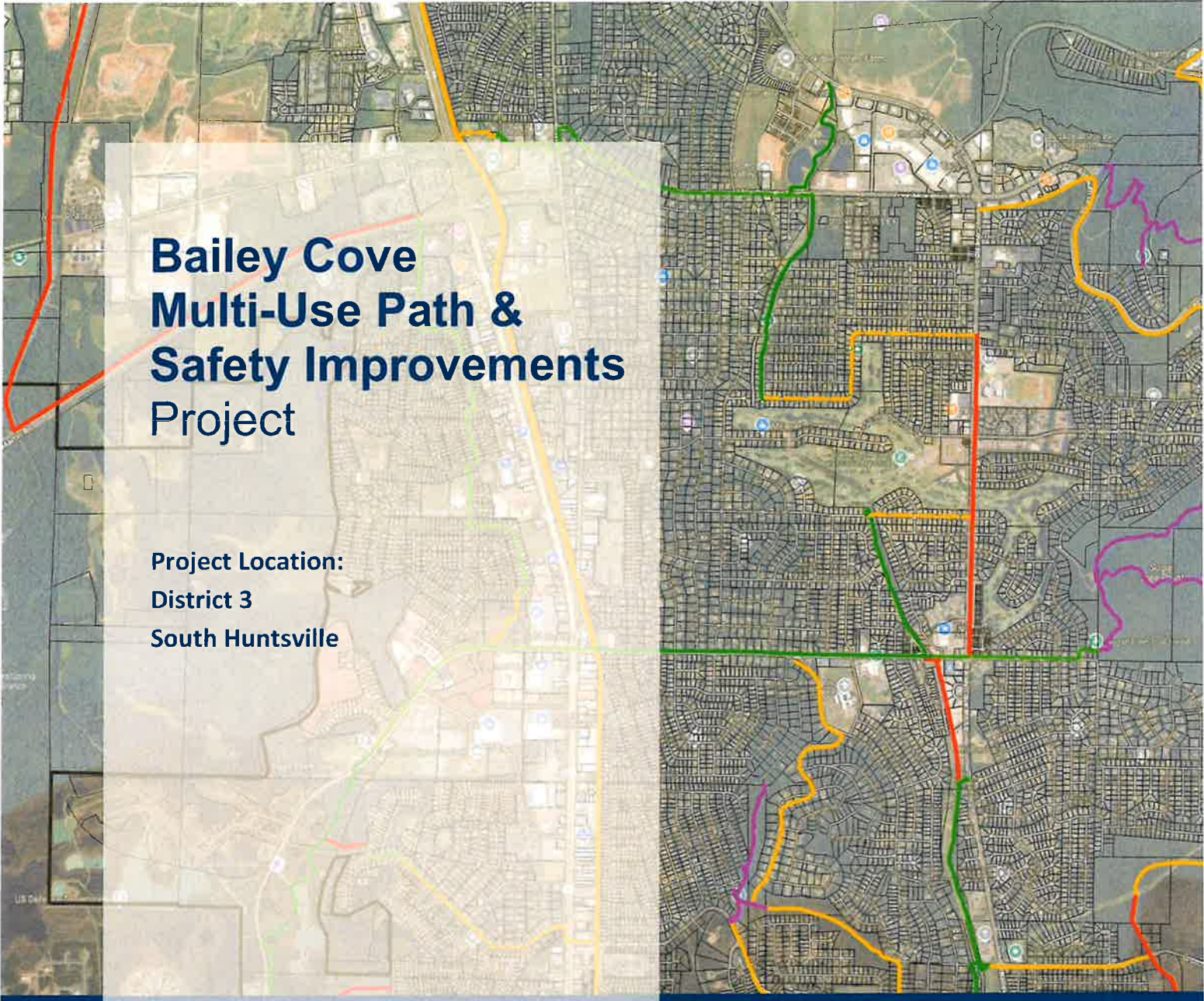
BE IT FURTHER RESOLVED that this resolution shall become effective immediately upon approval and adoption by the Council, the public welfare requiring it.

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



Bailey Cove Multi-Use Path & Safety Improvements Project

Project Location:
District 3
South 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>305 Fountain Circle, Huntsville, AL 35801</u>
Phone:	<u>(256) 427-5005</u>
Email:	<u>carol.atchley@huntsvilleal.gov</u>
Project Manager:	<u>Dennis Madsen</u>
Title:	<u>Manager of Urban & Long Range Planning</u>
Mailing Address:	<u>305 Fountain Circle, Huntsville, AL 35801</u>
Phone:	<u>(256) 427-5101</u>
Email:	<u>dennis.madsen@huntsvilleal.gov</u>

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

The City of Huntsville, Alabama is seeking Transportation Alternatives funding for the construction of the “Bailey Cove Multi-Use Path & Safety Improvements Project,” which includes 2.4 miles of 12-foot-wide ADA-compliant multi-use paths along Bailey Cove Road and Four Mile Post Road, and intersection safety enhancements at the Bailey Cove Road/Blevins Gap Road intersection. This important project will provide essential connectivity and safety to South Huntsville residents, connecting multiple subdivisions, major amenities, and schools. This will ultimately create a walking and biking network that will connect every home in the Bailey Cove area to safe and protected alternative transportation routes for schoolchildren and seniors, provide protected pathways to major community amenities, such as the newly renovated and expanded Sandra Moon Community Complex/South Huntsville Public Library (the former Grissom High School), and the Jones Valley Shopping Center, and provide safety enhancements and traffic calming along Bailey Cove Road. When completed, the multi-use path and safety enhancements will provide an alternate north-south route along Bailey Cove Road and east-west connector along Four Mile Post Road to ultimately connect with the Aldridge Creek Greenway. Providing alternative transportation and pedestrian safety improvements will result in fewer people driving these corridors, helping to alleviate high speeds and prevent traffic fatalities, in alignment with the City’s Vision Zero goals. In recent years, traffic has increased in this area due to the renovation and expansion of the Sandra Moon Complex as a major community hub, and the Valley Bend Shopping Center at Jones Valley, which has added additional stores, restaurants, and a movie theater. Bailey Cove Road and (part of) Four Mile Post Road are considered minor arterials as illustrated in the City of Huntsville Major Street Plan. Both roads have seen major increases in traffic in recent years, especially Four Mile Post Road, where traffic counts have doubled in the last twenty years. After the closure and relocation of Grissom High School in 2015 (now the Sandra Moon Complex), traffic counts dropped along Bailey Cove Road, but with the opening and addition of more community activities at the Sandra Moon Complex, and the retail, entertainment, and recreational expansion at Valley Bend, traffic counts are back up passed peak levels. (See all tenants: <https://valleybend.com/shop/>)

The project will involve the addition of 1.2 miles of 12-foot-wide ADA-compliant multi-use concrete path running along the east side of Bailey Cove Road, between Weatherly Road and Blevins Gap Road (at the Sandra Moon Complex), traffic safety improvements at the Bailey Cove and Blevins Gap intersection, and continuing the multi-use path along the west side of Bailey Cove Road and turning west to continue on the south side of Four Mile Post Road for another 1.2 miles eventually connecting with the Atwood Linear Park and Greenway at Jones Family Park. This route will provide safe connection from the existing Weatherly Road multi-use path to the Sandra Moon Complex and to the burgeoning Jones Valley Shopping Center and Jones Family Park. There are multiple schools within the area, including the Ardent Preschool and Daycare at Jones Valley, Weatherly Elementary School, and Whitesburg Elementary and Middle School. The intersection improvements will involve the removal of the turning “slip lane” on Blevins Gap Road and tightening the turning radius, Accessible audible pedestrian buttons, ADA ramps with truncated domes, new pole, cabinet, and wiring, new Flashing Yellow Arrow (FYA) signal heads, repositioning the mast arms, and adjusting/restriping the crosswalks. These safety improvements will provide much-needed traffic-calming measures to discourage speeding and make the intersection more pedestrian-friendly, supporting the new multi use path. These changes will help reduce speeding through the intersection from west to north and shorten pedestrian crossing distances. Pedestrian signals and audible push buttons will provide Accessibility for people with disabilities and an aging population in the area. The multi-use path component will involve minor grading and stormwater drainage controls, and the entire project is located within City of Huntsville right-of-way. In total, the Bailey Cove Multi-Use Path & Safety Improvements Project will provide 2.4 miles of safety and connectivity to this area of the city.

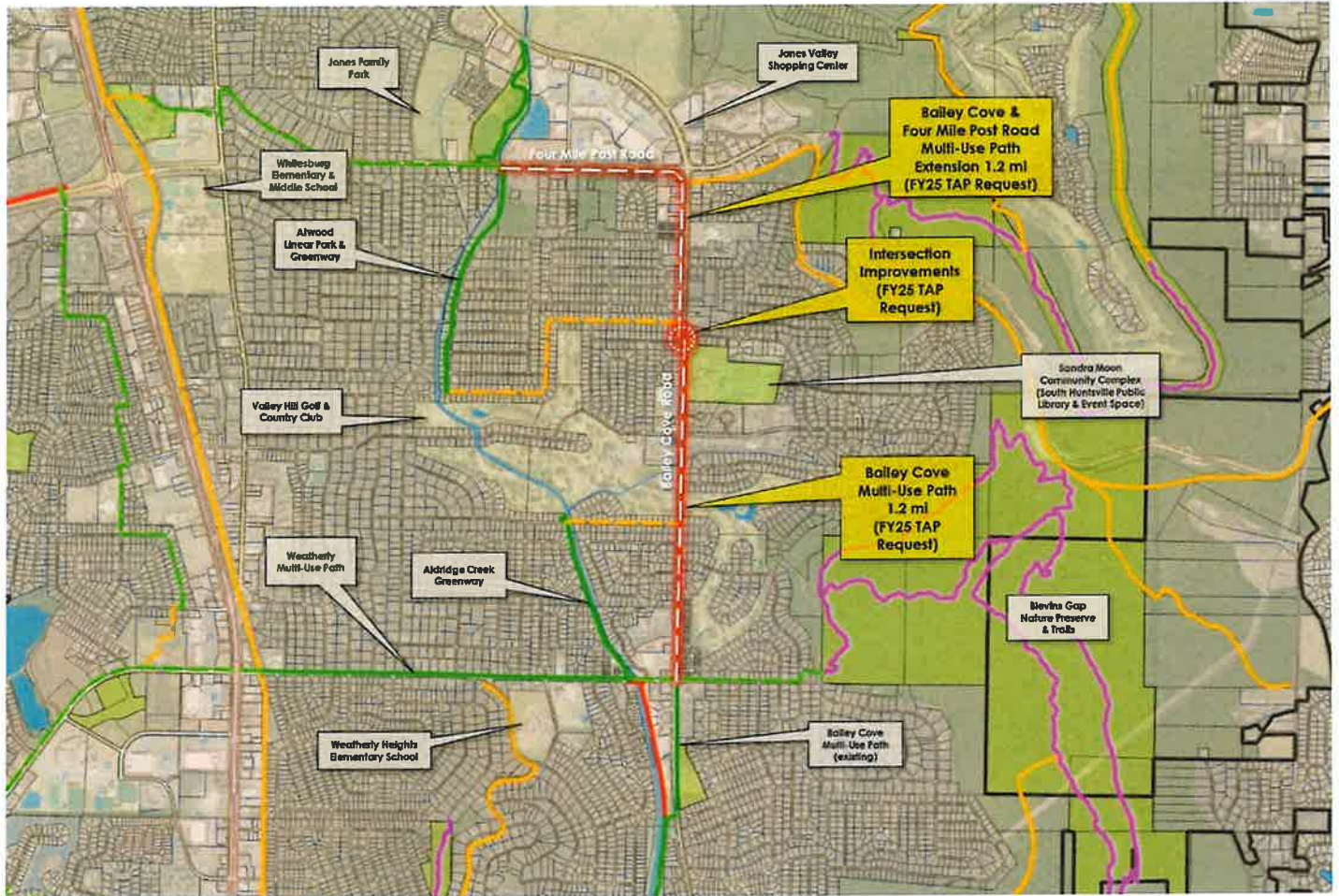
Engineers have estimated the preliminary project cost for the Bailey Cove Multi-Use Path & Safety Improvements Project to be \$1,830,750. This includes activities associated with preliminary engineering (PE) and construction, engineering, and inspection (CEI). As the applicant, the City of Huntsville understands the funding request is only up to \$800,000 and will provide local funding for the remainder of the project cost, or \$1,030,750.

The funding will support the following eligible TAP activities:

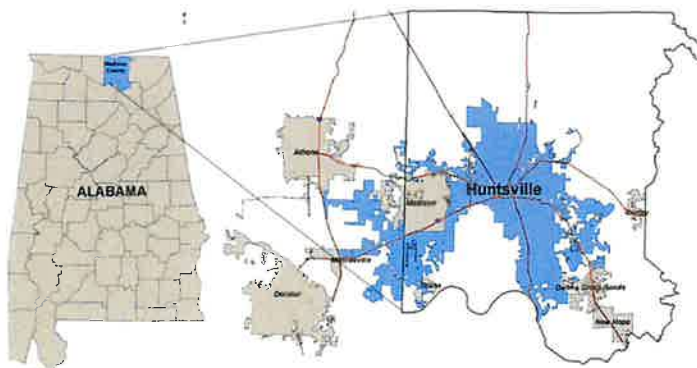
- * the design and construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, senior adults, and individuals with disabilities; and
- * the design and construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation. (The multi-use path consists of a 12-foot wide concrete path 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.

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 Bailey Cove Multi-Use Path & Safety Improvements Project is located in South Huntsville, which consists of Council District 3, one of the fastest growing districts in the city. From 2010 to 2020, District 3 added more than 1,678 housing units. With the growth and expansion of major community hubs, such as the Sandra Moon Community Complex and South Huntsville Library & Event Center, the new Grissom High School, as well as additional retail and recreational amenities at Jones Farm and Ditto Landing, the district continues to grow and is considered one of the more desirable areas to live in Huntsville.

FY25 HUNTSVILLE MPO TAP APPLICATION



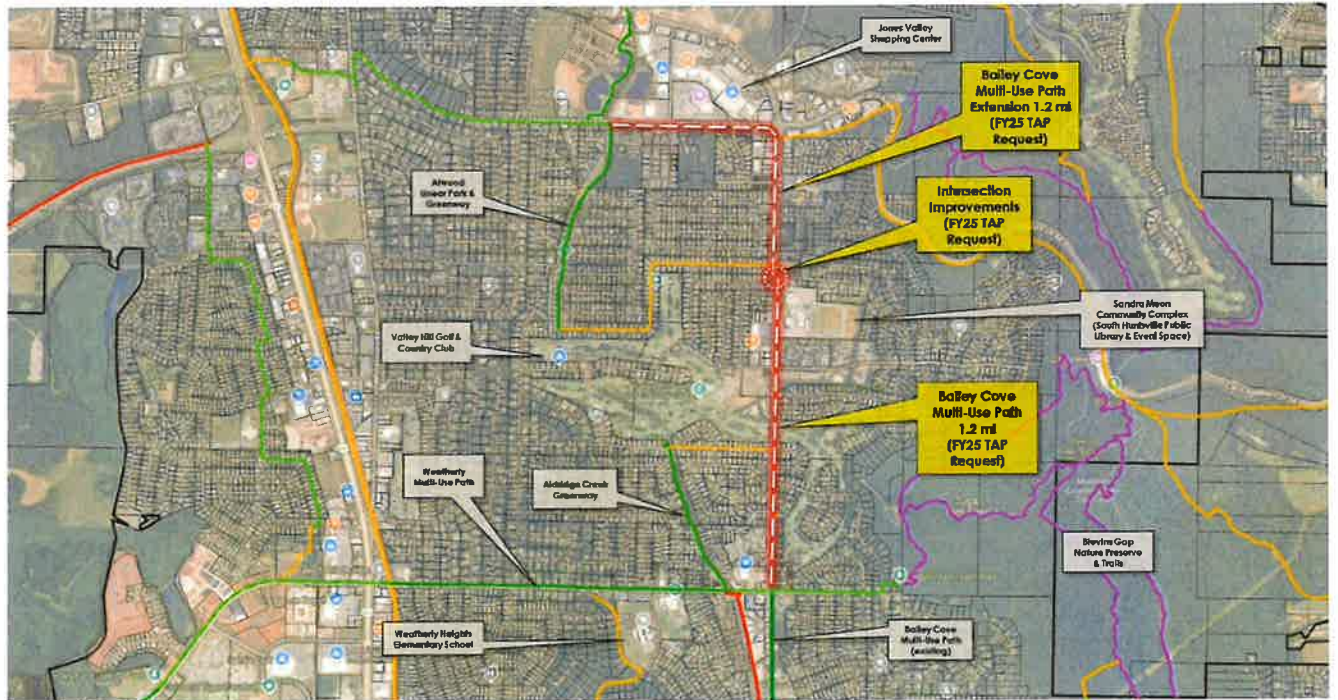
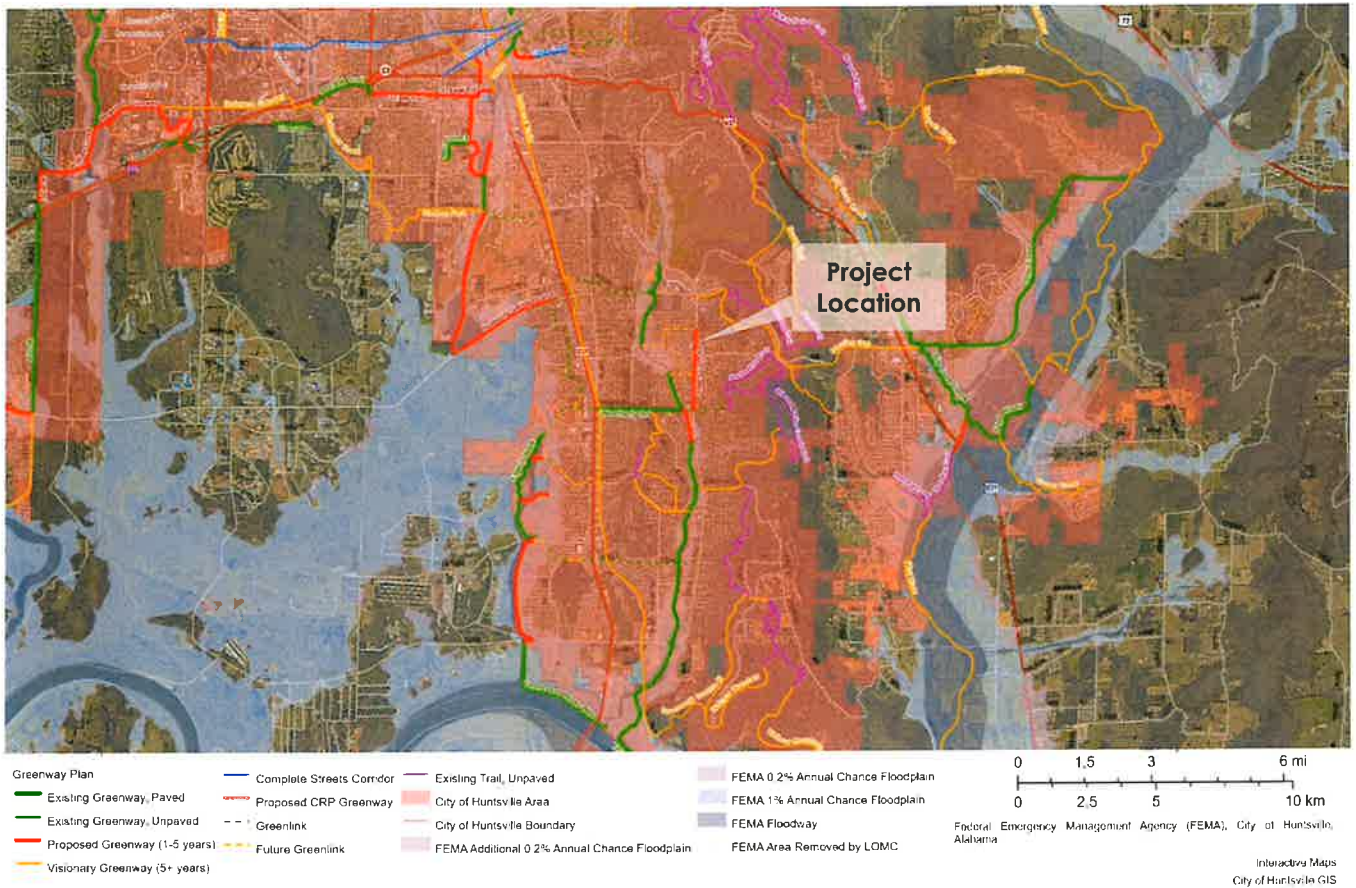
Project Area Map

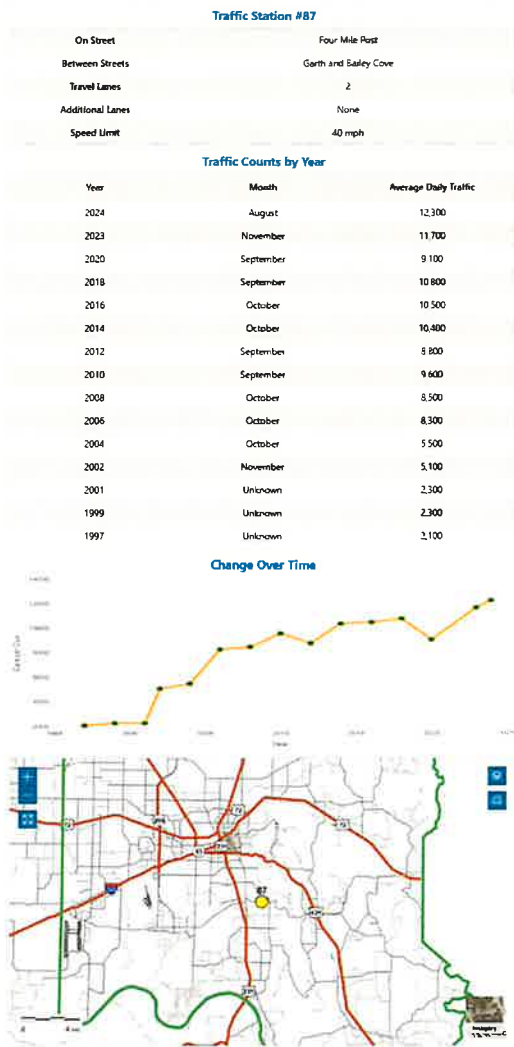


Race (% of Total Population)	2010	2020
White	57.7%	55.17%
Black or African American	30.7%	31.8%
Native American	0.4%	0.4%
Asian	2.6%	2.51%
Pacific Islander	0.1%	0.12%
Other Races	n/a	2.9%
Two or More Races	2.8%	3%
Hispanic or Latino	6.2%	7.75%
Total Population	180,105	215,006
Median HH Income	\$53,870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

Huntsville Demographics

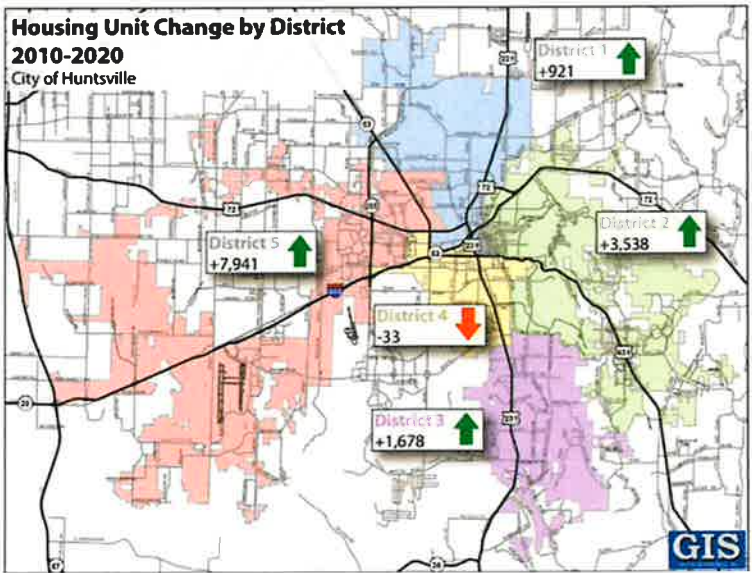
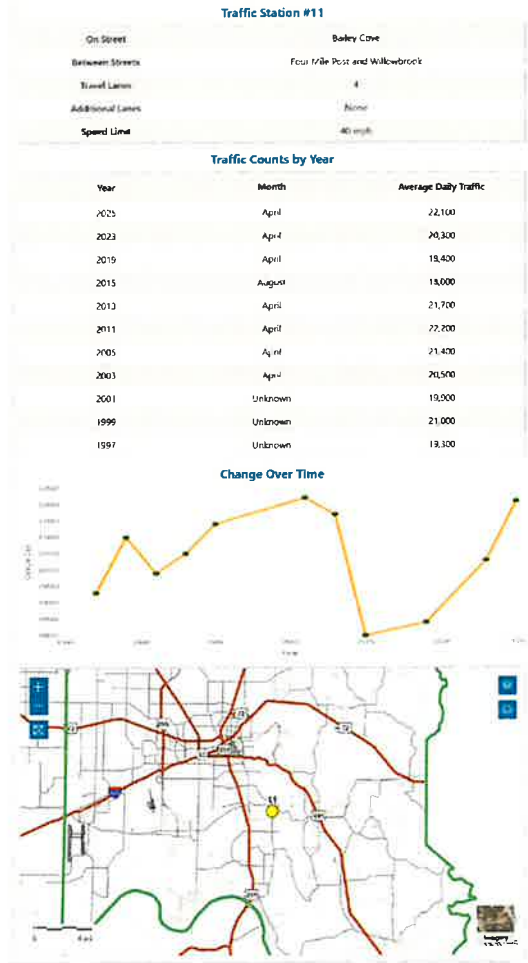
FY25 HUNTSVILLE MPO TAP APPLICATION

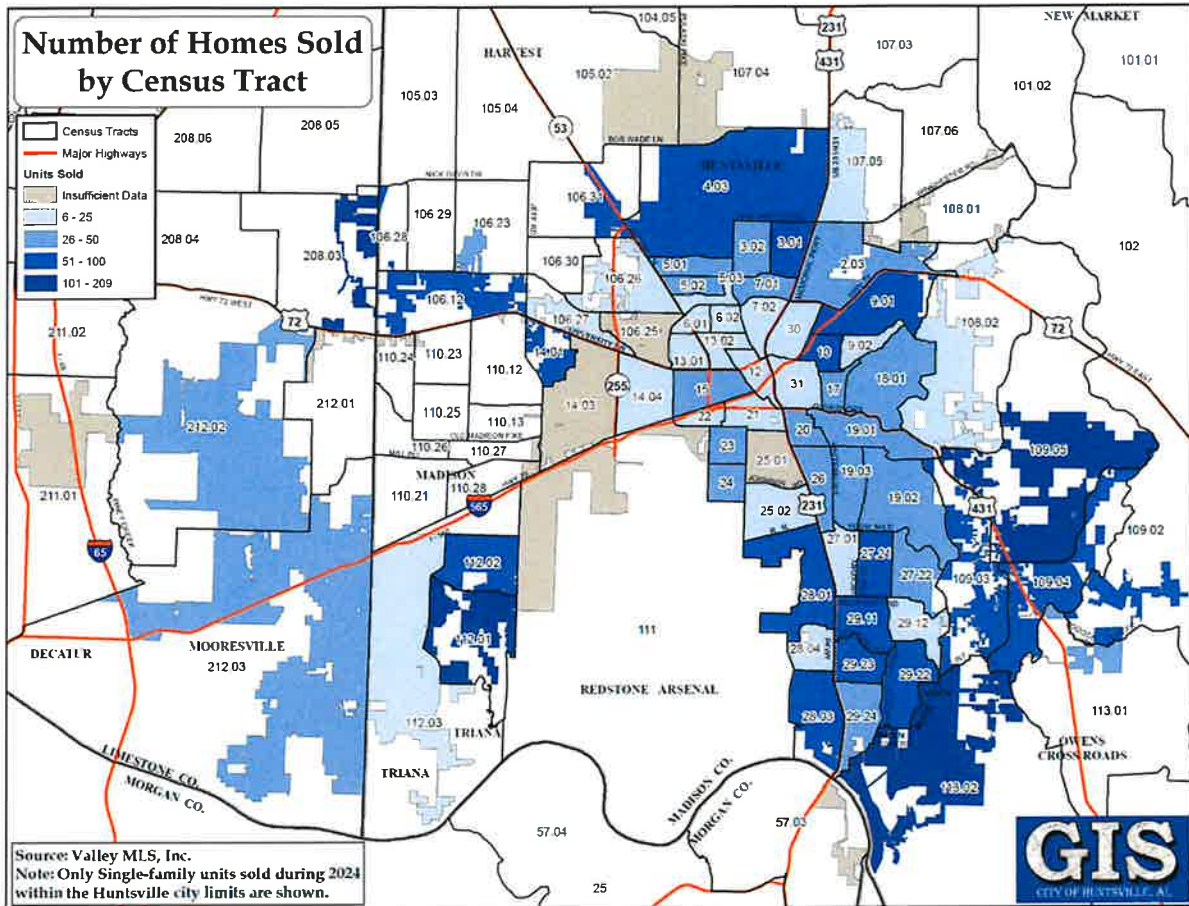




The above charts represent historic traffic counts for the Bailey Cove Road and Four Mile Post Road corridors.

The adjacent map represents residential growth in the five council districts between the years 2010 and 2020.





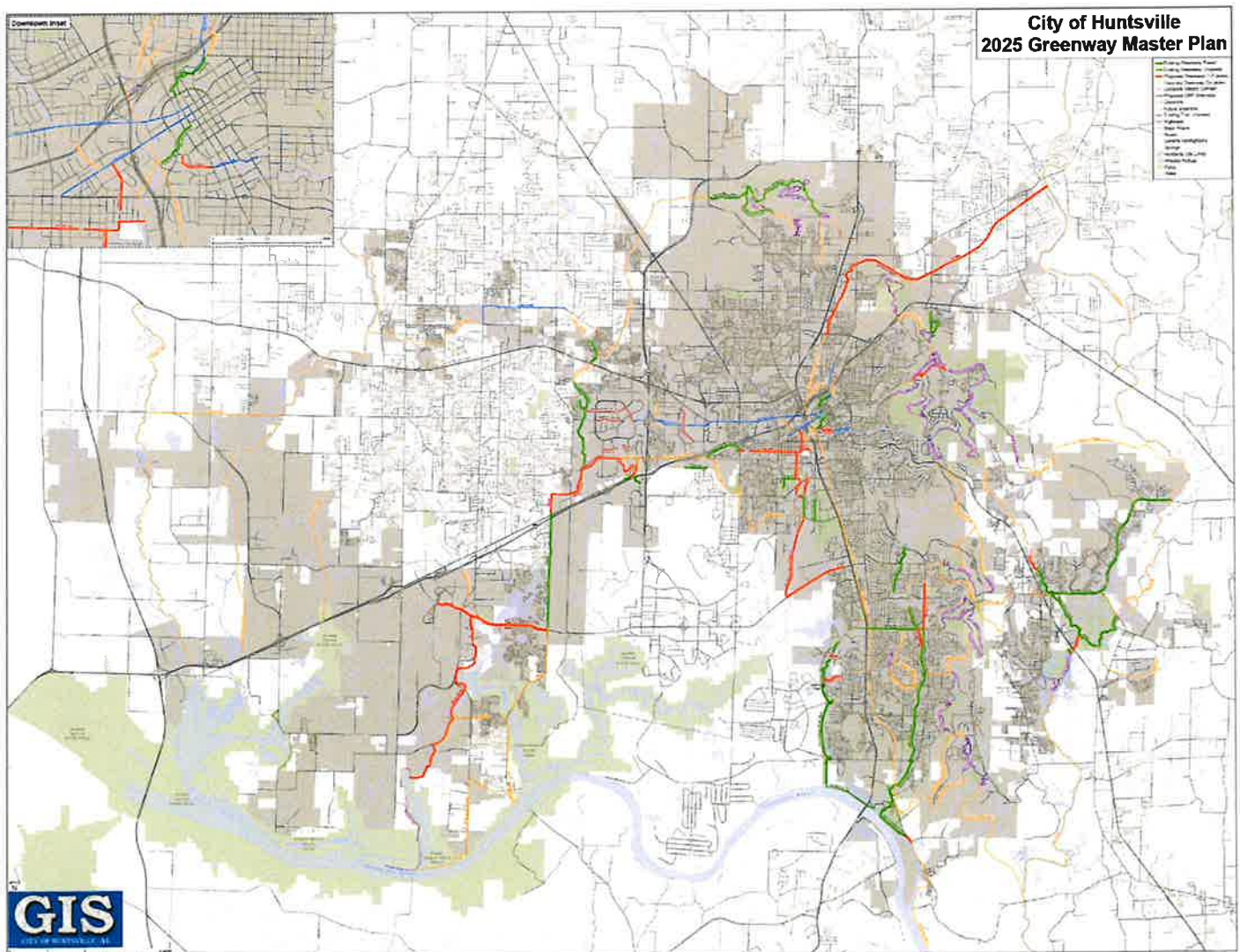
C. Describe how the proposed project improvements meet the intent of the Transportation Alternatives Set-Aside Program; (Refer to the Competitive Selection criteria of the TAP Guidance).

The Bailey Cove Multi-Use Path & Safety Improvements Project will meet the intent of the Transportation Alternatives Set-Aside Program in the following ways:

- 1) Promotes safety by reducing and improving conflict points at a major intersection along a minor arterial, and provides separation for non-motorized travel with the installation of a protected, off-road multi-use path that will support bicycle and pedestrian mobility.
- 2) Increases local transportation options by promoting active transportation and, such as walking, biking, and rolling, thereby decreasing the vehicular footprint in the area. The project also encourages multimodal options by providing a safe, protected mode of transportation separated from automobile traffic, as well as improved safety enhancements, meeting the needs of non-motorized users.
- 3) Provides community enhancements by improving usability of existing facilities, is located within an existing public right of way; improves access to quality of life enhancement by providing connectivity to major neighborhood amenities, such as community hubs, retail opportunities, and recreational opportunities. Provides safe routes to school for nearby schoolchildren, and provides Accessible pathways and Accessible pedestrian crossings for vulnerable populations, such as school children, people living with a disability, and seniors living in the area. Provides residents safe access to community amenities, such as the Sandra Moon Community Complex and South Huntsville Public Library and Event Center, Jones Family Park recreational opportunities, Aldridge Creek Greenway connectivity, and a major retail shopping center for the city. Provide connectivity to essential services, such as schools, daycares, and healthcare facilities located at the Jones Valley commercial center. Improves public health and physical activity by encouraging active transportation modes of travel to community centers and schools, alleviating automobile dependence. Active lifestyles help improve public health outcomes and also improves air quality by reducing vehicular congestion and carbon emissions on local roadways. The Project also 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. This is particularly important for alleviating the transportation cost burden for carless populations living in the area.
- 4) Greenways and multi-use paths provide healthier local transportation options and promote mobility for communities isolated by distance that may otherwise have limited access to essential services, such as healthcare, access to quality food, and employment and educational opportunities. Multi-use paths that are sustainably designed and well maintained allow users better access to natural areas and recreational activities, promoting healthier lifestyles. The Bailey Cove multi-use path is a 12-foot-wide ADA-compliant concrete path that will provide enhanced services for Individuals with Disabilities and will improve transportation options for the growing aging population in the area.

The Bailey Cove Multi-Use Path & Safety Improvements Project is part of several larger comprehensive plans and local initiatives: 1) the City of Huntsville Greenway Master Plan, and 2) the City of Huntsville's Vision Zero Huntsville Multimodal Safety Action Plan effort.

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 Bailey Cove multi-use path was identified as a priority greenway and is listed as a "Proposed Greenway (1-5 years)" on the Greenway Master Plan.



Greenway Master Plan 2025



VISION ZERO HUNTSVILLE

Vision Zero is Huntsville's plan to reduce the number of traffic related fatalities and serious injuries to zero.

Listen, learn and speak at one of our upcoming community meetings.

As the city's population continues to increase, so too has traffic-related crashes in the region. In 2022, the Huntsville City Council passed a resolution committing to Vision Zero, or zero traffic fatalities and serious injuries by 2055. Vision Zero is an international movement with a goal to eliminate traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. In 2023, the City of Huntsville Planning Department began a long-range planning initiative to reduce and eliminate

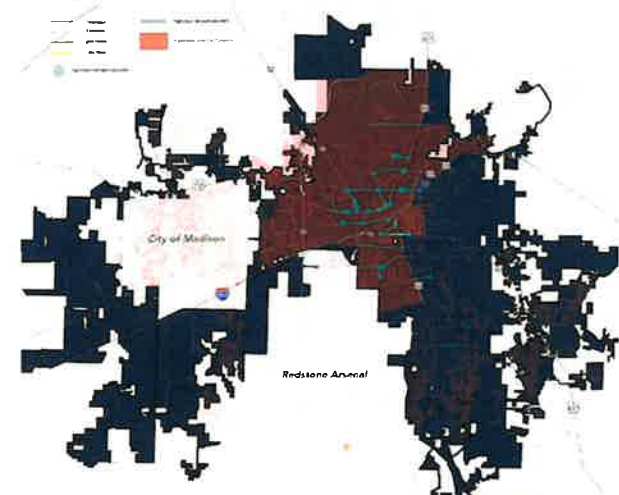
traffic-related incidents throughout the municipality. A robust community outreach effort began in April 2023 to solicit as much public input as possible to engage stakeholders and inform the plan. A 25-member task force was created made up of public and private-sector individuals representing the diverse interests and needs of the community. A Preliminary Findings Report was produced in July 2023 that contained a detailed crash analysis and identified High-Injury Networks (HIN) for all modes of transportation, with special focus on vulnerable roadway users. The City is actively investing in infrastructure improvements, as well as behavioral-focused initiatives, such as the Hands-Free Ordinance to address distracted driving. While the majority of fatal and serious injury crashes are occurring in the central parts of the city, other parts of the city are not immune. Just this year, there was a bicyclist fatality that occurred along the Bailey Cove corridor. Huntsville is also including a citywide Safe Routes to School planning initiative as part of the City's Vision Zero effort. While some safety enhancements have been made just recently along the 5.3-mile Bailey Cove corridor, the City desires to continue expanding safe, protected multimodal routes along this important arterial to support the many neighborhoods, schools, community and commercial hubs, and recreational opportunities located nearby.

HIGH INJURY NETWORK (HIN)

When it comes to advancing Vision Zero, data is crucial to set goals and strategies and measure progress to eliminate roadway fatalities and serious injuries. A key step is identifying the community's High Injury Network (HIN) to illustrate where the patterns and high numbers of traffic fatalities and serious injuries are occurring. However, identifying the High Injury Network is only the first of several important steps. It is strongly recommended by Vision Zero advocates and the Department of Transportation to start with identifying and mapping out your community's HIN by analyzing where the high numbers of roadway fatalities and severe injuries are occurring over a period of time (it is recommended at least over a five year period). Both fatalities and severe injuries should be tracked within all modes of transportation as serious crashes still have life-altering impacts or could have easily been fatal. Moreover, tracking serious injuries provides an opportunity to analyze growing severity or risk. The HIN Mapping Analysis helps decision-makers see where the high-risk areas are and helps identify where greater investment needs to be focused. This helps prioritize investment in areas that need it most and in communities of concern that have been historically disadvantaged or underserved due to past inequities and unfair planning practices. Emphasizing equitable investment in the transportation system especially in areas that experience high crash rates will help the city prioritize investment with the ultimate goal to prevent fatalities and serious injuries and save lives. In addition, the Equity Analysis and the HIN Analysis helps planners and traffic engineers identify where there are concentrations of vulnerable roadway users. By identifying streets with the highest concentration of traffic collisions that result in death or serious injuries, Huntsville can work to improve roadway design and reduce the risk of future collisions.



BICYCLIST HIN & HOT SPOTS VULNERABLE AREAS OF CONCERN



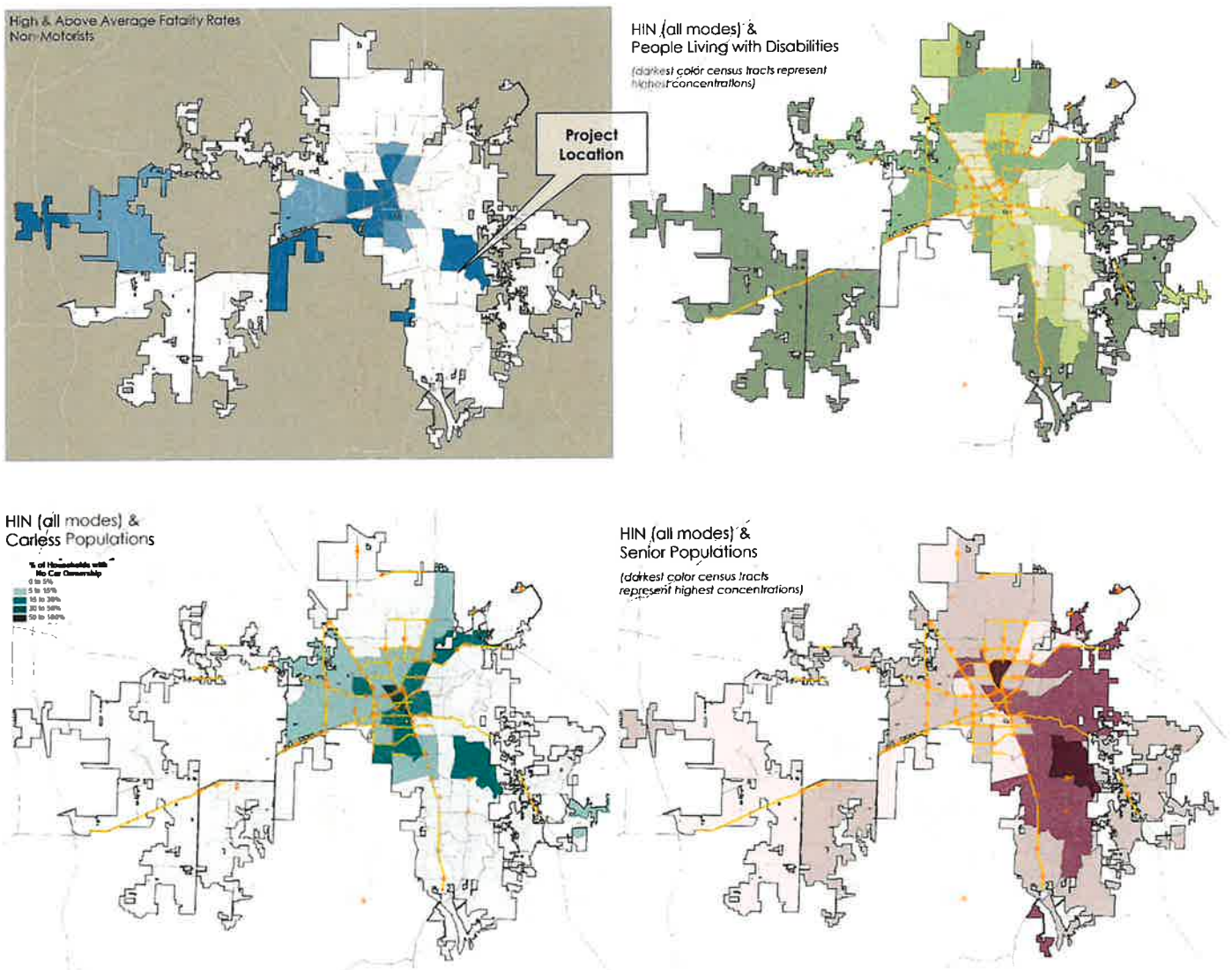
MOST UNSAFE ROADWAYS FOR BICYCLISTS:

- University Drive
- Oakwood Avenue
- Holmes Avenue
- Jordan Lane
- Clinton Avenue
- Governors Drive
- Sparkman Drive
- Pulaski Pike
- Martin Lake Road
- Meridian Street
- Drake Avenue
- Triana Boulevard
- Airport Road
- Bob Wallace Avenue
- Blue Spring Road

State : Local Bike HIN Ratio = 18.4% : 81.6%

98.8% of the Bicyclist HIN is located in Vulnerable Areas of Concern

Along with the High-Injury Network analysis, the Vision Zero Huntsville planning effort found that there are high concentrations of senior populations living in South Huntsville, as well as high concentrations of people living with disabilities. There is a large pocket of concentration of carless populations living adjacent to the project area. This pocket also contains high and above average fatality rates for non-motorists. These demographics indicate a clear need for safer, more Accessible alternative transportation sources in the area. The Vision Zero Huntsville Multimodal Safety Action Plan outlines a framework of actionable items the city is pursuing to address safety concerns throughout the city in an effort to reduce the number of traffic related fatalities and serious injuries to zero by 2055. Among the action items is to prioritize safety Interventions within vulnerable areas of concern. These interventions include providing protected alternative transportation routes along high-need corridors and enhancing safety and accessibility at multimodal intersections, such as the ones proposed in the Bailey Cove Multi-Use Path & Safety Improvements Project.



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

Engineers have estimated the preliminary project cost for the Bailey Cove Multi-Use Path & Safety Improvements Project to be \$1,830,750. This includes activities associated with preliminary engineering (PE) and construction, engineering, and inspection (CEI). The City of Huntsville is requesting \$800,000 in TAP funding, and will provide local funding for the remainder of the project cost, or \$1,030,750. The cost for PE is estimated to be \$100,000, and the cost for CEI is estimated to be \$225,750.

- 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 property owner involved with the Project. All of the Bailey Cove Multi-Use Path & Safety Improvements Project is located entirely within City of Huntsville Right-of-Way.

- 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.**

There are no cultural or environmental resources or historic buildings, homes, or structures that will be impacted by the Project.

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

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

FY25 HUNTSVILLE MPO TAP APPLICATION

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													
	Submit Environmental Documents												
Final Design Plans Review & Approval	Coordinate with ALDOT for Design Plans Review												
Project/Specification/Estimate (PSE) Review to Region	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 Public Works, Landscape Management, and Traffic Engineering departments. Mowing and any necessary clearing will be the responsibility of the Landscape Management Department. Intersection improvements, such as signalization, signage, and restriping are the responsibility of the Traffic Engineering Department. The concrete path will be maintained as needed and ramp elements inspected and replaced as necessary. A maintenance schedule, to be determined by the City Engineer in coordination with Public Works and Traffic Engineering, will be prepared to ensure proper maintenance for extending the life of the improvements. Funding for greenway multi-use path maintenance is outlined in the city's 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 multi-use path without encountering obstacles. The multi-use path and intersection improvements will include ADA ramps and Accessible audible pedestrian signals for vision impaired users. Offering the option for people to use the multi-use path to travel to essential services in the area without using a vehicle will provide better access to vulnerable and carless populations and those with socioeconomic barriers. Carbon emissions reduction will occur due to the provisions of non-motorized transportation alternatives, which will mitigate the negative effects to the environment created by automobiles.

According to the CDC Environmental Justice Index (EJI), an indicator of 0.75 or greater indicates a high prevalence of a chronic condition. The Project Location (Census Tracts 27.01 and 27.21) received the following EJI scores greater than 0.75:

FY25 HUNTSVILLE MPO TAP APPLICATION

Census Tract: 27.01 Madison County, Alabama

Overall EJ Rank: Moderate-High 0.58

The ranking is Moderate-High for Census Tract 27.01 when compared to other US communities.

Social Vulnerability Rank	Environmental Burden Rank	Health Vulnerability Score	3 of 5	EJ + Climate Burden Rank
0.40 Low-Moderate	0.41 Low-Moderate	0.62 Moderate-High		0.62 Moderate-High
Racial/Ethnic Minority Status 0.27 Low-Moderate	Air Pollution 0.48 Low-Moderate	High Pre-existing Chronic Disease Prevalence Sum 3 No		Climate Burden Rank 0.61 Moderate-High
Socioeconomic Status 0.34 Moderate-High	Climate 0.32 Low-Moderate	Asbestosis Yes		Heat 0.04 Low
Poverty 0.36 Low-Moderate	Fine Particulate Matter 0.00 Low	Cancer Yes		Coronary Heart Disease Yes
No High School Diploma 0.58 Moderate-High	Diurnal Particulate Matter 0.61 Moderate-High	Diabetes Yes		Extreme Heat Days 0.04 Low
Unemployment 0.71 Moderate-High	Air Toxin Cancer Risk 0.50 Low-Moderate	Poor Mental Health No		Wildfire 0.21 Low
Renters 0.65 Moderate-High	Potentially Hazardous & Toxic Sites 0.28 Low-Moderate			Wildfire Smoke 0.21 Low
Housing Cost Burden 0.57 Moderate-High	National Priority List Sites 0.00 Low			Wildfire Frequency 0.00 Low
Lack of Health Insurance 0.20 Low	Toxic Release Inventory Sites 0.65 Moderate-High	Extreme Events 0.89 High		Coastal Flooding Frequency 0.00 Low
Lack of Internet Access 0.55 Moderate-High	Transportation, Storage, and Disposal Sites 0.00 Low	Coastal Flooding Frequency 0.00 Low		Drought Frequency 0.66 Moderate-High
Household Characteristics 0.37 Low-Moderate	Risk Management Plan Sites 0.00 Low	Reverse Flooding Frequency 0.79 High		Hurricane Frequency 0.37 Low-Moderate
Age 65 and Older 0.89 High	Coal Mines 0.00 Low	Hurricane Frequency 0.37 Low-Moderate		Tornado Frequency 0.00 Low
Age 17 and Younger 0.07 Low	Lead Mines 0.00 Low	Strong Winds Frequency 0.80 High		
Children with a Disability 0.81 High	Built Environment 0.39 Low-Moderate			
English Language Proficiency 0.00 Low	Lack of Recreational Parks 0.64 Moderate-High			
Housing Type 0.28 Low-Moderate	Housing Built Pre-1980 0.38 Low-Moderate			
Group Quarters 0.00 Low	Lack of Walkability 0.92 Moderate-High			
Mobile Homes 0.54 Moderate-High	Transportation Infrastructure 0.70 Moderate-High			
	High Volume Roads 0.59 Moderate-High			
	Railways 0.81 High			
	Airports 0.00 Low			
	Water Pollution 0.47 Low-Moderate			
	Impaired Surface Water 0.87 Low-Moderate			

Date: 9/29/2025, 9:12:49 PM Website: https://atdr.cdc.gov/place_health/whyskyexplorer.html
Disclaimer: This is a user-generated report. The findings and conclusions are those of the user and do not necessarily represent the view of CDC.

Census Tract: 27.21 Madison County, Alabama

Overall EJ Rank: Low-Moderate 0.43

The ranking is Low-Moderate for Census Tract 27.21 when compared to other US communities.

Social Vulnerability Rank	Environmental Burden Rank	Health Vulnerability Score	3 of 5	EJ + Climate Burden Rank
0.22 Low	0.34 Low-Moderate	0.48 Low-Moderate		0.48 Low-Moderate
Racial/Ethnic Minority Status 0.21 Low	Air Pollution 0.48 Low-Moderate	High Pre-existing Chronic Disease Prevalence Sum 3 No		Climate Burden Rank 0.61 Moderate-High
Socioeconomic Status 0.18 Low	Climate 0.32 Low-Moderate	Asbestosis Yes		Heat 0.04 Low
Poverty 0.30 Low-Moderate	Fine Particulate Matter 0.00 Low	Cancer Yes		Coronary Heart Disease Yes
No High School Diploma 0.06 Low	Diurnal Particulate Matter 0.54 Moderate-High	Diabetes Yes		Extreme Heat Days 0.04 Low
Unemployment 0.11 Low	Air Toxin Cancer Risk 0.50 Low-Moderate	Poor Mental Health No		Wildfire 0.21 Low
Renters 0.73 Low-Moderate	Potentially Hazardous & Toxic Sites 0.23 Low			Wildfire Smoke 0.21 Low
Housing Cost Burden 0.35 Low-Moderate	National Priority List Sites 0.00 Low	Extreme Events 0.89 High		Wildfire Frequency 0.00 Low
Lack of Health Insurance 0.52 Moderate-High	Toxic Release Inventory Sites 0.50 Moderate-High	Coastal Flooding Frequency 0.00 Low		Drought Frequency 0.67 Moderate-High
Lack of Internet Access 0.33 Low-Moderate	Transportation, Storage, and Disposal Sites 0.00 Low	Reverse Flooding Frequency 0.79 High		Hurricane Frequency 0.37 Low-Moderate
Household Characteristics 0.77 High	Risk Management Plan Sites 0.00 Low	Hurricane Frequency 0.37 Low-Moderate		Tornado Frequency 0.00 Low
Age 65 and Older 0.90 High	Coal Mines 0.00 Low	Strong Winds Frequency 0.80 High		
Age 17 and Younger 0.52 Moderate-High	Lead Mines 0.00 Low			
Children with a Disability 0.53 Moderate-High	Built Environment 0.74 Moderate-High			
English Language Proficiency 0.38 Low-Moderate	Lack of Recreational Parks 0.63 Moderate-High			
Housing Type 0.24 Low	Housing Built Pre-1980 0.60 Moderate-High			
Group Quarters 0.00 Low	Lack of Walkability 0.87 Moderate-High			
Mobile Homes 0.49 Low-Moderate	Transportation Infrastructure 0.37 Low-Moderate			
	High Volume Roads 0.26 Low-Moderate			
	Railways 0.53 Moderate-High			
	Airports 0.00 Low			
	Water Pollution 0.61 Moderate-High			
	Impaired Surface Water 0.83 Moderate-High			

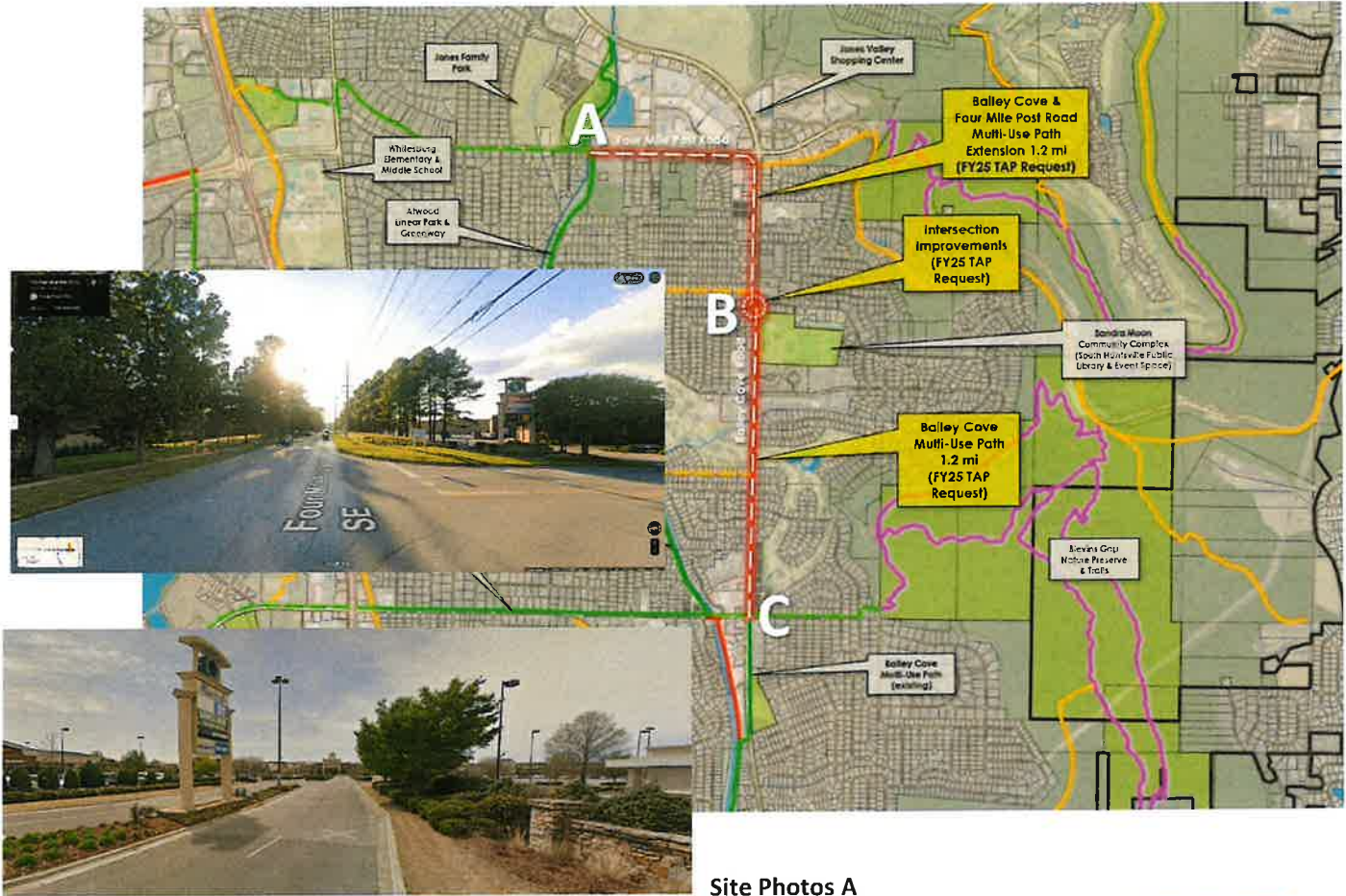
Date: 9/29/2025, 9:09:35 PM Website: https://atdr.cdc.gov/place_health/whyskyexplorer.html
Disclaimer: This is a user-generated report. The findings and conclusions are those of the user and do not necessarily represent the view of CDC.

These scores indicate a clear need for safer, cleaner, more Accessible alternative transportation sources in an area that is experiencing an aging population.

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

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



Site Photos A





Site Photos B



Sandra Moon Complex



Site Photos C



Existing 4-foot non-ADA-compliant sidewalk along Bailey Cove Road



Project will tie into recent intersection improvements at Weatherly Road Multi-Use Path

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:

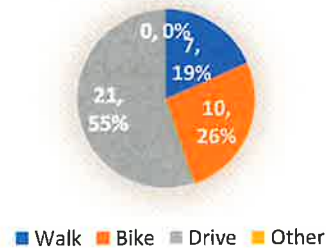
Please circle or write-in your responses to the following questions:

- 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

Responses



2) How do you usually use the greenway network?

I walk on it

-

I run on it

-

I bike on it

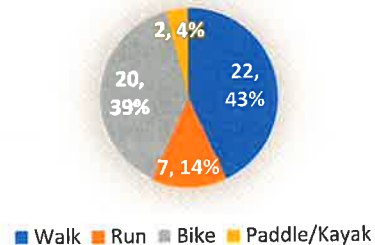
-

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

-

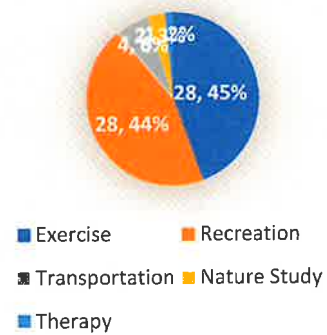
Other:

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

Responses



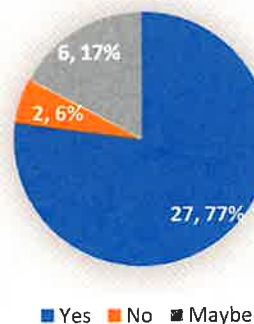
- 4) If more destinations were connected through the greenway system, would you use them as a way to reduce your vehicular trips?

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

Responses



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
 - o 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>

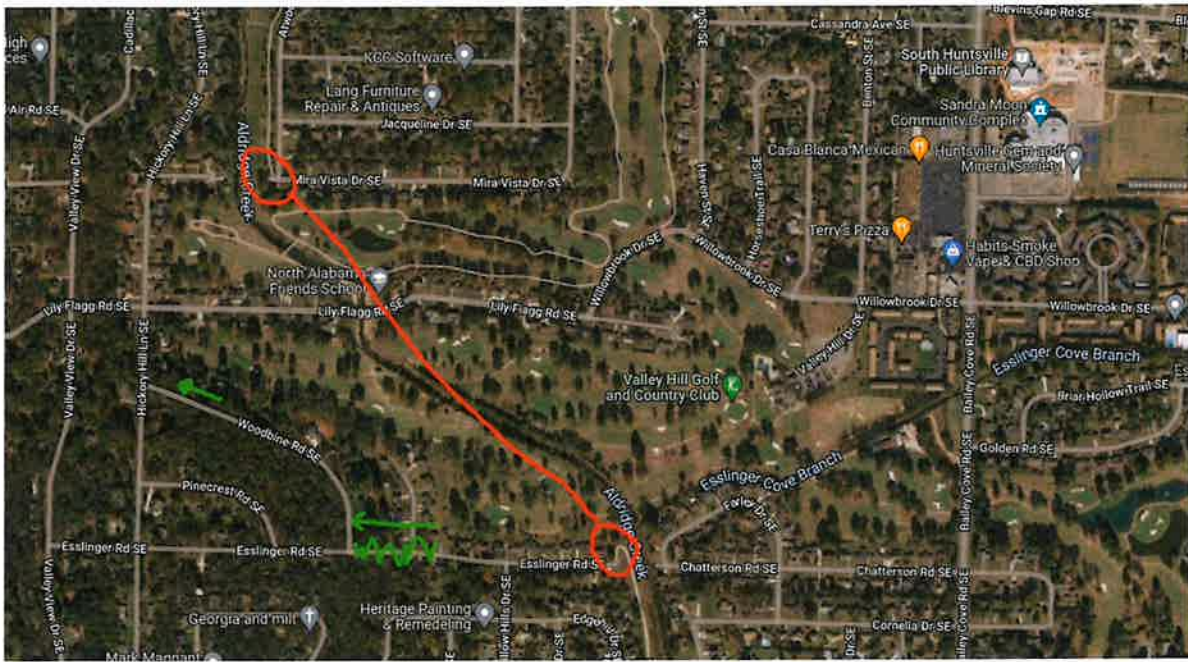
Subject: Hello and Greenway Comments

Hello Jo Beth:

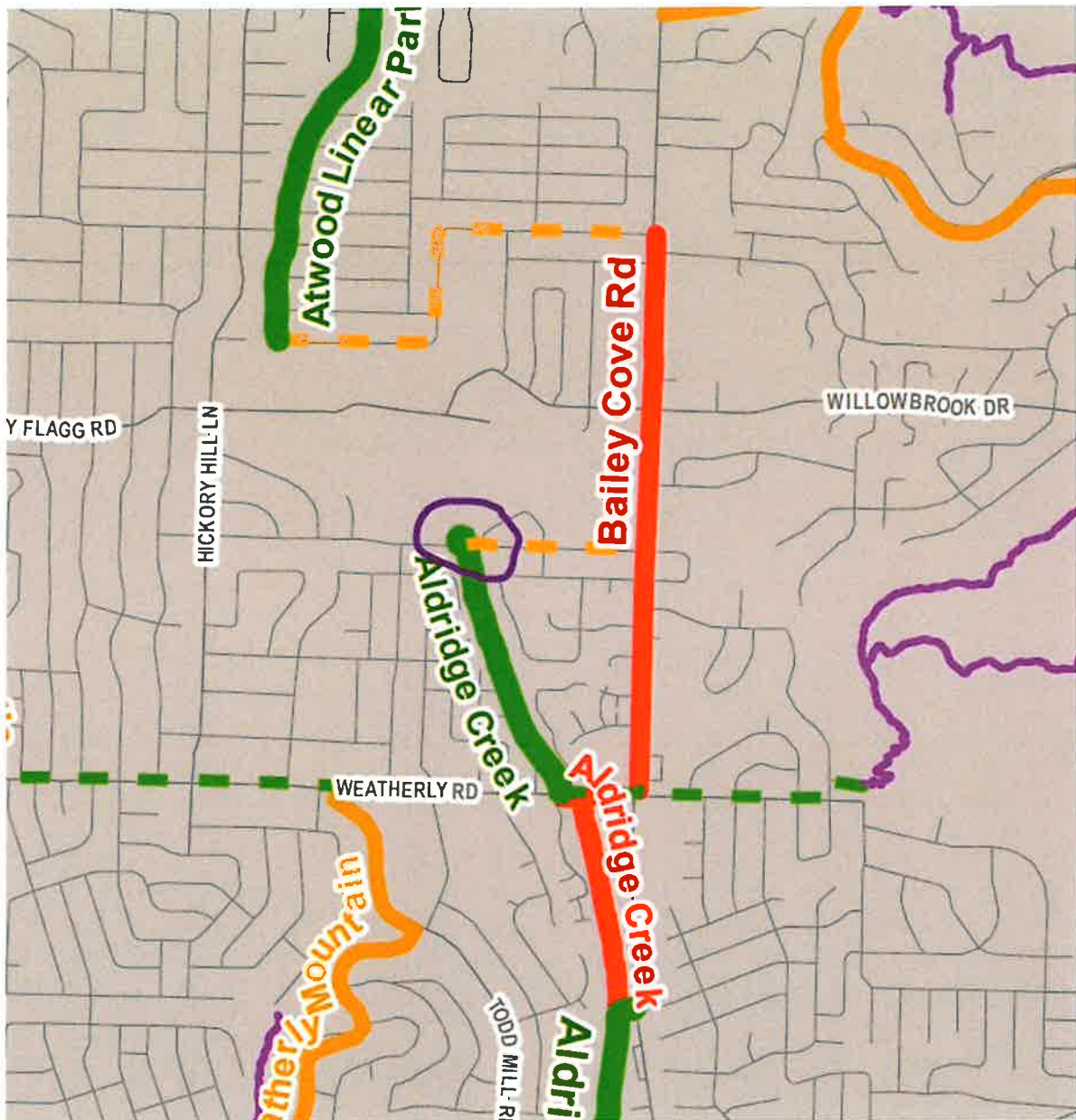
We met briefly at the HUBS/Pedal Power Expo held at STA a few weeks ago. I had planned to attend the public comment period at the SHSV library, but it was cancelled due to weather. I'm sure a lot of my thoughts were covered (or are obvious) but I wanted to go ahead and send over some problems I've noted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



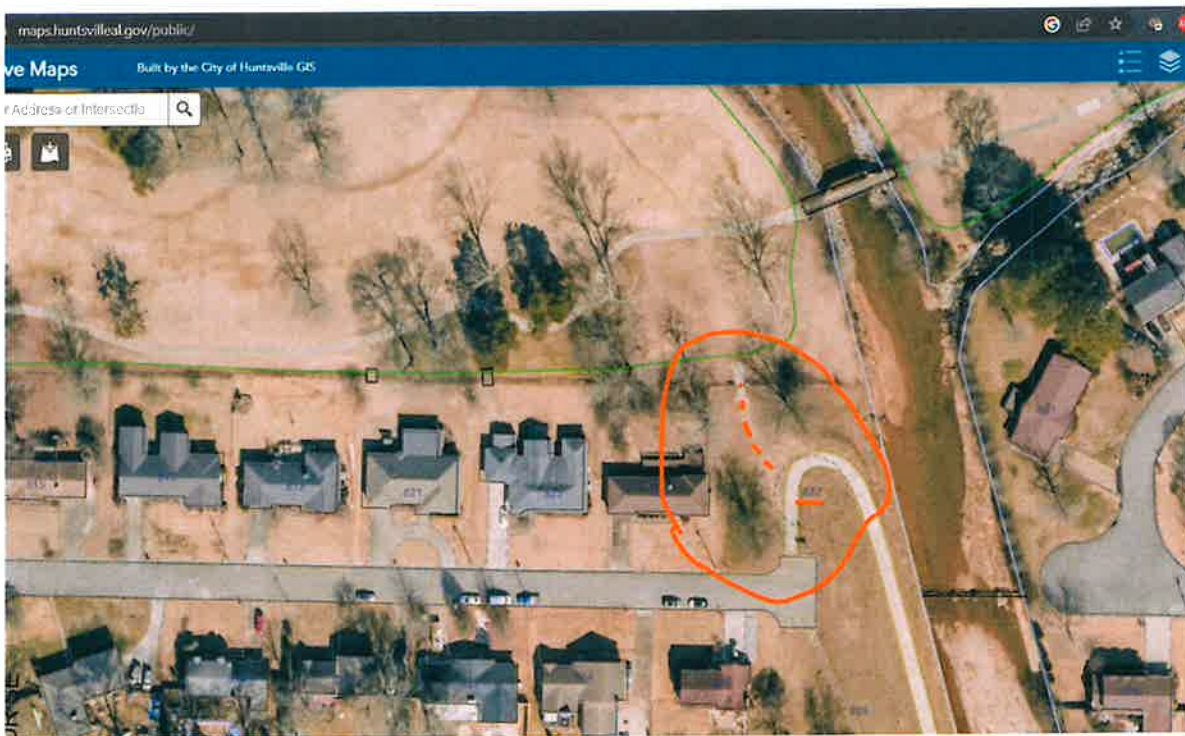
The greenway master plan proposes connecting Esslinger → Chatterson → Bailey Cove. This is roughly the widest point of Aldridge Creek, so I'm unsure how feasible this is. Also note: cycling on/beside Bailey Cove is less than ideal: it's ~40 MPH, and the sidewalks are old, narrow, choppy, and frequently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



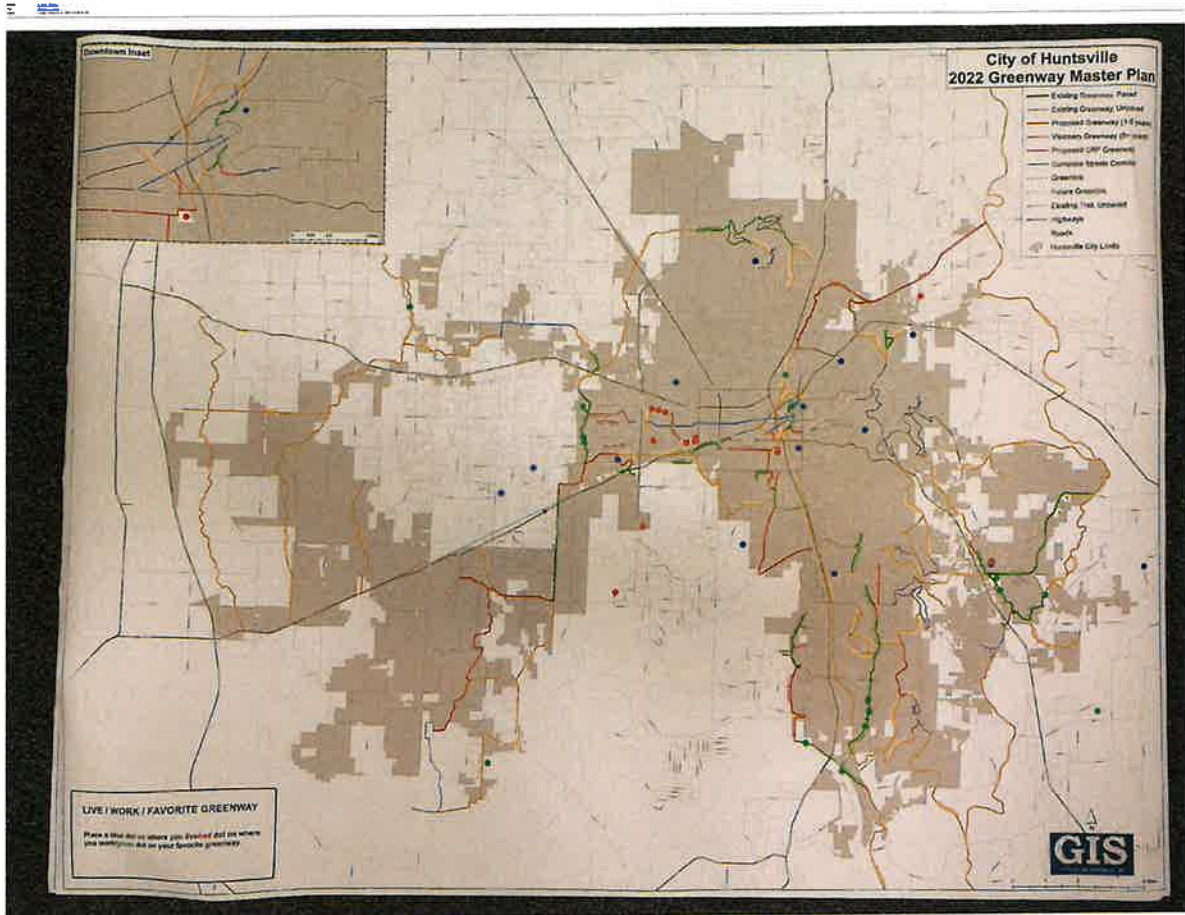


I have no idea how to solve this issue--but once you are back onto the greenway system, you can travel south all the way to ditto landing without much hassle.

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!

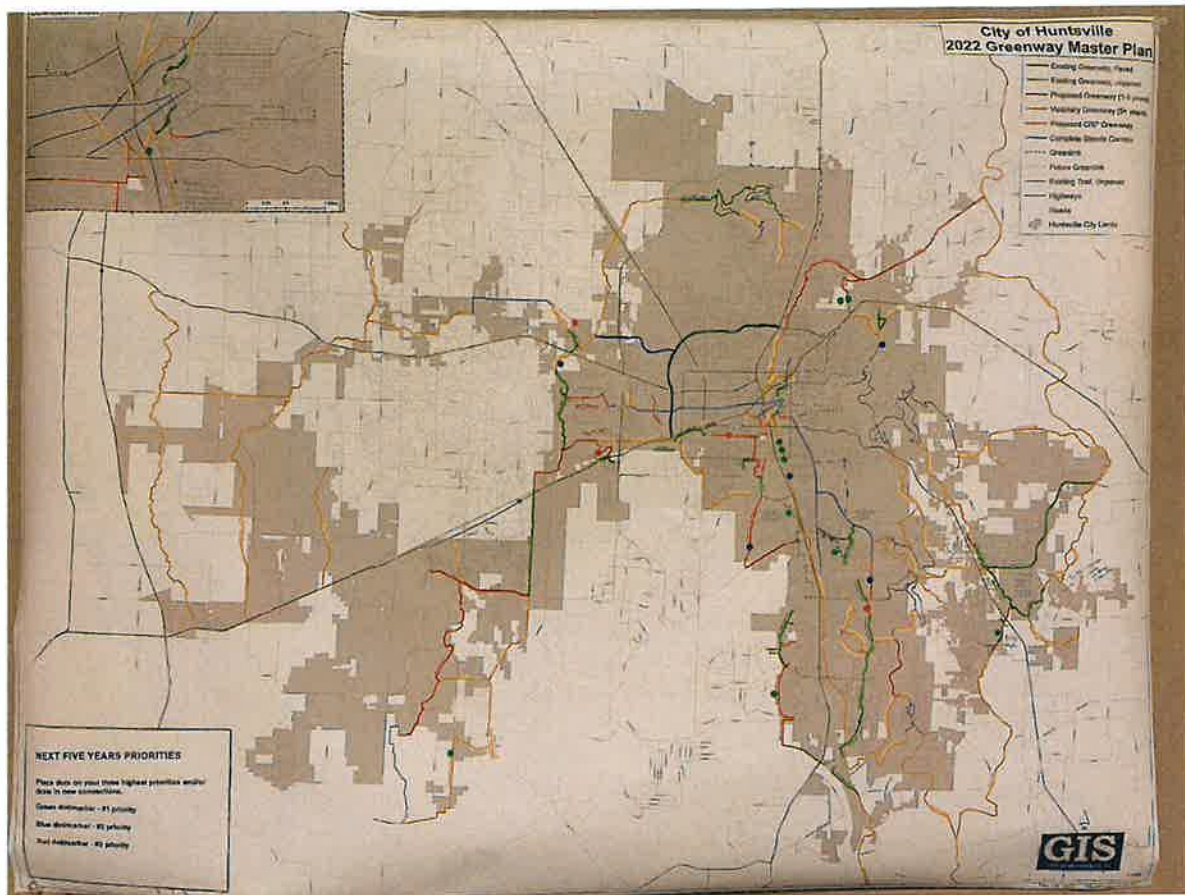
Ben Dyer



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

Top Faves:

- Indian Creek Greenway
- Aldridge Creek Greenway

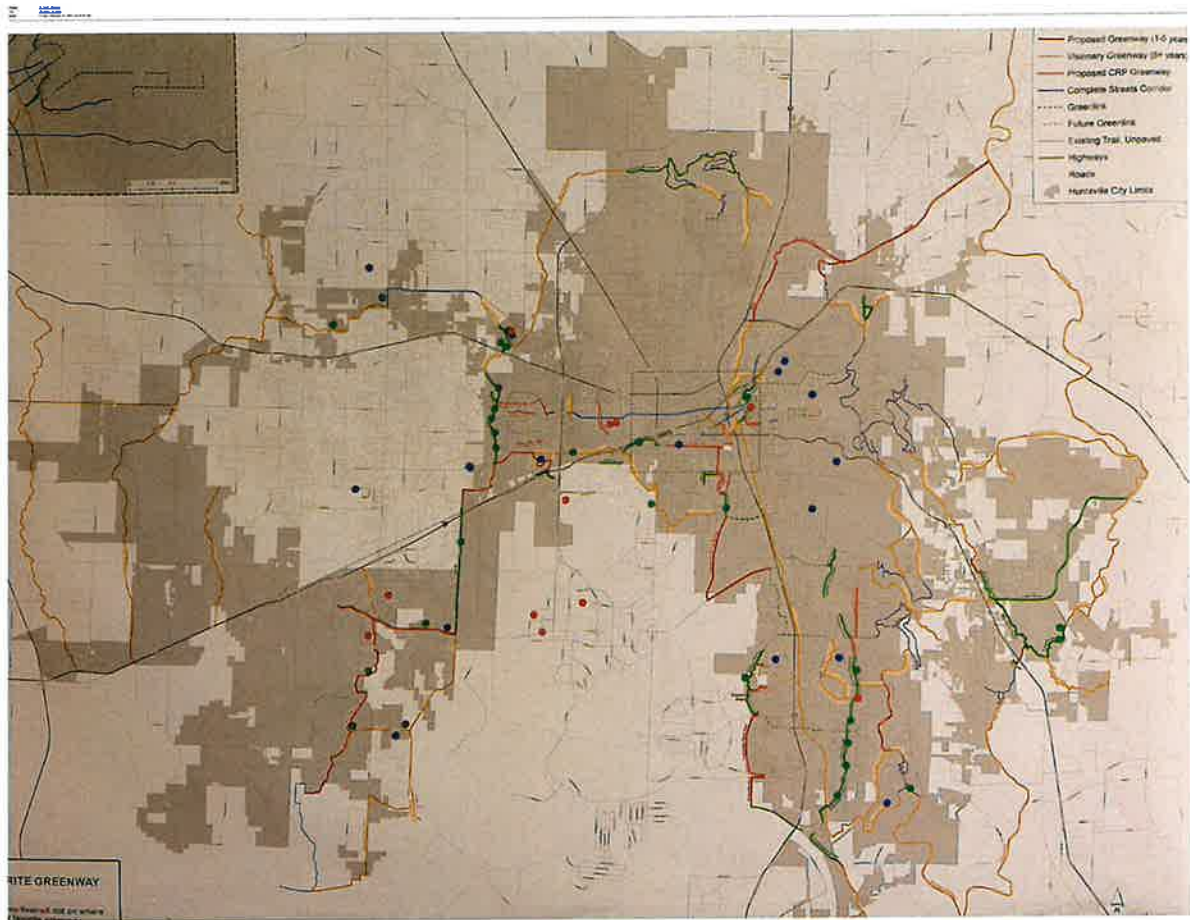


Greenway Priorities - Dot Map

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

Top Priorities:

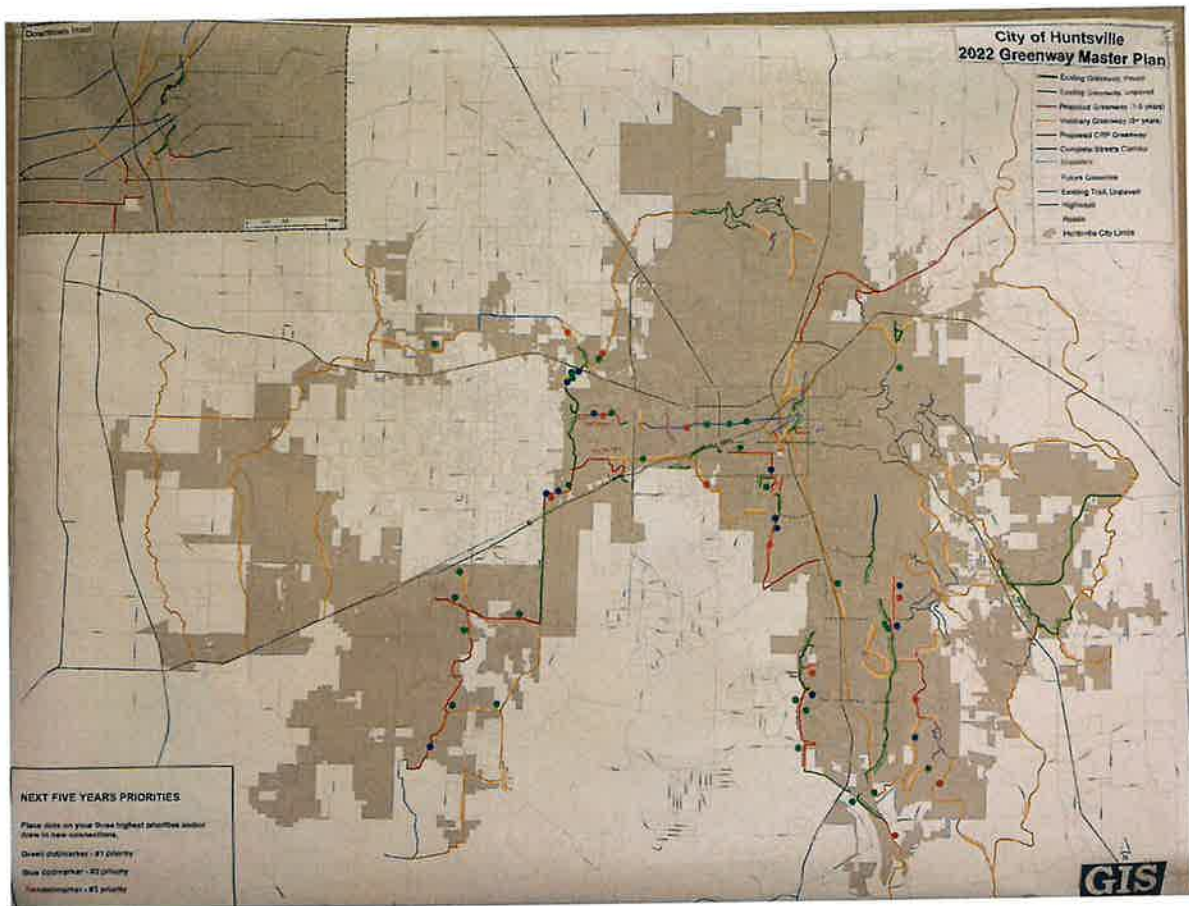
- Rails & Trails Greenway
- Alabama A&M (Chapman Mountain Greenway Connection)
- Drawn in w/Green marker: Sparkman Drive loop (from Bob Wallace Ave to HWY 72)



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

Top Faves:

- Indian Creek Greenway
- Aldridge Creek Greenway



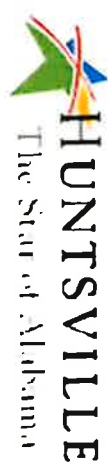
Greenway Priorities - Dot Map

(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



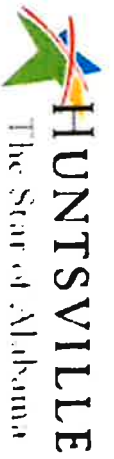
CITY OF HUNTSVILLE AND LAND TRUST OF NORTH ALABAMA
GREENWAY MASTER PLAN PUBLIC WORKSHOPS

PUBLIC MEETING

Sign In Sheet

11/28/2022

NAME (please print neatly)	Business/Organization	Address	Contact Information (Email)
John Price	Klobs Corp		
Charles Pannell	N/A	1000 Nottingham Ln SE Huntsville, AL 35803	tylerpannell@gmail.com
Claire Handley	N/A	685 Providence Main St NW APT 88 Huntsville, AL 35803	Clairehandley@gmail.com
Pat Bryant	N/A	2043 Rosebury Lane Hsv, AL 35803	bryantpat@hotmail.com
Jere Ducote	N/A	2916 Holmes Ave, Huntsville, AL 35816	jereducote@yahoo.com
Lauren Carey	—	2107 Liberty Dr. Madison, AL 35758	laure.carey@gmail.com
Charlie Bonne	Self	2118 Springhurst Rd 35802	charliebonne.comcast.net
Diane Bennett	N/A	444 Legend Oak Way Huntsville, AL 35804	SD numbers33349@gmail.com



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
Jason Gaughen	N/A	685 Audubon Main St NW	jgaughen68@gmail.com
ED GARTRELL	N/A	700 WATTS DR 35801	gartreel@gmail.com
John Meredith	COA	306 Elevation Cr	john.meredith@bva.com
Ankur Shah	Mycelium	102 Legend Mill Cir	ankur@mycelium.co
Kevin Berensart	Cott Planning	308 Fountain Circle	Kevin.Berensart@huntsvilleal.com

11/30



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

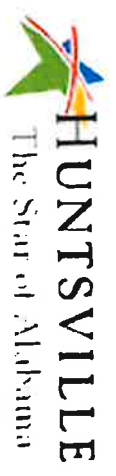
PUBLIC MEETING

Sign In Sheet

11/28/2022

NAME (please print neatly)	Business/Organization	Address	Contact Information (Email)
Ue and Kori Paul		11 Bluff Trail SE Huntsville, AL 35803	Kangeljp@hotmail.com
Vivian Nguyen		201 Quaidy Cir. Huntsville, AL 35806	clavnetkik@gmail.com
Tim Ferguson		2916 Holmors Av. Hsv. AL	Jim.Ferguson37@yahoo.com
Ben Ferrell	COH	1202 Chandler Rd Hsv 35801	
Marc Lovitscher		155 Baymont Dr. MADISON AL	MqLoersch@smi.la
James Moore	COH	2515 Decatur Dr Hsv 35810	
Janie Mervile	SCC	1010 Humed Ave Hsv, AL 35801	janmorga1@a concast.net
JoBeth Gleason	COH Planning	City Hall	jobeth.gleason@ 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)
David Nuttall	Artimaps (HUBS)	202 Waller Ave Huntsville, 35801	david.nuttall@artimaps.com
Andrew Moffatt	MAH Engineering	1112 Blowing Cave Rd. Gurley, AL	andrewmoffatt95@gmail.com
Jack Saturn	Recursive Delete Audio/Visual	2405 Daisy Lane Huntsville 35811	jack@redel.com
M. K Kael Ingram	Boeing	6077 Thornton Way Cir Huntsville 35816	mikael.i@yahoo.com
Phoenix Robison	TRACCA		PHOENIX.ROBISON@ TRACCA.ILS
Tyler Kaub	Personal	508 Marshverts Avenue	tkaub@gmail.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)
Harry Spear Carol Ann Spear	Citizen/Biker	2752 Oxford Mill Rd. Gwynesx Roads, AL 357163	hcspear@comcast.net
Leslie Wright	THPCOG	3121 Old Gurney Rd Huntsville AL 35811	leslie.wright@tarcog.us
Blake Brown	Citizen	5024 Seven Pine Circle Huntsville, AL 35814	blakebrown034@gmail.com
CLARE Williams	Citizen	2207 Shaded Crest Rd 35807	clairewilliams723@gmail.com
Marley Hicks	THPCOG	1002 Waters Hill Rd Apt 3101 Madison, AL	mhicks@tarcog.us
Katharina 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)

Shooting for ‘The Moon’: South Huntsville’s community hub enters final phase



By Paul Gattis

October 25, 2024

Scroll Down

It’s a fascinating moment to pause and reflect on how dreams have become reality beyond just bricks and mortar. The Sandra Moon Community Complex represents more than that; it’s about community and bringing people together.

And now the work is almost done. [Construction of the fourth and final phase](#) is expected to start by the end of the year at the campus of what once was Grissom High School on Bailey Cove Road.

There have been ideas, such as the desire for a library in South Huntsville that became the first phase of the project. There have been suggestions, such as ... well, just let District 3 Council Member Jennie Robinson talk about one of those.

“The second phase is a good example,” Robinson said. “We were originally going to turn the ballfields into multiuse fields, which we’ve done, and put the roads through. And I got a phone call from someone saying, ‘Hey, have you thought about putting pickleball courts at the Sandra Moon Complex?’ This was 10 years ago and I had no idea what pickleball was. I had to go on You Tube and look it up.” There are now pickleball courts at the facility affectionately known as “The Moon.” They are also one of the facility’s most-utilized amenities.





Mayor Tommy Battle speaks at the 2020 groundbreaking ceremony for the South Huntsville Public Library, the first phase of the Sandra Moon Community Complex project.

This retrospective comes as one final lunge toward the finish line will begin following Council approval of the \$31 million construction contract. Perhaps the centerpiece of that last phase is renovating the high school auditorium into an intimate, 600-seat theater that's been on Arts Huntsville's wish list for almost 30 years.

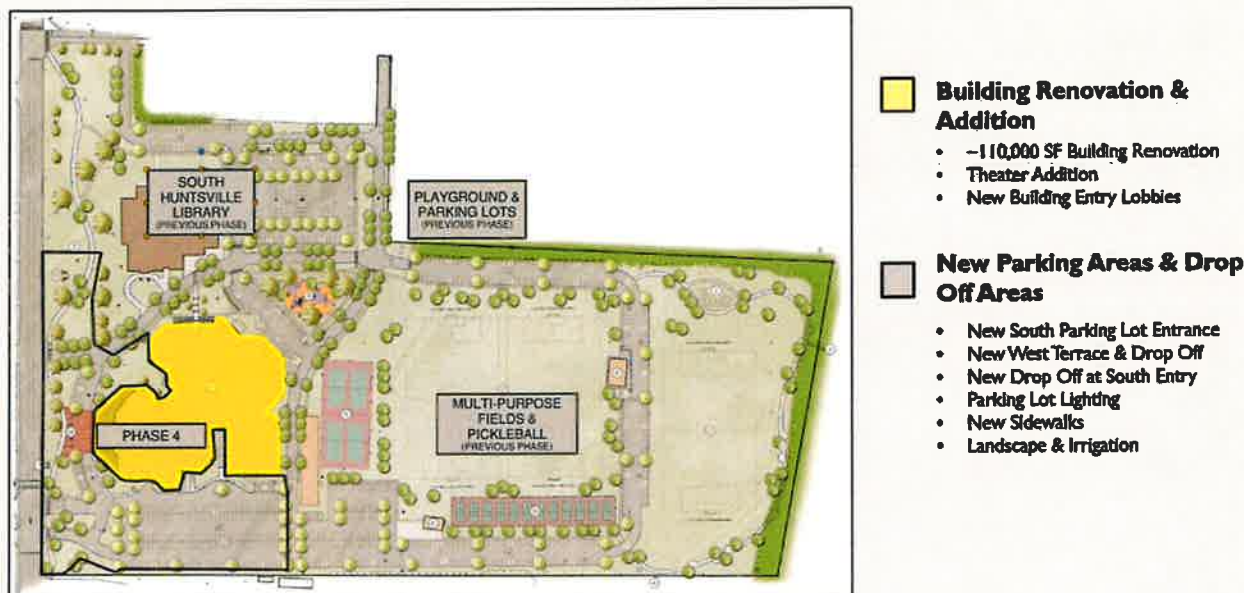
The planning sessions for what the complex could become began in earnest in 2015 – two years before Grissom relocated to its new home on Haysland Road.

To Allison Dillon-Jauken, executive director of Arts Huntsville, what's a few more months?

"It's all relative," she said. "When we think back to those first visioning sessions in 2015, we've made it 10 years. So, 18 months (of construction for the final phase) will fly by."

By the construction clock, however, things have moved pretty quickly. The library opened as the first phase in 2021, and the final phase is expected to wrap up less than five years later.

ABOUT THE PROJECT



Drawing of the Sandra Moon Community Complex master plan spotlighting previous phases and the final phase four.

Adjustments have been made along every step of the journey. For example, there was space for 10 organizations as part of the original plan for the arts wing, but it was then discovered there was no room for the music libraries. So, office space was turned into music library space.

“It’s huge for those organizations to be able to have their music libraries readily accessible while they are in rehearsal,” Robinson said. “In every phase, we have figured something out that made it even better.”

The result was that [five Huntsville musical arts organizations](#) have a place to rehearse and call home for the first time.

“With this project, five nonprofit arts organizations found a permanent home and they can help one another, can collaborate artistically and can welcome the community into their programming,” Dillon-Jauken said.

And now the biggest piece of the Sandra Moon Community Complex is about to begin, a fitting grand finale for what, at times, has seemed like an arduous journey.

“I think my favorite part is to come,” Robinson said. “I think of it as an auditorium, but it really is going to be a theater. Just seeing the performance arts groups that come and the variety, from ballet recitals to productions. It’s going to be really exciting.

“The other piece I really like is that there is something here for everybody. It really is a connection for the whole community.”

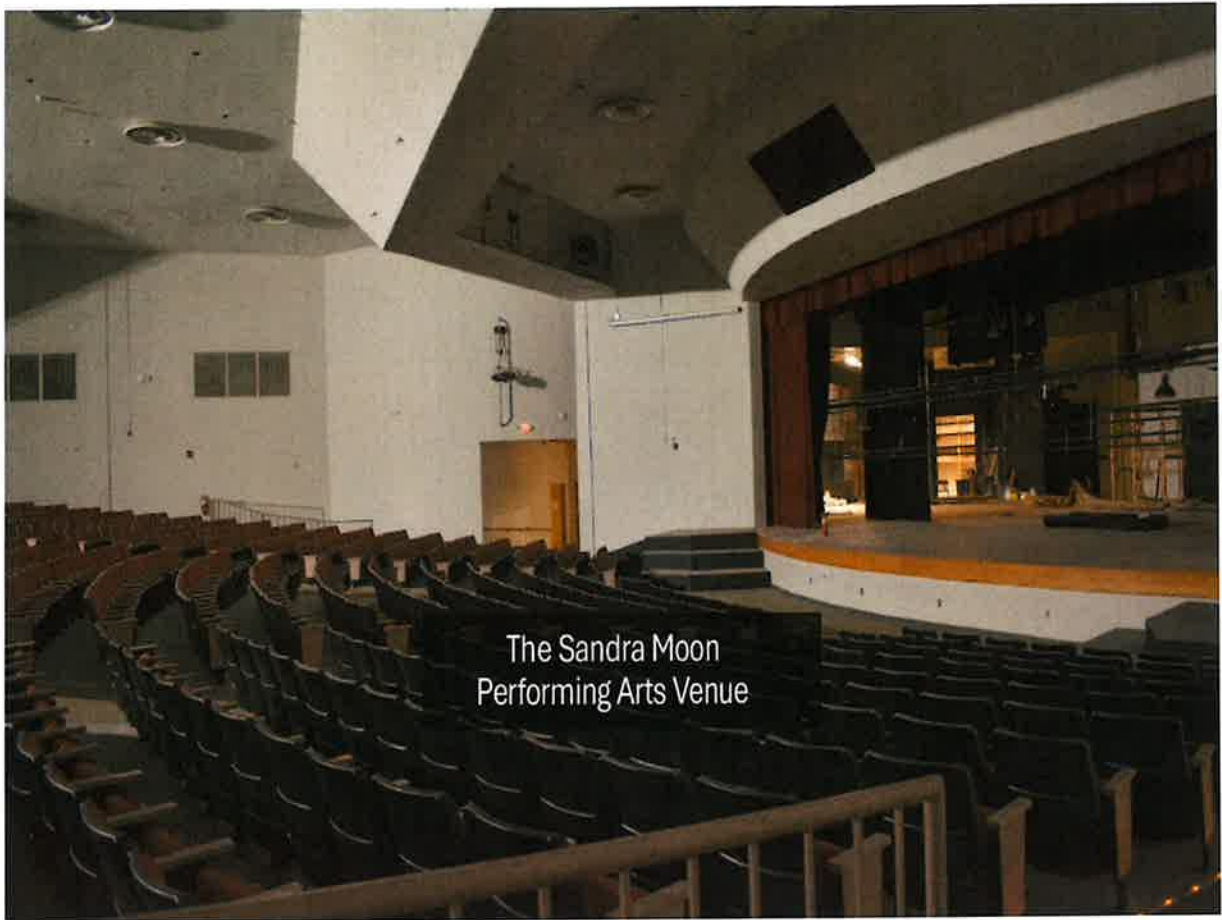


The Sandra Moon
Performing Arts Center Venue

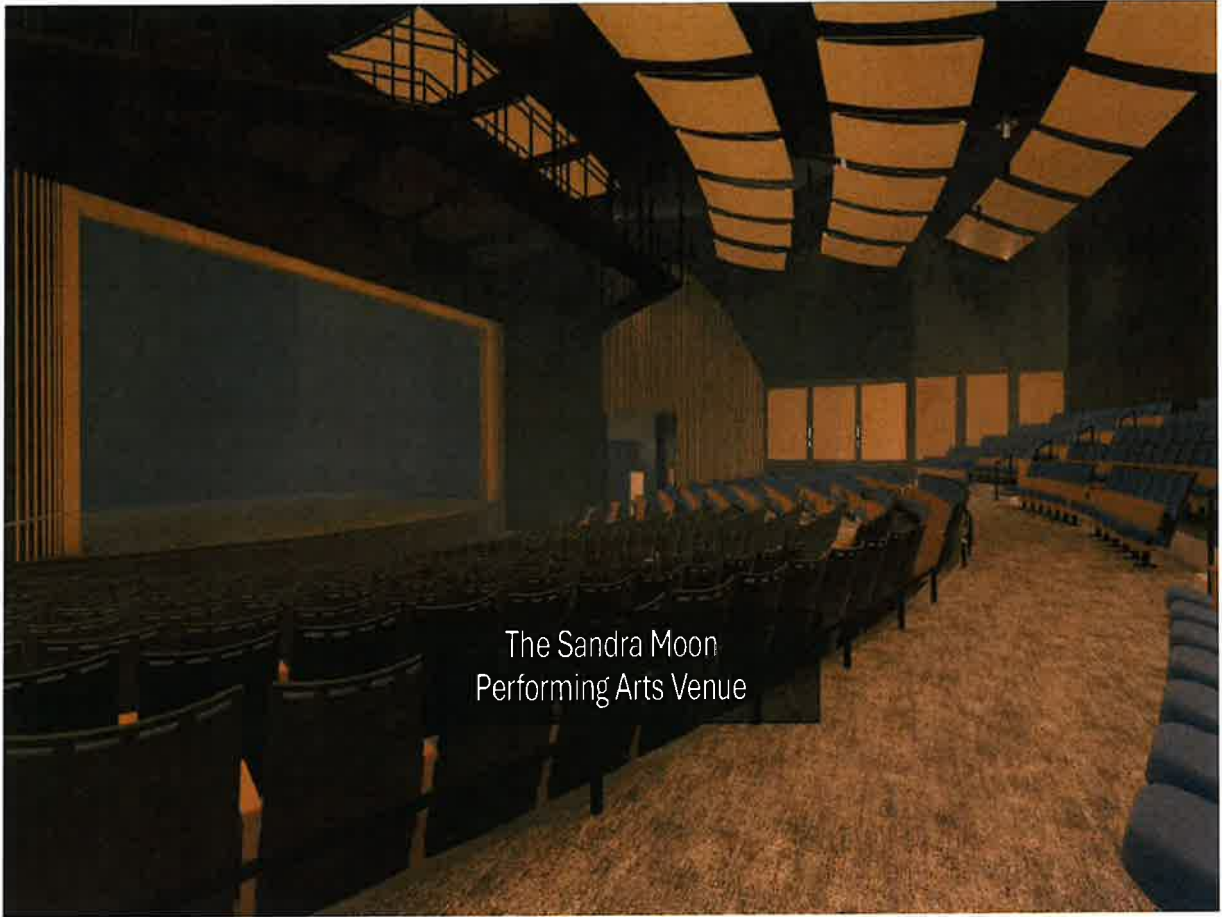


The Sandra Moon
Performing Arts Center Venue

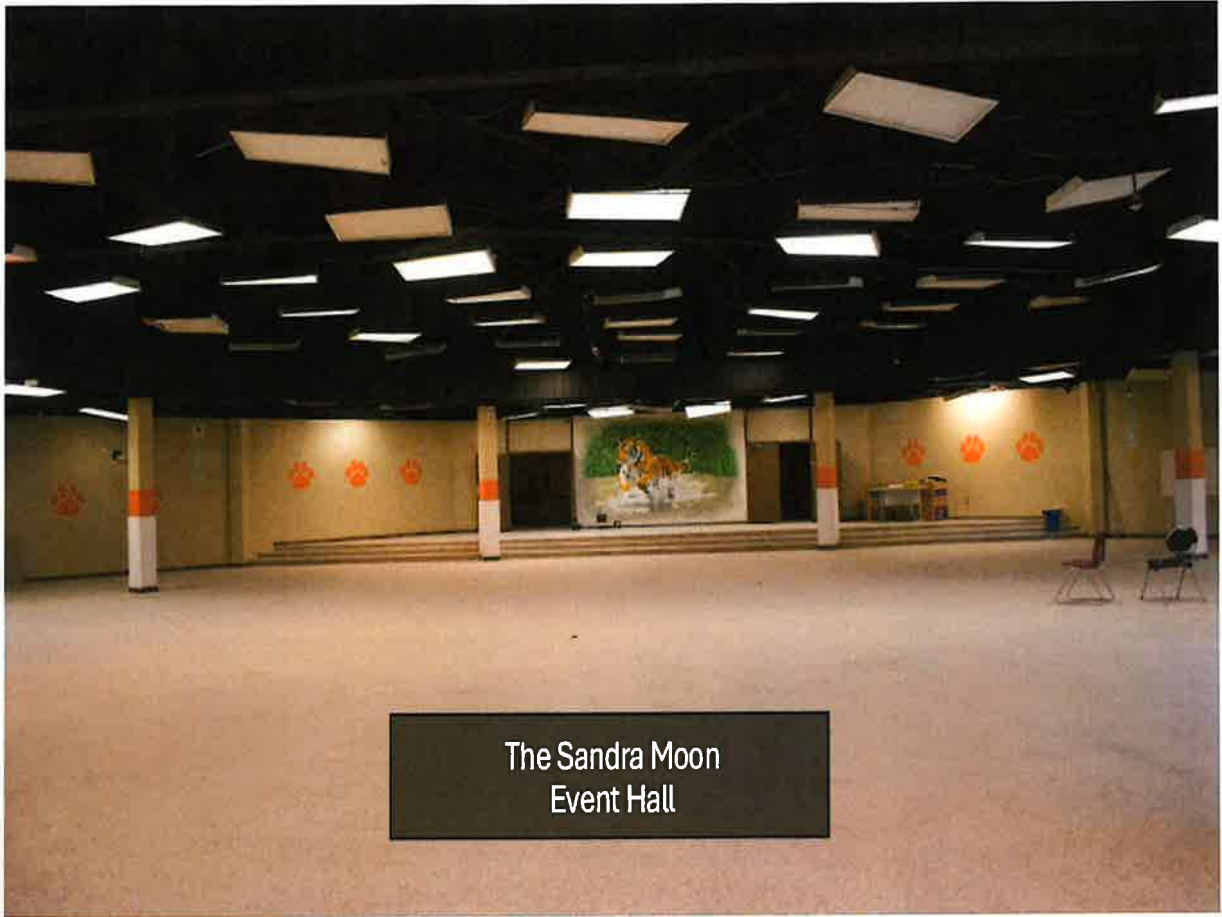
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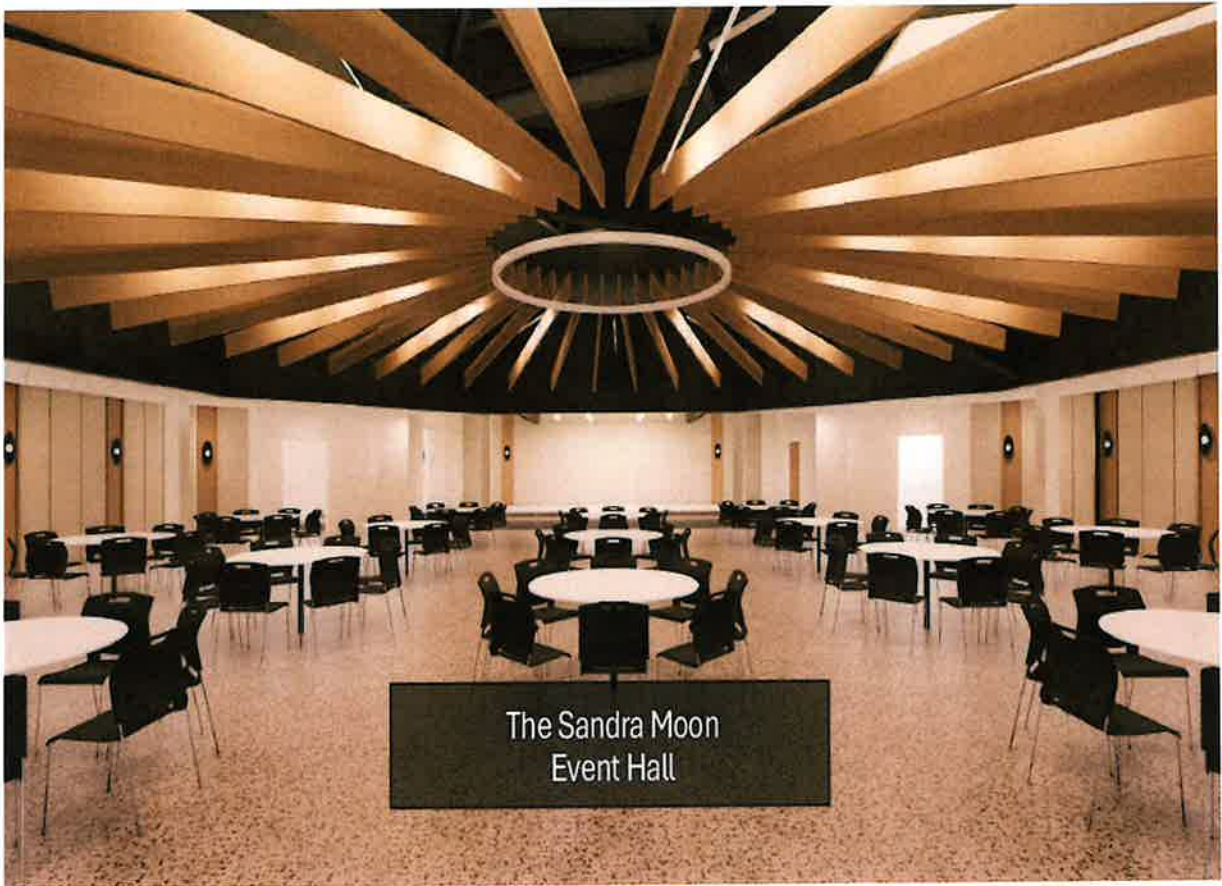
The Sandra Moon
Performing Arts Venue



The Sandra Moon
Performing Arts Venue



The Sandra Moon
Event Hall



The Sandra Moon
Event Hall



The Sandra Moon
Performing Arts Center Venue

KPS
GROUP