

City of Huntsville Greenways Plan 2006

Huntsville, Alabama



...Preserving natural, cultural and historic resources in the city of Huntsville

City of Huntsville Greenways Plan 2006

Huntsville, Alabama

Prepared by the Huntsville Planning Division

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Adopted by the Planning Commission

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GLOSSARY OF TERMS

Conservation Easement – A nonpossessory interest in land that restricts the manner in which the land may be developed in an effort to conserve natural resources for future use (Davidson & Dolnick, 2004).

Creek – Those areas where surface waters flow sufficiently to produce a defined channel or bed. A defined channel or bed is indicated by hydraulically sorted sediments or the removal of vegetative litter or loosely rooted vegetation by the action of moving water (Davidson & Dolnick, 2004).

Easement – Authorization by a property owner for the use by another, and for a specified purpose, of a designated part of his or her property (Davidson & Dolnick, 2004).

Floodplain – A relatively flat or low land area adjoining a river, stream, or watercourse which is subject to partial or complete inundation (Davidson & Dolnick, 2004).

Floodway – The channel of a watercourse and those portions of the adjoining floodplains which are required to carry and discharge the 100-year flood with no significant increase in the base flood elevation (Davidson & Dolnick, 2004).

Greenway – Corridors of protected open space along natural features, such as streams and ridges, or along man-made features such as abandoned railroad corridors or scenic roadways (City of Huntsville Greenways Plan, 1993).

Right-of-Way – The general term denoting land, property or interest therein, usually in a strip, acquired for or devoted to transportation purposes (American Association of State Highway and Transportation Officials [AASHTO], 1999).

Shared Use Path – A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users (AASHTO, 1999).

Sidewalk – The portion of a street or highway right-of-way designed for preferential or exclusive use by pedestrians (AASHTO, 1999).

Trail – A publicly owned or maintained pathway system including trailheads. Trailheads may include parking lots, drinking fountains, restrooms and signage (Davidson & Dolnick, 2004).

Unpaved Path – Paths not surfaced with asphalt or concrete (AASHTO, 1999).

CHAPTER 1

INTRODUCTION

The city of Huntsville has experienced a significant growth in population and land area over the past 25 years, while exhibiting a considerable deterioration in the amount of remaining open space. With a community transformation from an agriculturally oriented economy to a research and technology based economy, Huntsville's wooded areas, stream corridors, farms and historic landmarks have essentially evolved into retail centers, office complexes and residential developments.

Rapid growth and urbanization continue to erode the region's remaining open space and natural resources at a significant rate. Due in part to this urbanization, much of the Huntsville area could be subject to losing the natural, cultural and historic heritage that accentuates the community's identity and defines its regional character. While growth and development is necessary for continued economic vitality, how and where growth and development occurs is a primary concern within the Huntsville community. The *City of Huntsville Greenways Plan* addresses the needs and benefits of preserving the natural, cultural and historic resources of the Huntsville area through the development of greenways and trails.

Greenways: Who, What & Why

In the early 1990's, Huntsville area leaders along with the planning staff, the Huntsville Greenways Advisory Committee (HGAC) and interested citizens envisioned a system of protected, interconnected natural corridors - also called **greenways** - to protect the area's important natural, cultural and historic resources. Thus, the first *City of Huntsville Greenways Plan* was adopted in December 1992, encouraging the enhancement of the region's quality of life for local residents and providing access to natural, cultural and historic resources for recreational enjoyment.

Greenways are corridors of protected open space along natural features, such as streams and ridges, or along man-made features, such as abandoned railroad corridors and scenic roadways. Greenways protect important community resources including historic sites, open space and streams. Greenways provide connectivity among these resources and others such as parks, schools and neighborhoods by offering an alternative non-motorized transportation network throughout the community.

Greenway corridors can also serve as a nature preserve and an environmental education center to provide a place for people to enjoy nature while illuminating an understanding of the natural environment and how it functions. Defined by their own unique features and by the people who work to protect and interpret those features, greenways can provide recreational opportunities and promote community-based activities through their development and integration into the overall transportation environment.

Greenway corridors create and preserve environmental buffers between residential and industrial developments, which provide a variety of amenities including recreational enjoyment, scenic views and open space preservation. Greenways have been known to benefit everyone in the community. Surveys of property owners and real estate professionals throughout many diverse communities consistently indicate that property values increase in neighborhoods near greenways, trails and parks. According to a 2002 survey of recent homebuyers sponsored by the National Association of Realtors and the National Association of Home Builders, greenways and trails were ranked as the second most important community amenity from a list of 18 choices. The National Park Service (1995) notes that developers recognize the significance of greenway and trails and often incorporate open space into the planning, design, and marketing of new and redeveloped properties (p. 3). Several studies document that greenways and trails improve the overall “quality of life” in the community, which is an essential factor in attracting employers and employees to the Huntsville area.

Greenway vegetation helps filter substantial amounts of atmospheric pollutants from city air and keeps urban areas cooler through shading. Through a natural filtration process, greenways along streams and rivers protect water quality and also minimize improper development within flood-prone areas, saving a significant amount of public dollars often expended to offset flood damage. Greenways can also be used to protect sensitive natural areas, such as wetlands and steep slopes. Some areas, such as endangered plant or animal habitat, are so sensitive that human access should be limited or denied; greenways in these areas could serve as conservation zones. Wildlife and fish benefit from greenways through the protection of important habitat and movement corridors necessary for food, cover and breeding. Historic and cultural sites can also be protected and interpreted within the greenway system. The following list summarizes the many benefits of greenways and trails:

- Protects diminishing open space in the community
- Provides routes for alternate transportation modes such as biking and walking
- Provides places where people can participate in outdoor recreational pursuits such as biking, walking, swimming, fishing, canoeing, kayaking, bird-watching or picnicking
- Promotes environmental quality in the community
- Protects fish, wildlife and plant habitat
- Protects significant archaeological, cultural, natural, historic and recreational resources
- Protects sensitive natural areas such as wetlands and floodplains
- Provides natural corridors for wildlife to move from one sanctuary to another
- Provides opportunities for environmental education and historical interpretation
- Provides soil stabilization by retaining vegetated areas along streams and steep ridges
- Protects or enhances water quality by protecting vegetation along streams
- Provides natural flood control by providing areas to buffer flood waters
- Protects and helps to define the area’s regional identity
- Provides a focus for community pride and social cohesiveness
- Connects neighborhoods to local parks, schools, playgrounds and retail shopping
- Increases property values of land located near protected open space
- Improves the overall quality of life in the community
- Attracts new industry and business into the community due to the improved quality of life

Greenways bring new vitality to neglected areas, often providing the spark that ties people into neighborhoods. Local area communities can use greenways to protect or enhance the natural resources which make neighborhoods unique; thus fostering a real sense of community pride. The development of an interconnected system of greenway corridors will ultimately establish an array of cohesive, vibrant communities throughout the city of Huntsville and its surrounding areas.

Purpose and Objectives

The *City of Huntsville Greenways Plan* is a tool developed to serve as a guide for enhancing non-motorized transportation facilities and preserving the natural, cultural and historic resources within the city of Huntsville. The purpose of this plan is to develop an interconnected system of greenway corridors throughout the city of Huntsville. The vision and objectives are as follows:

The City of Huntsville will encourage the use of alternative means of transportation to promote active transportation, healthy lifestyles, and a healthy environment. In efforts to become a model bicycle and pedestrian community, the city of Huntsville will feature a continuous greenway network. The city of Huntsville will also encourage community wide support of policies and programs to increase the awareness of greenway facilities which provide outdoor recreation and educational opportunities for local residents.

OBJECTIVES:

- Encourage community support and ensure full public participation through a citizen-driven, open planning process
- Foster an awareness for interest in natural, historic and social resource protection and open space conservation in the Huntsville area
- Maintain a continuous greenway system of interconnected corridors that offer alternative non-motorized transportation to demonstrate the benefits of greenways to the community

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CHAPTER 2

GREENWAYS PLANNING

As community support for a local system of linear parks continued to build, the City of Huntsville Planning Division began developing a conceptual plan to guide the creation of a continuous system of greenways in the early 1990's. Although the initial scope was to develop a plan for the community's first greenway – the Aldridge Creek Greenway, the Planning Division realized the need for a conceptual framework to guide the planning and implementation of a community-wide system of greenways and trails. Therefore, it was decided to develop a conceptual greenways plan for the city that would identify suitable greenways, prioritize these areas and develop methods for funding, implementing, managing and maintaining these greenways.

Project Planning Process

The Huntsville Planning Division coordinated an initial series of meetings with several agencies, individuals and organizations including the National Park Service and its Rivers, Trails and Conservation Assistance (RTCA) Program to develop a project planning process for the implementation of greenways. With the assistance of RTCA and other agencies, the planning staff developed the initial conceptual greenways plan for the city of Huntsville and portions of Madison County. The following planning process was identified to fulfill the goal of the project - *to develop an interconnected system of greenways throughout the Huntsville area.*

- Hold public meetings and workshops to inform the public about the project, discuss the benefits of greenways and encourage strong citizen participation during and after the project
- Organize a citizens' advisory committee of resource experts, community leaders and interested citizens to direct the project
- Conduct an inventory of important natural, social, recreational and historic resources and identify ways to connect them in a network of greenways
- Identify local issues, goals and concerns that must be addressed in order to create a greenways network
- Identify suitable greenways throughout the community and prioritize these for implementation
- Develop and incorporate a conceptual plan into Huntsville's overall comprehensive plan, identifying suitable greenways, implementation strategies, funding schemes and trail development guidelines

Huntsville Greenway Advisory Committee

The first Huntsville Greenway Advisory Committee (HGAC) was organized in 1992 to assist the City of Huntsville Planning Division in planning and developing a conceptual greenways plan that guided the implementation of local greenway projects. The purpose of the committee is to assist in identifying suitable greenways, prioritizing these areas and providing input on methods of funding, implementing, managing and maintaining these greenways.

The HGAC is a collaboration of interested citizens who are active in the community, involved in environmental and planning education, and experts on trail use, restoration and land conservation. This committee promotes and encourages pedestrian and bicycling opportunities in a safe, healthy environment for recreation, fitness and transportation. The HGAC is not a standing committee and works in cooperation with the staff of the City of Huntsville Planning Division only through the duration of updating and completing the revised greenway plan. While serving on the committee, members share the following responsibilities:

- Assist in the process of updating the *City of Huntsville Greenways Plan* for approval by the Huntsville Planning Commission
- Participate in planning sessions and meetings where proposed greenways are identified and reviewed, and citizens' ideas and concerns are incorporated into the development of the greenways plan
- Serve as a liaison between the planning staff and the community to inform citizens of the progress of the greenway plan and encourage the support of future greenway projects and programs

The Huntsville Greenway Advisory Committee should not exceed twenty members. The committee members should be active in neighborhoods, environmental and planning education, trail use protection and restoration, and land conservation. The citizen representatives must also be residents of the city of Huntsville.

Committee Meetings

Once the 2005-2006 Huntsville Greenway Advisory Committee was established, four public meetings were held between June 2005 and May 2006 to facilitate the process of revising the existing greenways plan. Opened to the public, the purpose of the first meeting was to reevaluate the greenway corridors and routes listed in the 1992 *City of Huntsville Greenways Plan*. Present members and concerned citizens provided input and suggestions on the goals and objectives of the greenways plan, and communicated their recommendations for future greenway projects and programs.

During the second and third public meetings, members evaluated the existing conditions of the proposed greenway corridor sites in efforts to finalize the proposed greenways list. Once the hands-on evaluation process was completed (using GIS mapping and digital photography), members were given the opportunity to identify five of the sixteen criteria to be used in

prioritizing and ranking the proposed greenway projects for the city. The five criteria selected by the HGAC were (1) connections to parks and public facilities, (2) the implementation of a skeleton system, (3) proximity to people, (4) the opportunity to rehabilitate trails and (5) resource significance. Details of the complete list of the criteria used to prioritize the greenway projects can be found in the *Greenway Prioritization* section of this chapter.

Members were encouraged to participate and provide feedback throughout the planning and revision process of updating the greenways plan. The final meeting was scheduled to present the draft of the plan and to highlight changes from the previous plan. Committee members were given a two week review period to provide any additional comments on the overall plan.

Recommendations

The considerations for community support, planning, management, maintenance and funding are all essential elements of recommending or providing suggestions in the process of greenways planning. Since greenway corridors can provide a variety of amenities including recreational enjoyment, scenic views and open space preservation, it is important to integrate active, alternative transportation facilities into the overall transportation system. The Huntsville Greenways Advisory Committee provided the following recommendations during the public involvement meetings held between June 2005 and May 2006:

- Coordinate with county officials to identify and secure additional funding opportunities to expand the scope of greenway projects within Huntsville and Madison County.
- Consider the designation of dog walking trails with service points to mitigate concerns and problems associated with dogs and other pets. Members suggested soliciting sponsorships from pet supply stores and other agencies to raise awareness and to encourage the use of such trails.
- Encourage and promote programs that involve educating the community on the value of greenways. Recommendations included programs that promote greenways as a “living laboratory” for the local area school system, obtaining funds to produce a documentary on greenways, and providing more schools with direct accessibility to greenways.
- Coordinate with public transit to provide public access from work and residential environments to greenway access points.
- Consider roadway signage that indicates greenway locations.
- Consider naming proposed greenway corridors after influential figures to encourage funding initiatives.

The greenway corridors from the previous plan were taken into consideration for review and modification. Due to recent annexations and city growth, several additional projects including Knox Creek and Limestone Creek were added to the overall plan.

Greenway Identification Process

With the assistance of the Huntsville Greenway Advisory Committee, the Huntsville Planning Division identified and evaluated sites and resources throughout Huntsville that would serve as destination points for the greenway system. In addition, connections between origin and destination nodes were identified using the following resources:

- Existing or proposed trails
 - Utility corridors
 - Existing street, road, and railroad corridors
 - Stream and river corridors
 - Abandoned railroad corridors
 - Ridges
 - Sidewalks
 - Bikeways
- A. Significant sites and resources that are already in public ownership or that are already open for public use include:
- *Retail Centers* – businesses, technology and research parks, shopping complexes
 - *Public Open Space* - parks, public forests, wildlife management areas, lands owned and operated by the Land Trust of Huntsville and North Alabama
 - *Public Institutions* - museums, schools, universities, hospitals, botanical gardens, aquariums, municipal buildings
- B. Significant non-public sites and resources that need protection or that already serve as sites of public interest include:
- *Natural Resource Areas* - wetlands, floodplains, steep slopes, sensitive wildlife/plant habitat
 - *Historic Resource Areas* - sites, buildings, districts, landscapes
 - *Social Resource Areas* - religious sites, cultural sites, urban areas, neighborhoods

Identifying the significant natural, historic, social and public greenway resources was essential in developing the overall concept of an interconnected system of greenways. Maps depicting the resources identified in the greenway identification process can be found in *Appendix C: Huntsville and Madison County Greenway Resources Maps*.

Greenway Prioritization

Several factors are considered when evaluating proposed greenway corridors. These factors may include, but are not limited to, land ownership, location, accessibility and costs. The Planning Division, with the assistance of the Huntsville Greenway Advisory Committee, evaluated the proposed greenway corridors through field investigations and map analyses. These proposed corridors were then prioritized based upon a selected set of criteria established for the

implementation and construction of greenways within the Huntsville area. Table 2.1 details the overall list of criteria used in prioritizing the proposed greenways.

Table 2.1: Greenway Prioritization Criteria		
Criteria		Description
1.	Convenience/ proximity to people	Potential greenways that are most accessible to the greatest number of people.
2.	Development pressures	Potential greenways that protect sensitive resources or provide recreational opportunities in areas that are under the greatest pressures for development.
3.	Cost	Potential greenways with low cost factors. This criterion gives priority to greenways that use large amounts of publicly-owned land; areas that are most likely to receive grants for development.
4.	Opportunity to rehabilitate existing greenways and trails	Potential greenways that are in need of repair or rehabilitation.
5.	Potential for large amount of use/existing high frequency	Potential greenways that have a high potential for use or already exhibit potential use due to the surrounding area and current user characteristics.
6.	Connections for parks and public facilities	Potential greenways that link parks and other public sites.
7.	Resource significance	Potential greenways that would protect natural, social or historic resources that are either very sensitive or significant. Greenways can be used to protect sensitive resources such as wetlands or floodplains, or significant cultural resources such as an old mill site or an old Indian trail.
8.	Areas that are most appropriate for available funding sources	Potential greenways that can take advantage of available funding sources. Since federal Transportation Enhancement grants provide opportunities for funding alternate transportation, emphasis might be placed on greenways that link destination nodes such as schools and office parks.
9.	Long-term maintenance support	Potential greenways that would be supported by an entity that would manage and maintain the greenways system.
10.	Completing proposed sections of existing projects	Potential greenways that would link existing trails and that would complete trail projects that have already started.
11.	Non-centralizing development	Priority would be placed on identifying at least one high priority greenway project in each part of the community or each council district.
12.	Multi-use opportunities	Priority would be given to potential greenways that provide opportunities for the greatest number of uses. Aldridge Creek Greenway is a good example; this greenway provides several different types of recreation opportunities including alternate transportation opportunities, environmental education opportunities, etc.
13.	Local support	Potential greenways that have support from the people who would be most affected by the greenway. Projects that are met with opposition will be re-prioritized for later consideration.
14.	Implementation of a skeleton system first	Priority would be given to creating a complete corridor or system of corridors using whatever opportunities that exist. For example, if the opportunity exists to acquire rights for 50% of the desired greenway corridor, the necessary linkages would be developed (using sidewalks instead of a separate trail, using an on-street bike lane instead of a separate trail, etc.) to complete the corridor.
15.	Safety and Security	Potential greenways that are provide feasibility for safety and security control measures.
16.	Handicap accessibility	Priority would be given to potential greenways that would provide the greatest access for the disabled, the elderly or children. Shared-use pathways would best meet this criterion.

Committee members were asked to evaluate each of the prioritization criteria and select their five most important criteria. Their first choice received five points; their second choice received four points; their third choice received three points; their fourth choice received two points; and their fifth choice received one point. Cumulative point totals were tabulated for each of the sixteen criteria, and the five with the most points were then used to prioritize the suggested greenways. The five that were deemed the most important by the Huntsville Greenway Advisory Committee were:

1. Connections for Parks and Public Facilities
2. Implementation of a Skeleton System
3. Convenience/ Proximity to People
4. Opportunity to Rehabilitate Trails
5. Resource Significance

Prioritized Proposed Projects

Each of these criteria was weighted based on the number of points that were accumulated for that particular criterion. Since "Connections for Parks and Public Facilities" was identified as the most significant criterion for evaluating potential greenways, it was weighted higher than the second criterion; the second criterion was weighted higher than the third and so forth. The following were reviewed under each selected criteria:

1. Connections for Parks and Public Facilities
 - A. Number of state, federal and local parks and public facilities in connection to path
 - B. Accessibility of citizens/neighborhoods to parks, schools, recreation centers, etc.
2. Implementation of a Skeleton System
 - A. Connectivity to bikeways – bike routes, bike lanes, shared-use facilities
 - B. Connectivity to sidewalks or unpaved trails
3. Convenience/ Proximity to People
 - A. Ability to offer non-motorized access in heavily populated areas
 - B. Accessibility to people for living and working experiences
4. Opportunity to Rehabilitate Trails
 - A. Ability to restore existing greenways or trails
 - B. Ability to provide year-round maintenance
5. Resource Significance
 - A. Number of natural, social and historic resources connected to the greenway
 - B. Characteristics of the resource – altered vs. pristine

Table 2.2 details the prioritized list with the associated point totals. The proposed corridors were ranked according to the selected criteria outlined above. Figure 2.1 further details the overall greenways plan for Huntsville and Madison County. Descriptions of each corridor can be found in *Appendix A: Huntsville Greenways Maps*.

Table 2.2: Prioritization of Proposed Greenways*

<i>Proposed Greenways</i>	Connections for parks and public facilities	Implementation of a skeleton system	Convenience/proximity to people	Opportunity to rehabilitate developed trails	Resource Significance	Total Points
Big Cove Creek	23	18	15	7	5	68
Flint River (<i>Hwy 431 – Hwy 72</i>)	23	18	14	6	5	66
Indian Creek	23	19	14	5	5	66
Dallas Branch	25	17	15	4	4	65
Flint River	24	17	13	6	5	65
Aldridge Creek	24	17	15	2	5	63
Big Spring	24	15	15	4	4	62
Huntsville Spring Branch	22	17	14	5	4	62
Spacewalk I, II, III	18	17	12	7	4	58
Knox Creek	19	13	14	6	5	57
Pinhook Creek II	19	15	12	5	5	56
Chapman Mountain	18	15	10	7	5	55
Smithers Mountain	19	14	11	6	5	55
Zierdt Rd	20	15	14	3	3	55
Pinhook Creek I	18	13	13	4	5	53
Dry Creek	17	16	9	5	5	52
Wade Mountain	17	16	9	5	5	52
Blevins Gap	16	10	12	7	4	49
Warpath Ridge	16	13	9	6	5	49
Blue Spring Creek	18	11	14	2	3	48
McDonald Creek	15	10	12	5	4	46
Wallace Mountain	16	13	7	5	4	45
Tennessee River	16	13	7	5	4	45
Weatherly Mountain	10	8	13	6	5	42
Betts Spring Branch	12	12	10	2	5	41
Brogan Branch (North & South)	14	8	13	2	3	40
Limestone Creek	11	14	7	3	5	40
Barren Fork/ Miller Branch	14	12	5	3	5	39

* The order of construction for the prioritized projects can be influenced by land availability and funding. These prioritized projects may be modified based upon available funding, land acquisition or land donations.

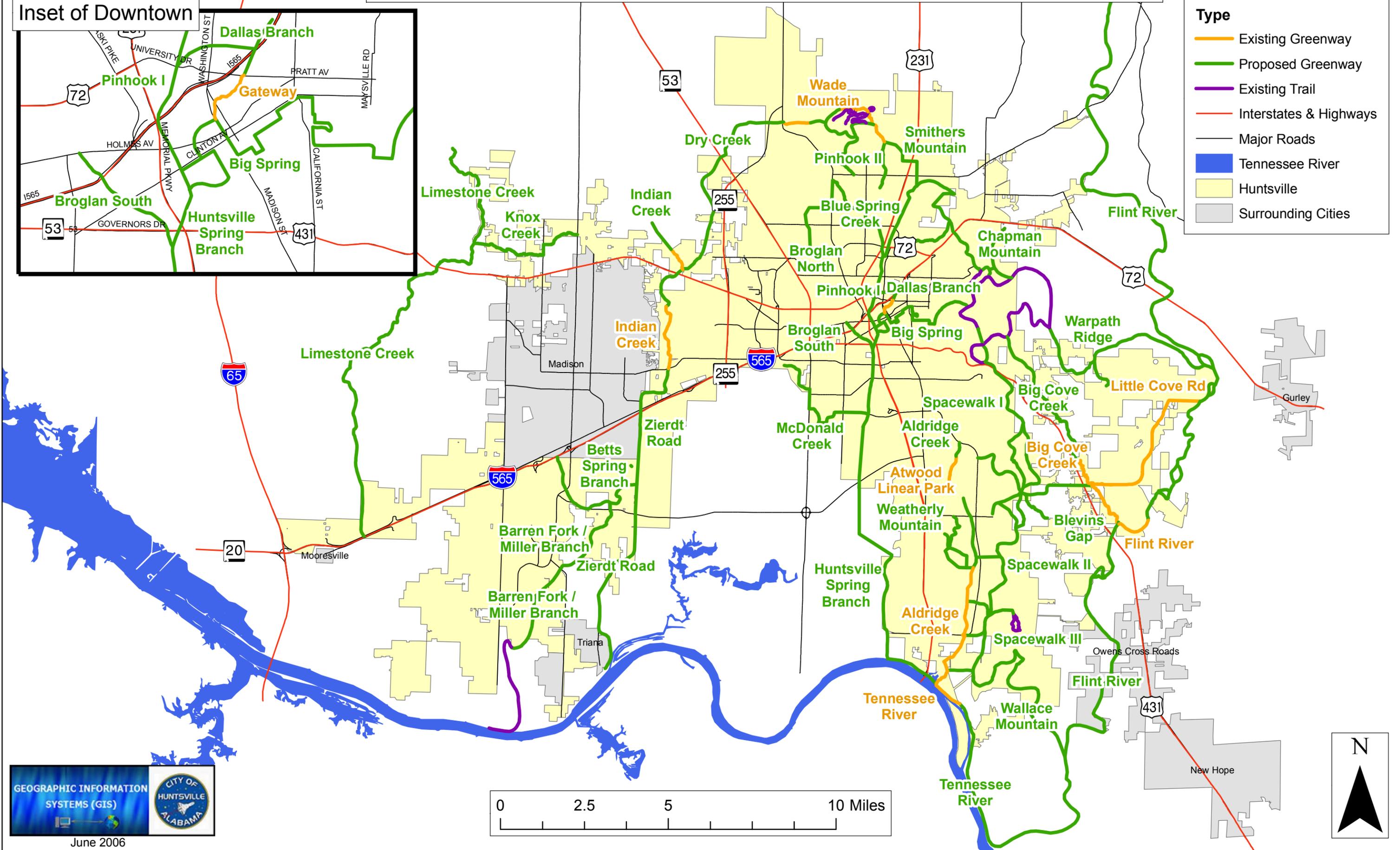
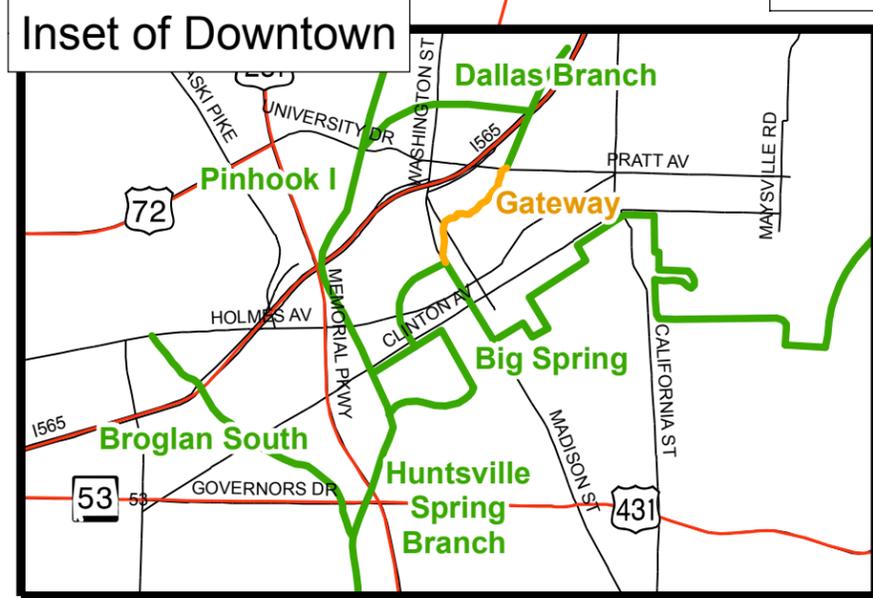
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Figure 2.1 - Greenways in Huntsville and Madison County

Legend

Type

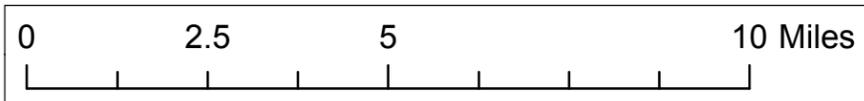
- Existing Greenway
- Proposed Greenway
- Existing Trail
- Interstates & Highways
- Major Roads
- █ Tennessee River
- █ Huntsville
- █ Surrounding Cities



GEOGRAPHIC INFORMATION SYSTEMS (GIS)

CITY OF HUNTSVILLE ALABAMA

June 2006



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Greenway Plan Implementation

To ensure the continuation and completion of an interconnected system of greenways, in-house expertise in planning, design, engineering, management and maintenance is needed throughout the greenways planning process. Thus, the Huntsville Planning Division will work in coordination with the Huntsville Engineering Division and the Huntsville Department of Recreation and Landscape Management to review developed design/site plans for all components of the greenways network prior to implementation. The appropriate process will be followed for each proposed greenway project, including but not limited to the following steps:

- Request the city council to budget matching funds for greenway projects in the capital improvements program.
- Identify property owners adjacent to the next priority project through a search of the tax assessor's records. Notify each landowner by certified mail about the proposed project and schedule a meeting with them to discuss the location, character and extent of the greenway.
- Meet with all interested landowners and residents to discuss the proposed route of the greenway.
- Hold a public hearing at planning commission to request location, character and extent approval for project.
- Request the city council to authorize the mayor to 1) enter into a contract for development of a greenway; or 2) apply to an appropriate agency for grant funds.
- Develop engineering plans and property acquisition maps.
- Acquire the necessary property for construction of the project.
- Follow established city council process for letting of contracts.
- Begin construction.

Greenway Funding Sources

The City of Huntsville has pursued various funding opportunities to implement its greenways system. Funding is available for bicycle and pedestrian projects and programs through local, state and federal financial resources. The city has found combining local, state and federal sources, along with private donations of land and funds, to be its most successful method of funding local greenway projects.

Local funding for greenways can be obtained through existing financial resources within the City of Huntsville's Capital Improvement Plan, while other greenway funding resources may

be acquired through donations, dedications, or easements from private sources. Typically, the City of Huntsville incurs an average cost of \$375,000.00 per mile for the construction of a 12-foot-wide asphalt greenway. Costs to develop paved trails vary locally based upon the availability of materials and labor and the types of related facilities required. Costs for developing unpaved, natural trails are relatively low due to local volunteer support and minimum expenditures for materials and labor.

Federal appropriations provide flexibility to States and Metropolitan Planning Organizations in funding bicycle and pedestrian related projects. In August 2005, a new bill reauthorizing TEA-21, the federal surface transportation legislation, was signed into law. This bill, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) is a five year legislation that provides funding nationwide for highways, public transit and safety programs. The current and future programs that are in place through SAFETEA-LU to provide funding to state and local agencies for trail, bicycle and pedestrian provisions are outlined below:

Transportation Enhancement (TE):

This program provides funding resources for trails, sidewalks, and other bicycle/pedestrian and transportation related facilities. Its purpose is to strengthen the cultural, aesthetic, and environmental aspects of the Nation's inter-modal transportation system according to the FHWA. Generally, the Federal share is 80 percent with a 20 percent local match.

Recreational Trails Program (RTP):

The Recreational Trails Program provides funds to States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The Federal share is in accordance to the sliding scale provision.

Safe Routes to School (SR2S):

This new program will enable and encourage primary and secondary school children to walk and bicycle to school. Both infrastructure-related and behavioral projects will be geared toward providing a safe, appealing environment for walking and biking that will improve the quality of our children's lives and support national health objectives by reducing traffic, fuel consumption, and air pollution in the vicinity of schools. The Federal share is 100 percent.

High Priority Projects:

The High Priority Projects Program provides designated funding for specific projects identified in SAFETEA-LU. A total of 5,091 projects are identified, each with a specified amount of funding over the 5 years of SAFETEA-LU. The Federal share is 80 percent.

Funding resources may be found in Huntsville's many businesses; more specifically, in the community's high-technology industries. In communities around the nation, government and businesses are forging partnerships that lead to the protection of local resources and new community vitality. Businesses may be willing to maintain sections of the greenway network that are proximal to their land; they may be willing to donate land or a public use easement across their land for a portion of the greenway; or they may be willing to donate funds to help acquire and manage land for the greenway system.

CHAPTER 3

HUNTSVILLE GREENWAYS

Providing opportunities for participation in outdoor activities that are within close proximity to the home and work place is an important component to promoting healthy lifestyles. Thus, through the development of a complete multi-use greenway system, the city of Huntsville plans to raise awareness to its local communities and businesses on the benefits of active transportation as well as the benefits of preserving natural, cultural and historic resources.

The *City of Huntsville Greenways Plan* serves a guide for implementing greenways and trails within the Huntsville area. With the initial support of community leaders, local organizations, individuals, as well as the National Park Service (NPS) and its Rivers, Trails and Conservation Assistance (RTCA) Program, the City of Huntsville Planning Division received the technical and planning assistance needed to organize community support for resource conservation, evaluate significant resources, plan resource protection strategies and design citizen participation approaches. This assistance ultimately led to the successful implementation of the conservation strategies used in developing Huntsville's first greenways.

Existing Greenways and Trails

The current multi-use greenway system consists of canoe trails, paved shared-use pathways, and hiking trails. With more than 18 miles of existing greenways and trails as well as three projects that are currently under design with approved funding, local pedestrians and bicyclists will enjoy open space along natural features and scenic roadways throughout the Huntsville area. The greenway system will ultimately connect residential areas to major employers and shopping centers, giving local residents an experience of a beautiful natural milieu consisting of creeks, rivers, bottomland forests, and sloughs. The city of Huntsville greenway network provides safe and scenic transportation corridors, offering natural settings for enjoyment and public use.

With phase one of the Flint River Greenway project under design, funding was recently approved for the second phase of the project. The construction of the Flint River Greenway project will preserve the riparian environment of the Flint River, which is still largely in its natural condition with little disturbance. This project will showcase spectacular views of the river, as well as natural features including tall timbers and valleys and many species of plants, mammals, birds and insects. In addition to providing walking and cycling trails along the Flint River, this greenway project also serves as a canoe trail.

The Little Cove Road Greenway project, also under design, is an extension of an existing pathway along the Eastern Bypass. Located in east Huntsville, it preserves the city's rustic rural nature by showcasing mountain ranges, acres of crop land, cotton fields, and farm areas. Table 3.1 provides additional details of existing greenways located throughout Huntsville.

Table 3.1: Existing Greenways in Huntsville

<p><i>Aldridge Creek Greenway</i></p> <p><u>Location:</u> South Huntsville, from Mountain Gap Road to Ditto Landing</p> <p><u>Length:</u> 3.5 miles</p> <p><u>Greenway Connections:</u> Mountain Gap Elementary and Middle School, Challenger Elementary and Middle School, and Ditto Landing</p>	
	<p><i>Atwood Linear Park Greenway</i></p> <p><u>Location:</u> South Huntsville, from Mira Vista Drive to Four Mile Post Road</p> <p><u>Length:</u> 1.00 mile</p> <p><u>Greenway Connections:</u> Valley Bend at Jones Farm shopping complex, the Flemington Heights community, and the Willowbrook community</p>
<p><i>Big Cove Creek Greenway</i></p> <p><u>Location:</u> East Huntsville, from Cranfield Road to the Flint River</p> <p><u>Length:</u> 2.75 miles</p> <p><u>Greenway Connections:</u> Hampton Cove Elementary, the Hampton Cove community, the Cove Creek Community, the Flint River and Little Cove Road Greenways, and the Hampton Cove Center and Hampton Place shopping centers</p>	
	<p><i>Gateway Greenway</i></p> <p><u>Location:</u> Downtown Huntsville, from Jefferson Street to Pratt Avenue</p> <p><u>Length:</u> 0.50 miles</p> <p><u>Greenway Connections:</u> Downtown Huntsville, Bud Cramer Park, Big Spring Park, and the Huntsville Depot Museum</p>

...Preserving natural, cultural and historic resources in the city of Huntsville

Indian Creek Greenway

Location: West Huntsville, from Old Madison Pike to Creekwood Park (Phases I and II); from U.S. Hwy 72 to Providence School (Phase III)

Length: 3 miles (non-continuous)

Greenway Connections: Cummings Research Park, the Creekwood community, the West Ridge community, the Providence community, and Providence School



Little Cove Road Greenway

Location: East Huntsville, from Old 431 Highway to the Flint River Bridge

Length: 2 miles existing, 2.5 miles under design

Greenway Connections: Hampton Cove Elementary, the Hampton Cove community, Robert Trent Jones Golf Trail (public), the Flint River Greenway, and the Big Cove Creek Greenway

Tennessee River Greenway

Location: South Huntsville, from Ditto Landing to the Madison County Marina

Length: 0.75 miles

Greenway Connections: Ditto Landing Park, the Madison County Marina, Tennessee River and the Aldridge Creek Greenway



Wade Mountain Greenway

Location: North Huntsville, from Pulaski Pike to Devils Race Track

Length: 1 mile paved, 4 miles unpaved hiking trail

Greenway Connections: Johnson High School, the Windsor Manor community, Windsor Manor Park and Devils Race Track

Maintenance and Security

The City of Huntsville Department of Recreation Services and Landscape Management conducts routine project maintenance for local greenways. Routine maintenance includes cutting grass, litter and trash pickup, and periodic brush removal. Project maintenance is provisional due to seasonal conditions, as the spring and summer months require more maintenance than the winter and fall months. The grass areas near the greenways are cut bi-weekly and litter pickup is done on a weekly basis. Quarterly checks are made to identify any major obstructions or brush needed to be removed. Funding for project maintenance is allocated in the operating budget of the City of Huntsville Department of Recreation and Landscape Management.

Safety provisions for trail maintenance and security are addressed in three areas of safety which includes facility maintenance, user conflict and personal safety. These provisions are outlined as follows:

I. Maintenance

- a) Drainage problems can cause the largest threat to greenway users; all facilities should be designed with adequate drainage and include specifications on mitigating drainage issues should they occur.
- b) Heavy maintenance vehicles may cause damage to the trail surface. Small maintenance vehicles are recommended to prevent damage where possible.
- c) To alleviate problems with tree roots, grass and other vegetation, pre-construction precautions should be taken for soil treatment where necessary. At minimum, a six-foot buffer is required to prevent root damage from trees.
- d) Routine maintenance will ensure safety and prolong the trail surface lifespan. Typical routine maintenance activities should include:
 - trail-patching, crack-filling and edge-feathering
 - drainage cleaning
 - frequent sweeping of the trail surface to remove debris
 - pruning and removal of encroaching vegetation
 - litter pick-up and removal from the entire greenway
 - trail/road intersection inspections and improvements
 - signage maintenance
- e) The annual costs of routine maintenance are typically \$5000.00 per mile for paved trails and \$1000.00 per mile for unpaved trails. Maintenance costs include picking up litter, sweeping, mowing and completing minor patching. Volunteers assist where possible to reduce overall maintenance costs.

II. Trail User Conflict

- a) User conflicts may be avoided by designing and constructing trails wide enough to accommodate all users. The suggested trail width is 12 feet with a minimum width of 8 feet. Where greater use is anticipated, the trail width should increase.
- b) Rules defined by the Department of Recreation Services and Landscape Management should be posted at trailheads and greenway facilities, and should also be included in the greenway plan brochure. The rules could include, but are not limited to:
 - Unlawful to possess or consume alcoholic beverages
 - Unlawful to possess firearms
 - Unlawful to use motor vehicles
 - Unlawful to remove, destroy or damage any plant life or property
 - Unlawful to permit pets to run at large
 - Unlawful to litter
 - Unlawful to kill, trap or molest animals or birds
 - Park open one hour before sunrise and closed one hour after sunset
- c) Trail safety awareness should be promoted through the development of an education campaign. Developing creative ways to educate the public as to why adherence to trail rules is necessary and strictly enforcing the rules by punishing violators should all be included in the safety program initiative.

III. Personal Safety

- a) Parking areas and their adjacent environments are the most likely to have security problems. To limit these problems, parking should be at least 100 feet away from the trail. Short vegetation or prune vegetation should be planted to provide maximum visibility.
- b) Greenways should not be accessed after dark, unless otherwise stated.
- c) Proper lighting and emergency telephone systems should be installed when possible or if designed for after dark usage.
- d) Measures should be taken to prevent unauthorized motorized users.
- e) Increased safety and security measures should be used in special greenway events and activities.
- f) A safety and security task force consisting of police, park officials, fire rescue and emergency aid personnel should be developed to address any safety and security concerns.

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CHAPTER 4

GREENWAY DESIGN GUIDELINES

According to the AASHTO Guide for the Development of Bicycle Facilities (1999), the design and improvements of bicycle and pedestrian facilities should consider the types of users, existing conditions and community goals. The design standards for greenways or shared use paths depend on many factors, including but not limited to land acquisition, right-of-way, available funding, topography and expected use (p. 15). The following criteria were examined to establish greenway facility design guidelines for the Huntsville area:

- Appropriateness of Design
- Handicap Accessibility
- Environmental Factors
- Functional Quality
- Aesthetic Sensitivity
- Consistency and Continuity of Design
- Durability and Strength of Structures
- Ease of Maintenance
- Resistance to Vandalism
- Availability/ Replaceability

These design guidelines are intended to ensure an overall harmonious appearance and function throughout the bicycle and pedestrian transportation network. The guidelines are intended for use wherever feasible; they are the minimum suggested guidelines and should be viewed as such. When completed, the greenways system will include over 200 miles of interconnected trails, including canoe trails, shared use paths and hiking trails.

Shared-Use Paths

Shared use paths are typically located along creeks, rivers, utility or abandoned railroad rights-of-way, or near parks and recreational facilities. These paths offer an alternative means of transportation to cyclists and pedestrians. Most of the shared use paths within the highly urbanized portions of Huntsville will be paved to accommodate a wide range of non-motorized uses, including but not limited to bicyclists, walkers, skaters, wheelchair users (both motorized and non-motorized), parents with baby carriages, etc. The following are considered when developing shared use paths:

- Asphalt and concrete are the two preferred surface materials for multi-use trails.
- When an underpass must be developed to provide access to the other side of a roadway, the underpass pathway surface must be constructed of asphalt or concrete. It should be 12-feet wide and provide a clearance of 10-feet where possible. The paths should be safely lit, even for daytime usage.

- The vertical clearance to obstructions should be at least 8 feet. However, the vertical clearance may need to be greater to permit passage of maintenance and emergency vehicles. In under-crossings and tunnels, a clearance of 10 feet is desirable for adequate vertical shy distance.
- Lighting for shared use paths should be considered where night usage is expected.
- The grade on shared use paths should be kept to a minimum. Grades greater than 5% are undesirable and may be difficult for bicycle and pedestrian use. The AASHTO Guide suggests the following grade restrictions and grade lengths for shared paths:

5-6%	for up to 800 ft	7%	for up to 400 ft
8%	for up to 300 ft	9%	for up to 200 ft
10%	for up to 100 ft	11%	for up to 50 ft

Grades steeper than 3% may not be practical for shared paths with crushed stone or other unpaved surfaces for both handling and drainage erosion reasons.

- The path should avoid angular (sharp) turns, follow contours as much as possible and include a variety of topography and scenery.
- Under most conditions, the recommended paved width for a two-directional shared use path is 12 feet. Where necessary, a reduced width of 8 feet can be adequate only where bicycle/pedestrian traffic is low, passing opportunities are presented through good horizontal and vertical alignment, and where routine maintenance conditions are presented.
- A 4-inch-wide centerline stripe can be used to separate opposite directions of travel. These are particularly beneficial when there is heavy use of the pathway and also on curves with restricted sight distances.
- At intersections with roadways, it is necessary to construct stop signs or yield signs on the approaches for all shared-use paths. Crossings for bicyclists and pedestrians should occur at normal pedestrian crossings (intersections) or at the nearest reasonable location, and they should be perpendicular to the road. Curb cuts are needed at crossings to allow safe access for cyclists and wheelchair users.
- A minimum design speed of 20 mph should be used for shared use paths. The location and grade of the path, along with the types of users on the paths should be considered.
- The design standards for the minimum requirements of sight distance should adhere to the design guidelines recommended in the AASHTO Guide for the Development of Bicycle Facilities.
- There should be no vegetative or structural obstructions within 2 feet of the edge of the paved path surface. The shared use paths should be sited to provide the maximum enjoyment of the surroundings with the minimum damage to those surroundings.

- The pathway should be designed to blend in with the natural surroundings as much as possible. Seeding, mulching and sodding of adjacent slopes, swales and other erodible areas are necessary for proper drainage.
- The greenway corridor should be as wide as possible to protect the greenway's valuable natural, cultural, historic and recreational resources. Where possible, the shared pathway corridor should be a minimum of 50 feet wide.
- To assist in preventing erosion in the area adjacent to the shared use path, the design should include considerations for preserving the natural ground cover. New plantings along the greenway should be of native plant material.
- A buffer zone between adjacent landowners and the shared use path should be developed where needed. Planting vegetation is the preferable method, but fencing may also be necessary.
- The pathway should be sloped horizontally at least 2% to allow water to drain.
- For safety, the edge of the path should merge with stable, well-compacted material with no abrupt drop.
- Switchbacks are not recommended for shared use paths.
- The designs should meet the requirements of the Americans with Disabilities Act (ADA).

Hiking Trails

Hiking trails are great for walking, backpacking or mountain biking. With several trails located throughout the Huntsville and Madison County area, many can enjoy the recreational benefits of these pedestrian and bikeway facilities. These hiking trails, mainly located outside the urban core in sensitive natural areas and in mountainous terrain, are typically unpaved pathways. The following are considered when developing hiking trails:

- The width of the trail surface should be at least 2-5 feet, with 3 feet being most favorable.
- The vertical clearance to obstructions should be at least 8 feet.
- The trail should avoid angular (sharp) turns and crossing the natural slope perpendicular to the contour, as this may cause massive erosion.
- The greenway corridor should be as wide as possible to protect the greenway's valuable natural, cultural, historic and recreational resources. Where possible, the shared pathway corridor should be a minimum of 50 feet wide.

- On trails where terrain dictates, designs should exceed the recommended 5% grade. Although the grade of the trail can vary, trails should not include extended stretches with a grade of more than 10%. Grades steeper than 3% may not be practical for pathways with crushed stone or other unpaved surfaces for both handling and drainage erosion reasons.
- Trial markers should be used to provide guidance and direction along the course of the pathway. All markings should be located around eye-level (5-6 feet above the trail) and repeated at about 100-foot intervals in very natural areas and at all turns or intersections with other trails.
- Native compacted soil should be used where possible.
- There should be no vegetative or structural obstructions within 2 feet of the edge of the trail surface.
- The trail should be designed to assimilate with the natural surroundings as much as possible.
- The trail should provide a range of topography, scenery and experience.
- A buffer zone between adjacent landowners and the trail should be developed where needed. Planting vegetation is the preferable method. Any new plantings along the trail should be of native plant material.
- Wet areas should be avoided where possible. Boardwalks or rock armoring should be used for resource protection and to ensure appropriate access when crossing wet areas.
- Water should not be allowed to stand on trails. On portions of the trail where water stagnates, the trail should be open to direct sunlight. For dry areas, the trail should be routed so that it is shaded from direct sunlight.
- Switchbacks should be avoided when possible, but, when needed, they should be designed to minimize the amount of excavation and cut-bank exposure.
- Trails should be sited to provide the maximum enjoyment of the surroundings with minimum damage to those surroundings.

Greenway Amenities

Whether the greenway consists of a canoe trail, shared use path or a hiking trail, amenities are needed to provide convenience and continuity along the pathway. Amenities should be located appropriately along the greenway trail at various access points, destination points, viewpoints and parking lots. The following guidelines for amenities are recommended:

- Benches, water fountains, picnic tables, trash cans, etc. should be uniform in design to establish a sense of continuity throughout the greenway system.

- Trash cans should be located at appropriate distances along paved trails to encourage users to discard their garbage appropriately. These cans should be placed close to trail access points to allow adequate and prompt retrieval of garbage collection. Trash cans should be placed in the parking lot at hiking trailheads, and at appropriate access points along the trail. All cans should blend in with the natural surroundings and not be intrusive.
- Benches may be appropriate for both types of trails, but should be designed to blend into the natural surroundings (wooden logs, etc.). Benches should be placed at logical places along the trail (viewpoints, access points, open areas).
- Vandal-resistant materials, natural materials and recycled materials should be used where possible.
- Signage that identifies the greenway, distances, destination points, access points, etc. should be available at the trailheads. All signs should maintain consistency in graphic elements, typefaces, color and materials throughout the greenway network. Signs should be placed at all trail access points and trailheads, and may include interpretive signage along the trail. The number of signs at any one place should be minimized. Signage is intended for the following purposes:
 - To identify the trail
 - To identify intersecting trails
 - To identify types of uses allowed on the trail
 - To indicate distances traveled
 - To inform the user of their current location
 - To identify features and interpret them
 - To give directions or distances to features
 - To advise users of trail conditions
 - To regulate users (stop, yield, speed limit)
- Railings, fences or barriers on both sides of a path should be a minimum of 42 inches high.
- Barrier posts or bollards should be placed at greenway entrances to restrict unauthorized motor vehicles. These posts should be well-marked with permanently reflective material for both nighttime and daytime visibility. Provisions can be made for lockable, removable barrier posts permitting access to emergency or service vehicles.
- The minimum clear width should be the same as the approached pathway when constructing bridges, in addition to a minimum 2 foot wide clear area on each side.

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APPENDICES

A. Huntsville Greenways Maps

- A-1 Aldridge Creek Greenway
- A-2 Barren Fork/ Miller Branch Greenway
- A-3 Betts Spring Branch Greenway
- A-4 Big Cove Creek Greenway
- A-5 Big Spring Greenway
- A-6 Blevins Gap Greenway
- A-7 Blue Spring Creek Greenway
- A-8 Broglan Branch North Greenway
- A-9 Broglan Branch South Greenway
- A-10 Chapman Mountain Greenway
- A-11 Dallas Branch Greenway
- A-12 Downtown Greenways
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B. Huntsville Greenways Public Relations & Education Hints

C. Huntsville and Madison County Greenway Resource Maps

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- C-2 Recreation
- C-3 Geography and Hydrology
- C-4 Political and Historic

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APPENDIX A

HUNTSVILLE GREENWAYS MAPS

ALDRIDGE CREEK GREENWAY

Greenway Description

The Aldridge Creek Greenway begins at Carl T. Jones Drive and continues southward six and one-half miles along the creek until reaching its terminus at Ditto Landing. The Aldridge Creek Greenway connects with the Atwood Linear Park Greenway at Four Mile Post Road for one mile through the Willowbrook community, terminating at Mira Vista Drive near the private Valley Hill Country Club & Golf Course. The greenway path is non-continuous for three-quarters of a mile. The pathway resumes just south of the golf course, continuing southward towards the Tennessee River at Ditto Landing. The existing three and one-half miles of the greenway runs south along the creek from Mountain Gap Road to Ditto Landing serving several neighboring communities. The existing shared-use pathway can be accessed at Mountain Gap Road, Green Cove Road and Hobbs Island Road at Ditto Landing.

The greenway connects with the existing Tennessee River Greenway at Ditto Landing. Parking facilities at Ditto Landing should adequately serve the southern access point of the greenway.

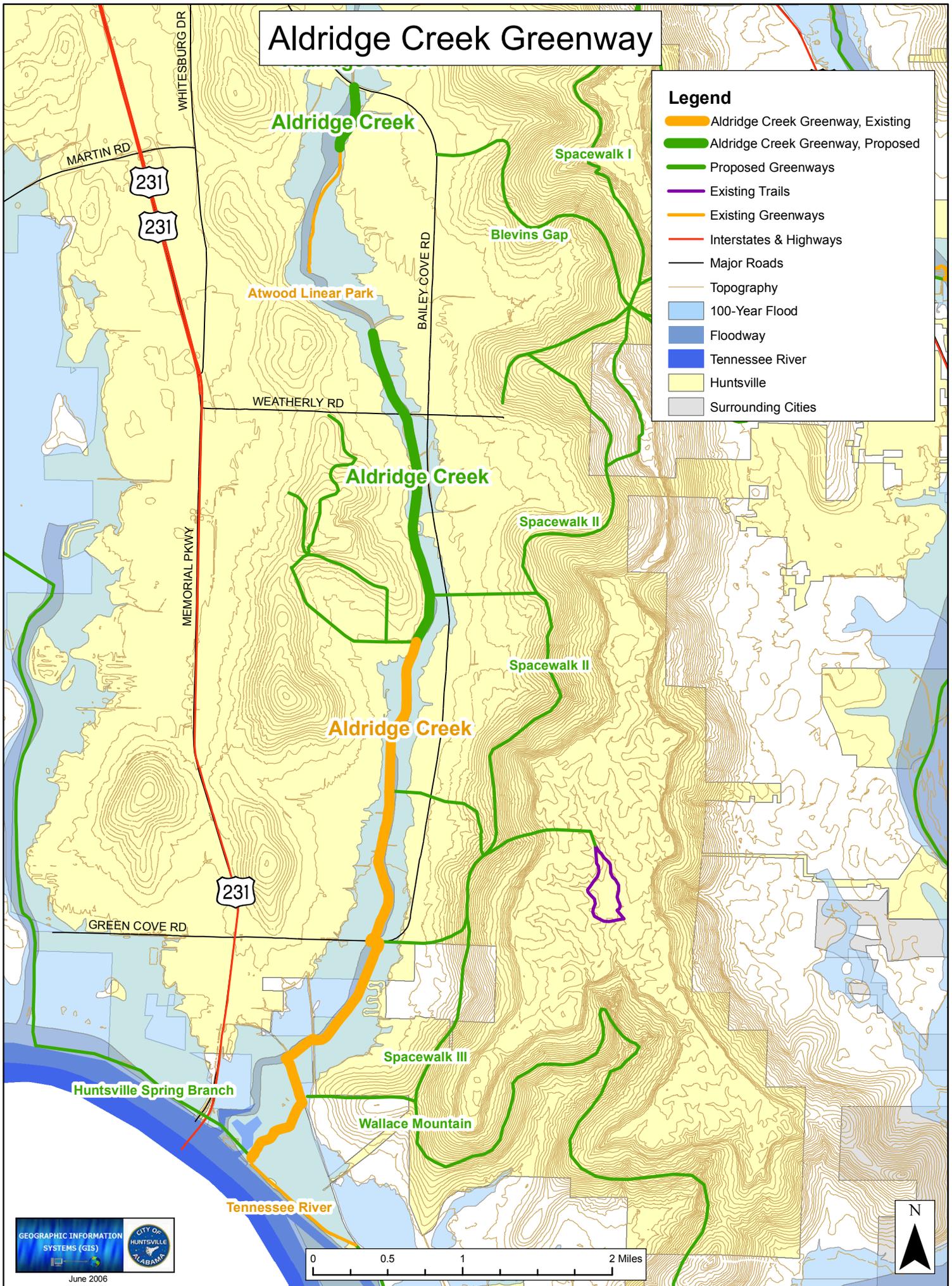
Greenway Connections

- Atwood Linear Park Greenway
- Tennessee River Greenway
- Bailey Cove Branch Library
- Willowbrook Community
- Willow Park
- Mountain Gap Elementary and Middle School
- Challenger Elementary and Middle School
- Ditto Landing

Aldridge Creek Greenway

Legend

-  Aldridge Creek Greenway, Existing
-  Aldridge Creek Greenway, Proposed
-  Proposed Greenways
-  Existing Trails
-  Existing Greenways
-  Interstates & Highways
-  Major Roads
-  Topography
-  100-Year Flood
-  Floodway
-  Tennessee River
-  Huntsville
-  Surrounding Cities



BARREN FORK/ MILLER BRANCH GREENWAY

Greenway Description

The Barren Fork/Miller Branch Greenway begins at Martin Road and travels southwestward five and three-quarter miles to Wheeler National Wildlife Refuge. The greenway route winds south and west before reaching Barren Fork Creek; it then skirts the western edge of Barren Fork Creek until crossing Wall Triana Highway. The greenway will next meander along Miller Branch before turning south and entering the Wheeler National Wildlife Refuge at Blackwell Swamp.

A new parking area at Martin Road may be needed to serve the northern access to this greenway as well as the Betts Spring Branch Greenway.

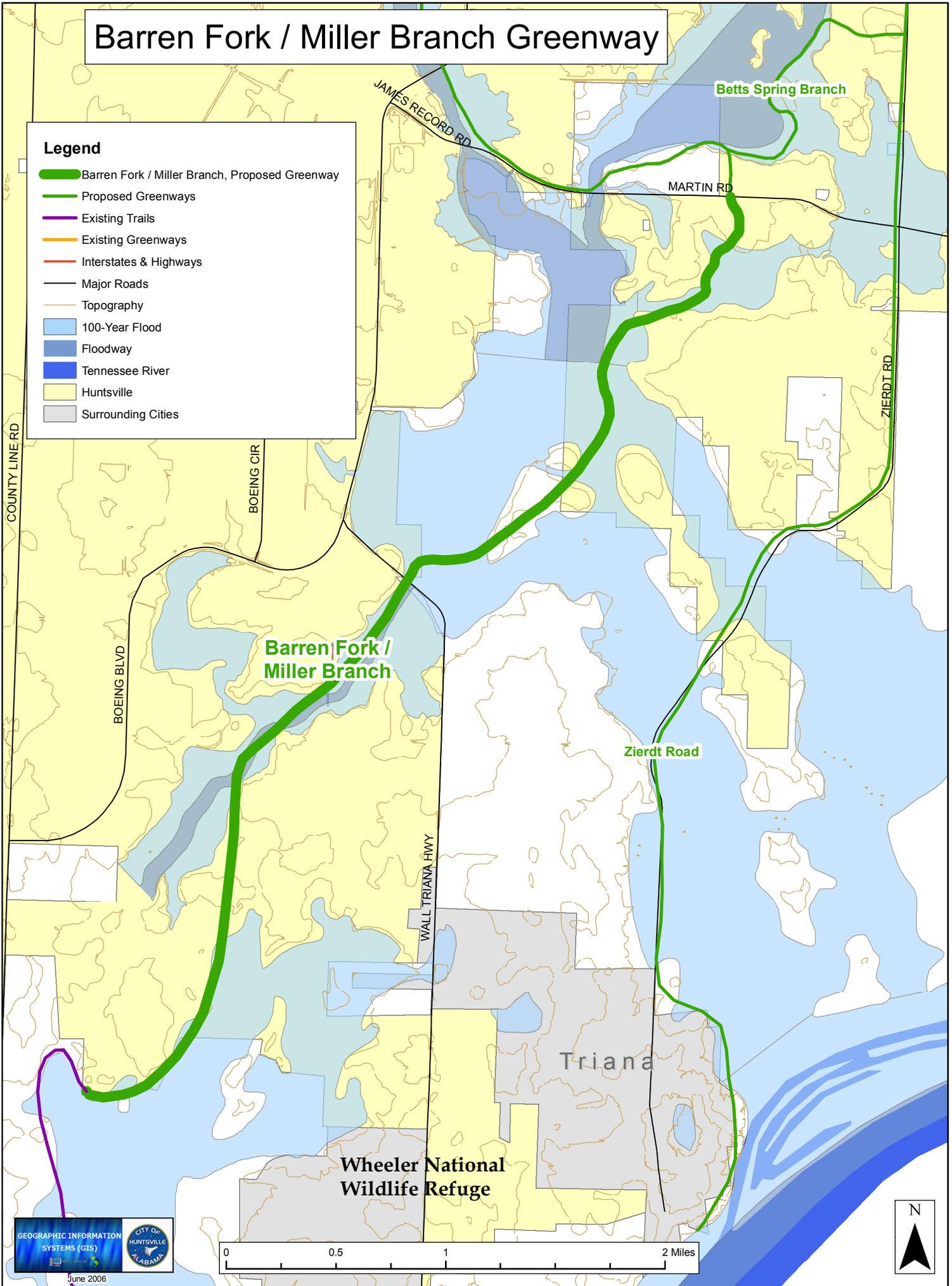
Greenway Connections

- Betts Spring Branch Greenway
- Wheeler National Wildlife Refuge
- Williams Elementary School

Barren Fork / Miller Branch Greenway

Legend

-  Barren Fork / Miller Branch, Proposed Greenway
-  Proposed Greenways
-  Existing Trails
-  Existing Greenways
-  Interstates & Highways
-  Major Roads
-  Topography
-  100-Year Flood
-  Floodway
-  Tennessee River
-  Huntsville
-  Surrounding Cities



Betts Spring Branch

JAMES RECORD RD

MARTIN RD

ZIERDT RD

COUNTY LINE RD

BOEING CIR

BOEING BLVD

Barren Fork /
Miller Branch

Zierdt Road

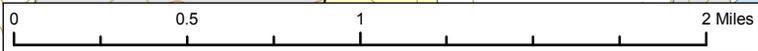
WALL TRIANA HWY

Triana

Wheeler National
Wildlife Refuge



June 2006



BETTS SPRING BRANCH GREENWAY

Greenway Description

The Betts Spring Branch Greenway begins at Zierdt Road and continues two miles to Martin Road. The greenway routes travels west along through the Reserve community before turning southwest along Betts Spring Branch creek to connect with the proposed Barren Fork/ Miller Branch greenway at Martin Road.

Another greenway is proposed to connect the Betts Spring Branch Greenway with the City of Madison. This greenway route will run two miles northwest stubbing to the Madison city limit line.

A new parking area at Martin Road may be needed to serve the southern access to this greenway as well as the Barren Fork/Miller Branch Greenway.

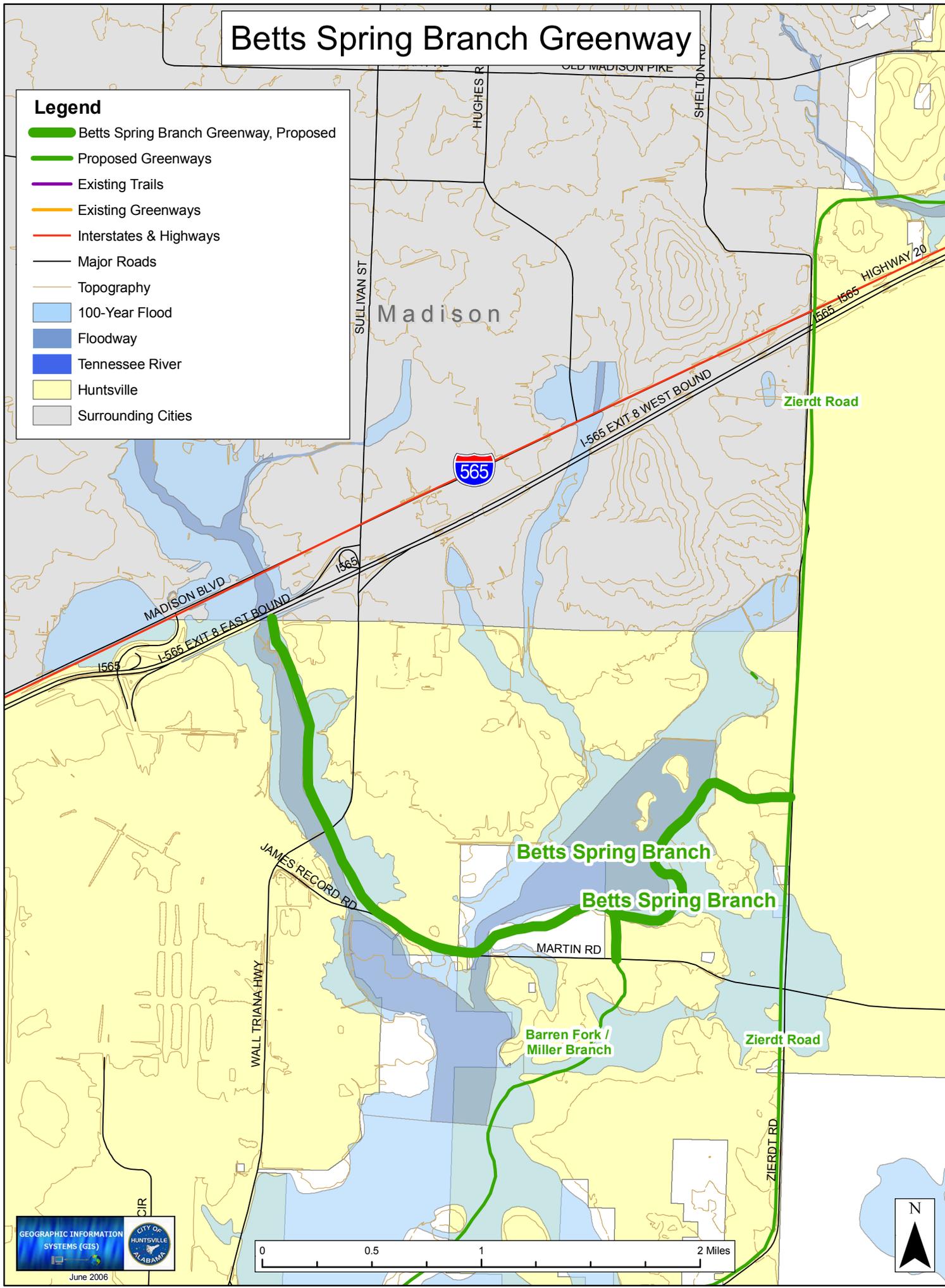
Greenway Connections

- Edgewater Community
- Reserve Community
- Indian Creek Greenway
- Cummings Research Park
- City of Madison

Betts Spring Branch Greenway

Legend

-  Betts Spring Branch Greenway, Proposed
-  Proposed Greenways
-  Existing Trails
-  Existing Greenways
-  Interstates & Highways
-  Major Roads
-  Topography
-  100-Year Flood
-  Floodway
-  Tennessee River
-  Huntsville
-  Surrounding Cities



BIG COVE CREEK GREENWAY

Greenway Description

The Big Cove Creek Greenway begins at the Flint River and travels north along the creek eight miles to Monte Sano State Park. As the path meanders northwestward toward the top of the mountain, it enters Monte Sano State Park and links with an existing trail system.

Two and three-quarter miles of the Big Cove Creek Greenway, extending from the Flint River to Cranfield Road, is an existing shared-used pathway. This pathway has connections to other existing trails, which are Little Cove Road Greenway and Flint River Greenway.

Existing parking facilities at Burritt Museum, Monte Sano State Park, Hampton Cove Elementary, Hays Nature Preserve and the Eastern Bypass should adequately serve the parking needs of the greenway.

Greenway Connections

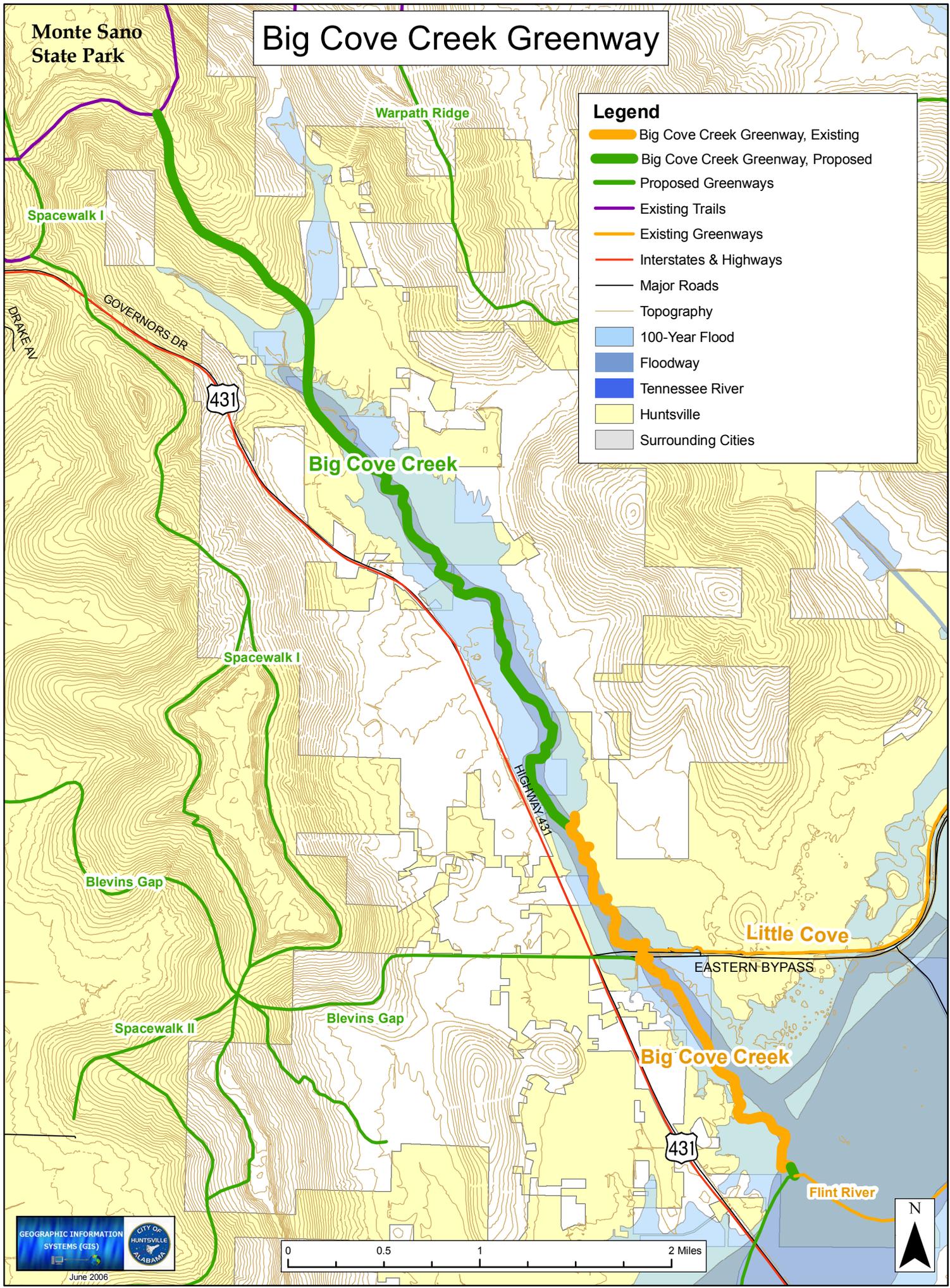
- Monte Sano State Park
- Cove Creek Community
- Hays Nature Preserve
- Little Cove Road Greenway
- Hampton Cove Community
- Hampton Cove Elementary
- Flint River Greenway

Monte Sano State Park

Big Cove Creek Greenway

Legend

-  Big Cove Creek Greenway, Existing
-  Big Cove Creek Greenway, Proposed
-  Proposed Greenways
-  Existing Trails
-  Existing Greenways
-  Interstates & Highways
-  Major Roads
-  Topography
-  100-Year Flood
-  Floodway
-  Tennessee River
-  Huntsville
-  Surrounding Cities



BIG SPRING GREENWAY

Greenway Description

The Big Spring Greenway begins at Big Spring Park and continues eastward three and one-half miles to the Monte Sano Preserve on Monte Sano Mountain. The greenway route travels east from Big Spring Park along South Side Square and Eustis Avenue to Greene Street; it then turns south on Greene Street around the Church of the Nativity, a 133 year old church designed by Frank Wills of New York. The path continues to Gates Avenue where it turns east by the 1819 Weeden House Museum, which exemplifies Federal period styling and was the home of Maria Howard Weeden, famed artist and poet. Continuing to Lincoln Street, the greenway turns north and runs to Randolph Avenue where it again turns eastward to Calhoun Street. The route then travels northward into the Olde Towne Historic District and turns east onto Clinton Avenue. Following Clinton Avenue to Coleman Street the greenway moves southward to Maple Hill Cemetery, established in 1822 and one of the oldest cemeteries in Alabama. The route meanders through the cemetery passing many historic grave sites before entering Maple Hill Park at the cemetery's eastern end; it then exits to McClung Avenue and travels east to Owens Drive. The path will then follow a proposed sidewalk along Owens Drive to the Monte Sano Preserve.

Two other greenways are proposed to connect with the Big Spring Greenway. One will extend west from Big Spring Park along Williams Avenue to the Huntsville Spring Branch Greenway. The other proposed greenway will loop a mile from Big Spring Park traveling north along Jefferson Street to the Huntsville Depot, an 1860 passenger station built by the Memphis and Charleston Railroad, turning west following Monroe Avenue to the Von Braun Center and then either continuing south back to Big Spring Park or turning westward on Clinton Avenue to link with the Huntsville Spring Branch Greenway.

Existing parking areas at Maple Hill Park, the Monte Sano Preserve and downtown should adequately meet the parking needs of the greenway.

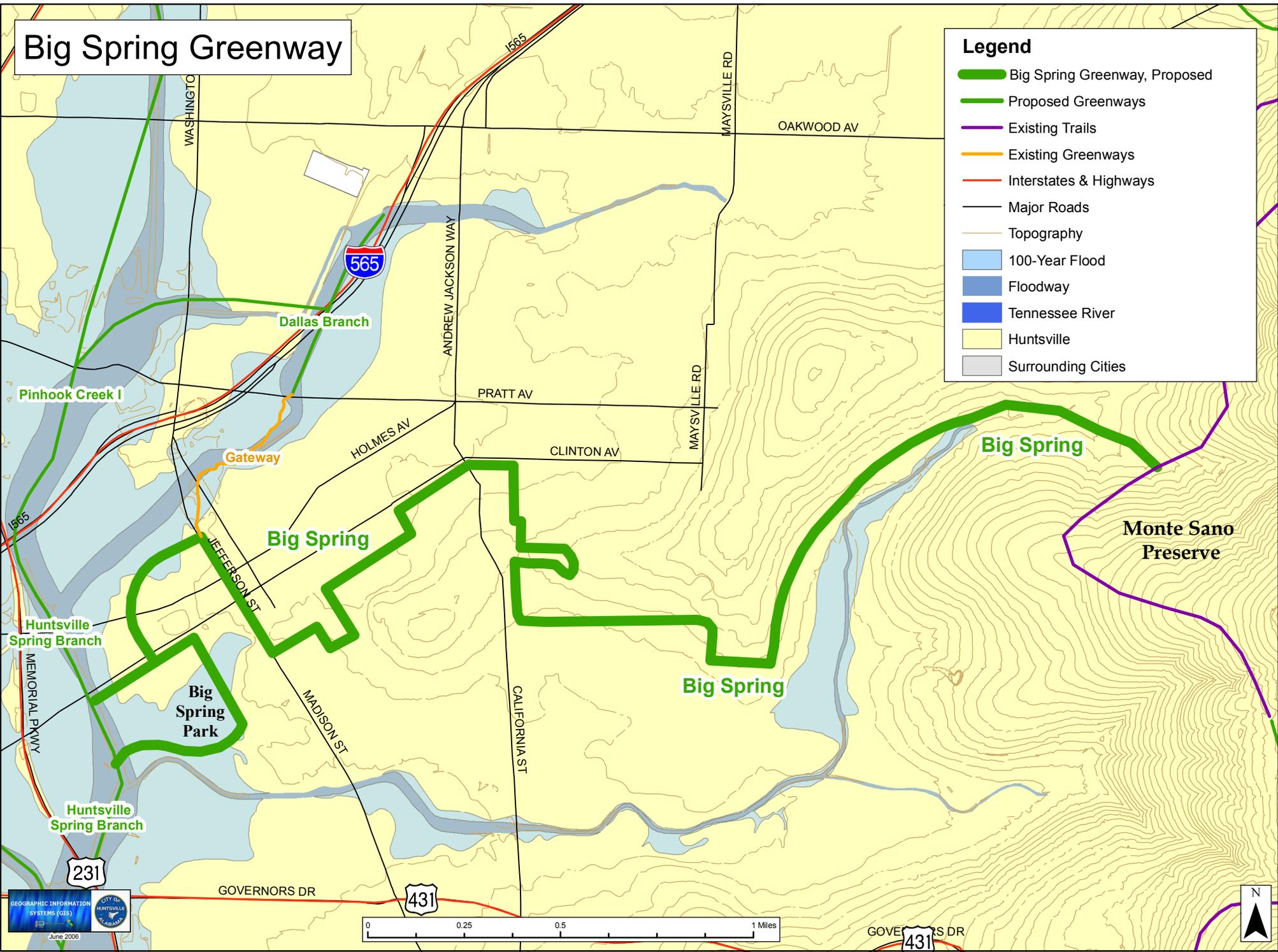
Greenway Connections

- Von Braun Center (VBC)
- Big Spring Park
- Huntsville Depot Museum
- Harrison Brothers (oldest operating hardware store in Alabama, established 1897)
- Church of the Nativity
- Weeden House
- Constitution Village/ Early Works Museum
- East Clinton School
- Maple Hill Cemetery
- Maple Hill Park
- Blossomwood Community
- Fagan Springs Community
- Monte Sano Preserve

Big Spring Greenway

Legend

-  Big Spring Greenway, Proposed
-  Proposed Greenways
-  Existing Trails
-  Existing Greenways
-  Interstates & Highways
-  Major Roads
-  Topography
-  100-Year Flood
-  Floodway
-  Tennessee River
-  Huntsville
-  Surrounding Cities



BLEVINS GAP GREENWAY

Greenway Description

The Blevins Gap Greenway begins at the Big Cove Creek crossing of the Eastern Bypass and continues westward four and one-half miles along Cecil Ashburn Drive to Bailey Cove Road. The greenway route travels along the Eastern Bypass and Sutton Road before climbing along the slopes of Huntsville Mountain; it then meanders along the slope crossing through Blevins Gap, an historic pass through the mountains dividing eastern and western Madison County. Once through the gap, the path will continue along the southeastern slope of Huntsville Mountain until winding down to Bailey Cove Road and Jones Valley.

Another greenway is proposed to connect with the Blevins Gap Greenway. The greenway route travels southeastward one mile from the Blevins Gap/ Spacewalk Greenway connectors to Old Big Cove Road.

A new parking area should be developed in the area of Blevins Gap to provide access to the Blevins Gap Greenway and Sections I and II of the Spacewalk Greenway.

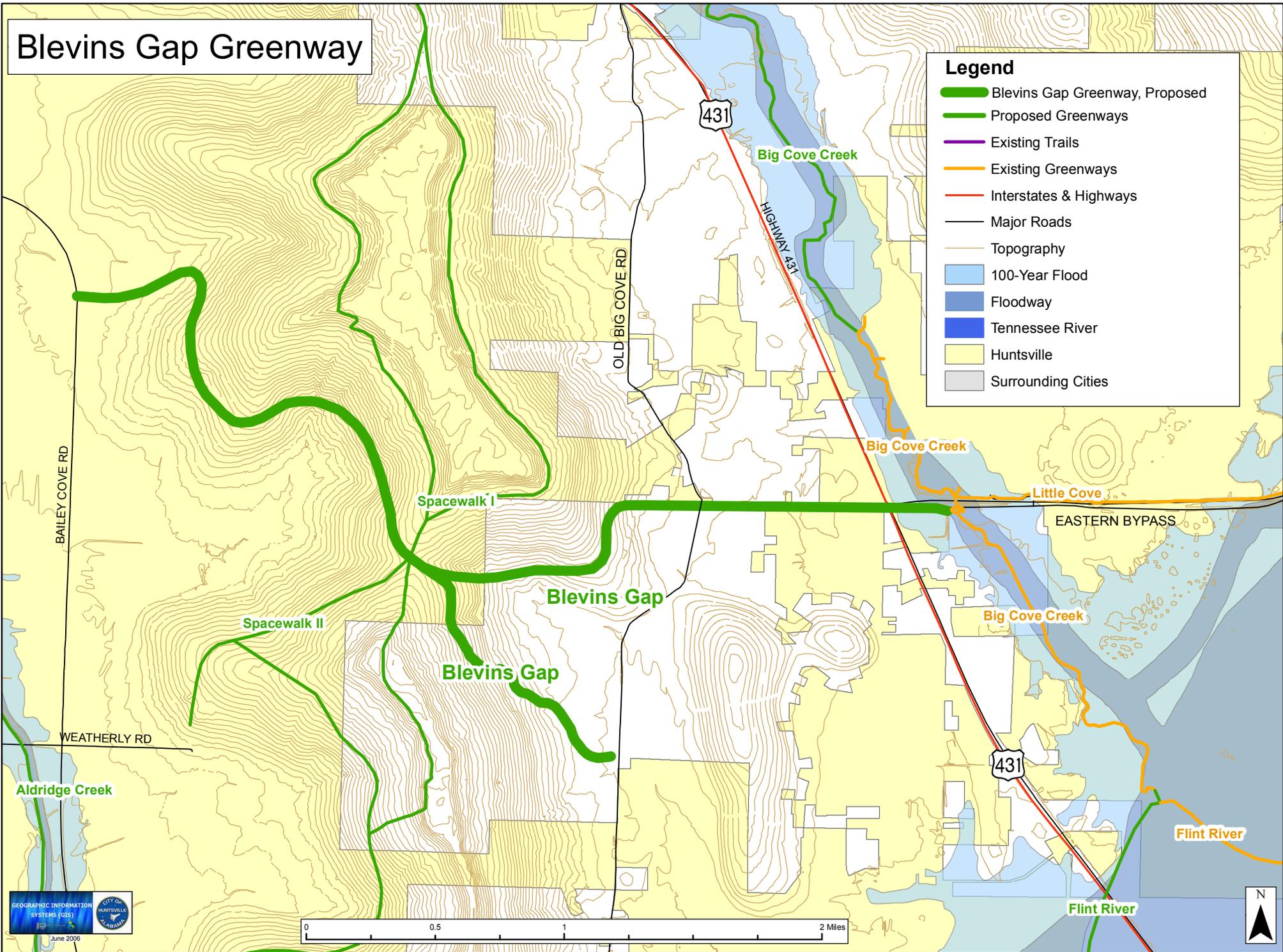
Greenway Connections

- Blevins Gap
- Virgil Grissom High School
- Willowbrook Community
- Hampton Cove Community

Blevins Gap Greenway

Legend

- Blevins Gap Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



BLUE SPRING CREEK GREENWAY

Greenway Description

The Blue Spring Creek Greenway begins at Pinhook Creek and continues two miles northwestward to Pulaski Pike. The greenway route travels west along existing sidewalks on Mastin Lake Road to Blue Spring Road; it then turns north along Blue Spring Road to Stringfield Road before turning westward to Blue Spring Creek. The path will meander northwestward along the creek until reaching Pulaski Pike.

A new parking area may be needed at the northern end of the greenway on Pulaski Pike. Existing parking areas at Lakewood Park can adequately serve the parking needs of the greenway at its southern access.

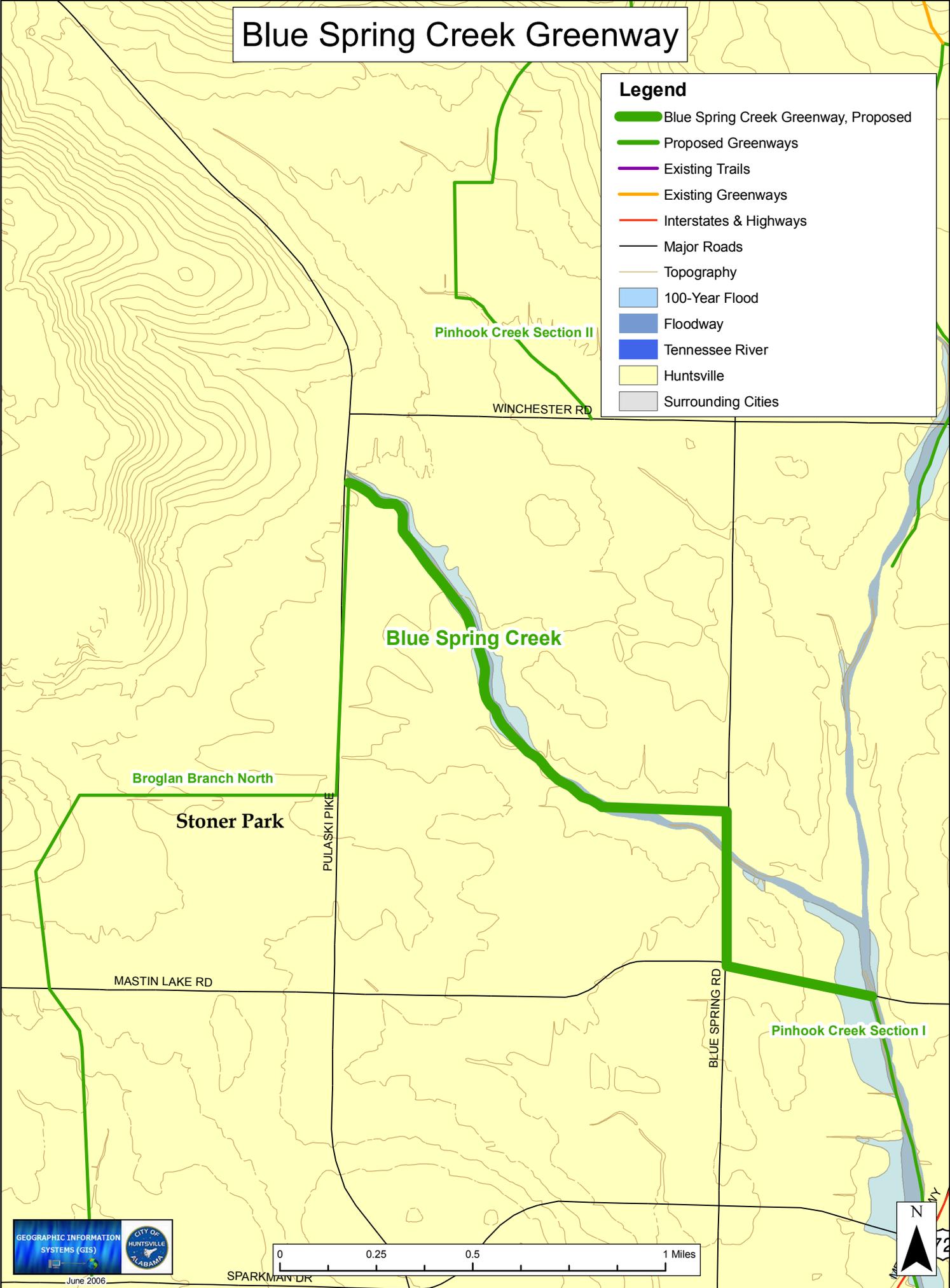
Greenway Connections

- Lakewood Elementary School
- Lakewood Community
- Lakewood Park
- North Park Shopping Center
- Rolling Hills Elementary School

Blue Spring Creek Greenway

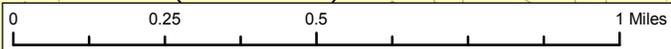
Legend

- Blue Spring Creek Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



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SPARKMAN DR



BROGLAN BRANCH NORTH GREENWAY

Greenway Description

The Broglan Branch North Greenway begins at Stoner Park and continues southward one and one-half miles to Sparkman Drive. The greenway route travels through Stoner Park from Stringfield Road to Adair Street; it then runs southward along Adair Street to Broglan Branch. The path will then meander along the branch to Sparkman Drive.

Another greenway is proposed to connect the Broglan Branch North Greenway with the Blue Spring Creek Greenway. This greenway will run a mile east and north following sidewalks along Stringfield Road and Pulaski Pike.

A new parking area may be needed on Pulaski Pike at Blue Spring Creek to serve the Blue Spring Creek and connector greenways. Existing parking at Stoner Park should adequately serve the parking needs of the Broglan Branch Greenway.

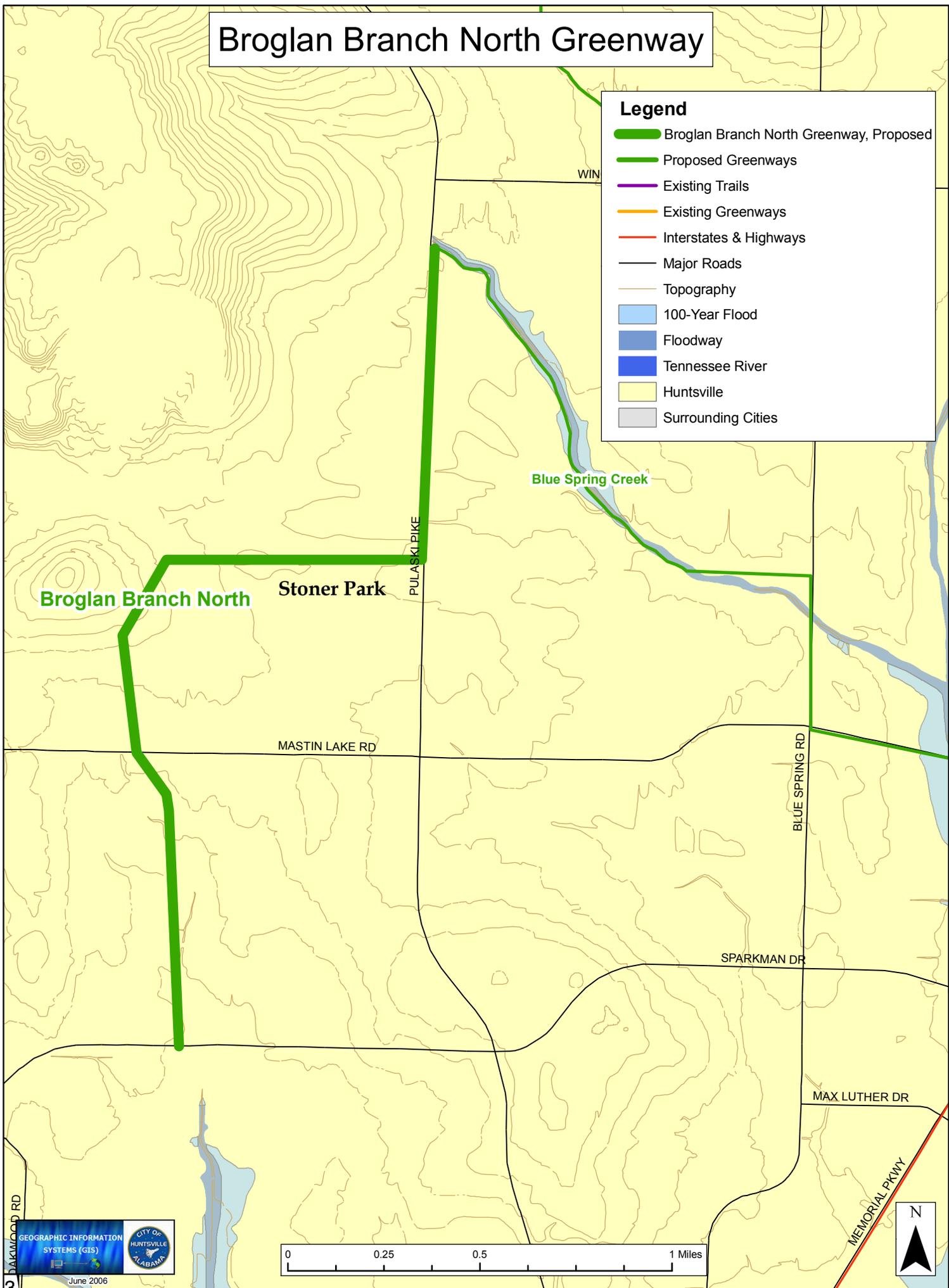
Greenway Connections

- Stoner Park
- Mastin Lake Park
- Scenic View Park
- Parkwood Community
- Brookhill Meadows Community
- Avondale Community

Broglan Branch North Greenway

Legend

-  Broglan Branch North Greenway, Proposed
-  Proposed Greenways
-  Existing Trails
-  Existing Greenways
-  Interstates & Highways
-  Major Roads
-  Topography
-  100-Year Flood
-  Floodway
-  Tennessee River
-  Huntsville
-  Surrounding Cities



BROGLAN BRANCH SOUTH GREENWAY

Greenway Description

The Broglan Branch South Greenway begins at Holmes Avenue and continues southeast along the creek one and one quarter miles, connecting to the Huntsville Spring Branch Greenway just south of Governors Drive. Holmes Avenue, a designated bicycle route, provides a continuous pedestrian and bicycle transportation corridor for local residents. As this pathway meanders southeastward through adjoining communities, it links to the proposed downtown greenway network at Huntsville Spring Branch.

A new parking area may be needed on Holmes Avenue for the northern access point. Existing parking in the downtown area should adequately serve the parking needs for the southern access.

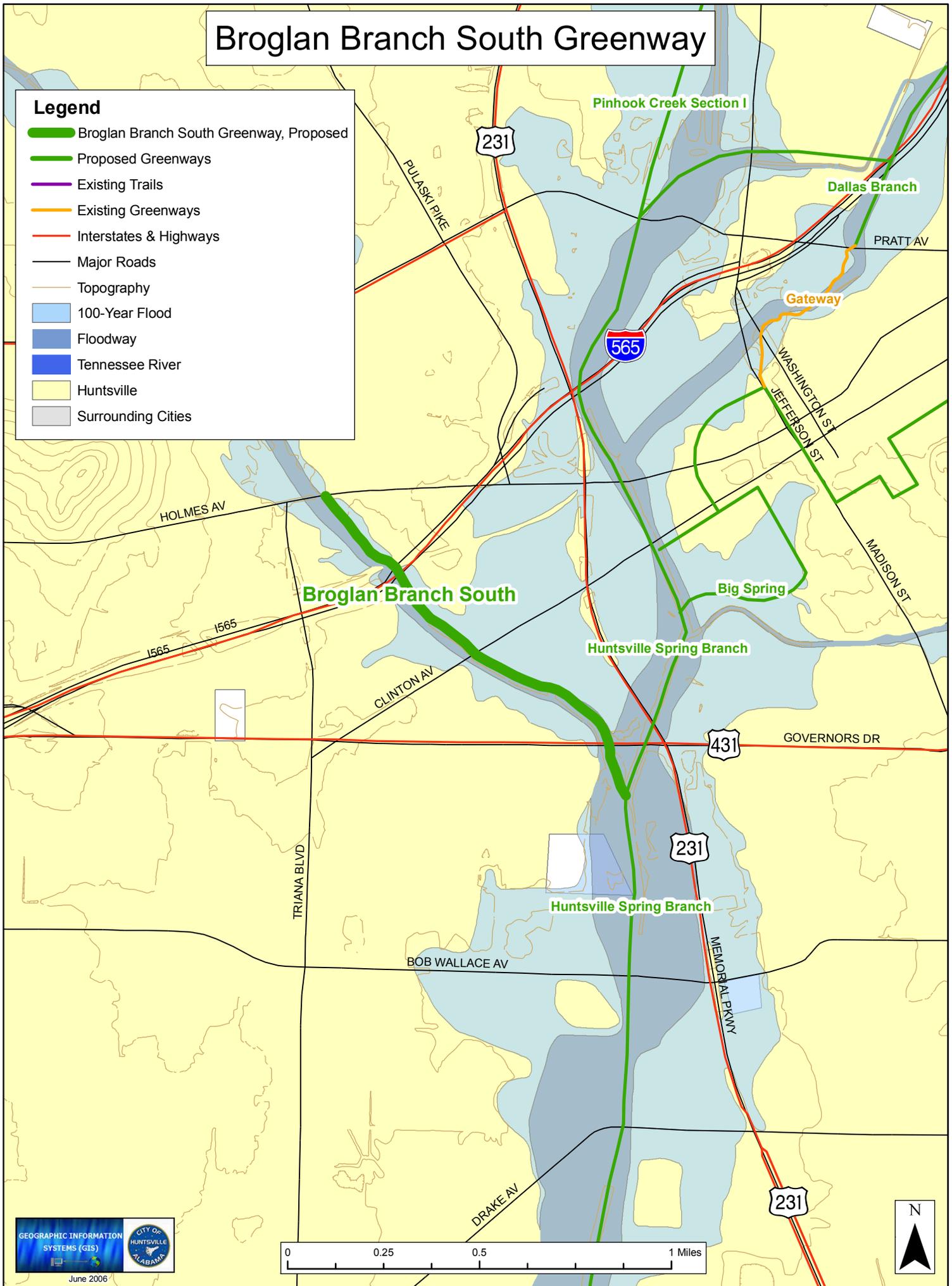
Greenway Connections

- Terry Heights Elementary School
- Terry Heights Community
- Hillandale Community
- Roy L. Stone Middle School
- Market Square at the Heart of Huntsville Shopping Center

Broglan Branch South Greenway

Legend

-  Broglan Branch South Greenway, Proposed
-  Proposed Greenways
-  Existing Trails
-  Existing Greenways
-  Interstates & Highways
-  Major Roads
-  Topography
-  100-Year Flood
-  Floodway
-  Tennessee River
-  Huntsville
-  Surrounding Cities



CHAPMAN MOUNTAIN GREENWAY

Greenway Description

The Chapman Mountain Greenway begins at the northern section of Monte Sano State Park and continues northward three miles to Alabama A&M University. The greenway route travels north from Monte Sano State Park along the western face of Chapman Mountain; it crosses U.S. Highway 72 East near Certain Gap and climbs to the top of the mountain. After reaching the mountaintop the path descends the northwestern slope to link with Edmonton Heights Park and Alabama A&M University.

Two other greenways are proposed to connect with the Chapman Mountain Greenway. One greenway is proposed to run one and one-half miles from the Chapman Mountain Greenway to Martin Luther King, Jr. Elementary School. This greenway will travel southwestward from the top of Chapman Mountain to the school and connect with an existing sidewalk on Meridian Street. The second greenway has a quarter mile connector extending from the main corridor. This pathway connects to a two mile proposed corridor that travels south from Old Gurley Road to existing trails at Monte Sano State Park.

Existing parking facilities at Edmonton Heights Park, Martin Luther King, Jr. Elementary School and the Monte Sano Preserve should adequately serve the access points to the greenway.

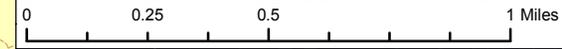
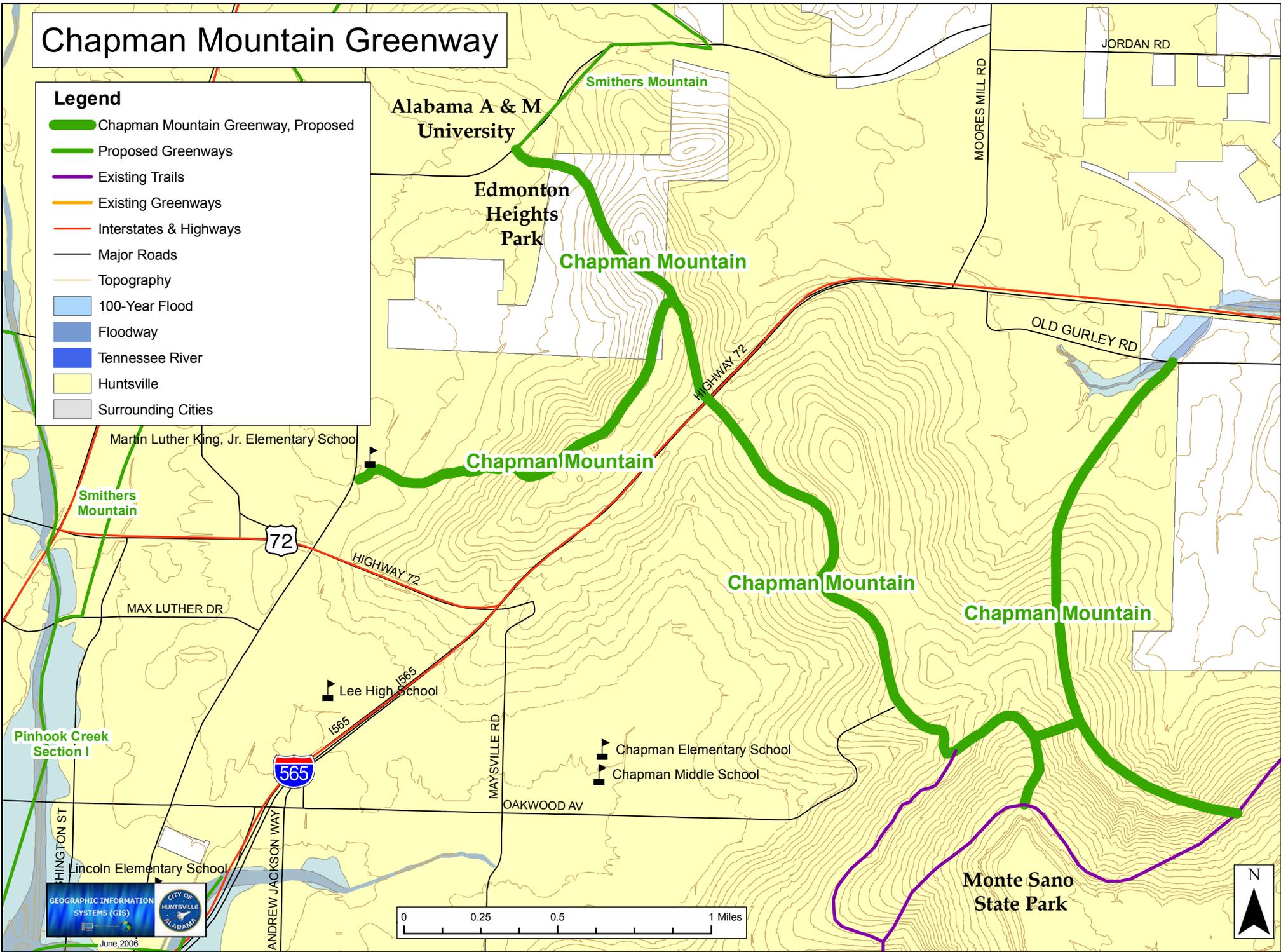
Greenway Connections

- Monte Sano State Park
- Edmonton Heights Park
- Martin Luther King, Jr. Elementary School
- Alabama A&M University
- Edmonton Heights Community
- High Mountain Reserve Community
- Monte Sano Preserve

Chapman Mountain Greenway

Legend

- Chapman Mountain Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



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DALLAS BRANCH GREENWAY

Greenway Description

The Dallas Branch Greenway runs one-half mile east along an unnamed tributary that extends from Pinhook Creek. The pathway begins at Pinhook Creek and meanders eastward through the Lincoln community, crossing Washington Street, Cross Street and Meridian Street before reaching the abandoned L&N railroad corridor. Once the pathway reaches the abandoned railroad corridor, it connects with a proposed pathway that begins at Pratt Avenue and travels one-half mile northeast along Dallas Street and the L&N railroad before reaching Chase Creek.

A new parking area may be needed near Chase Creek to serve the northern access to the greenway. Existing parking facilities along Pratt Avenue should adequately serve the connecting access points of the Gateway and Dallas Branch greenways.

Greenway Connections

- Lincoln Elementary School
- Bernie Park
- Dallas Community
- Downtown Huntsville
- Bud Cramer Park
- Lincoln Mill Village

Dallas Branch Greenway

Legend

-  Dallas Branch Greenway, Proposed
-  Proposed Greenways
-  Existing Trails
-  Existing Greenways
-  Interstates & Highways
-  Major Roads
-  Topography
-  100-Year Flood
-  Floodway
-  Tennessee River
-  Huntsville
-  Surrounding Cities



DOWNTOWN GREENWAYS

Greenway Description

The Downtown Greenways are a network of interconnected pathways located throughout the downtown Huntsville area. A description of each individual greenway corridor is provided. This system includes the Dallas Branch, Gateway, Big Spring, Pinhook Creek Section I, Huntsville Spring Branch and Broglan Branch South greenways. The Downtown Greenways are part of the overall Huntsville Downtown Master Plan; designed to enhance the living and working environment of Huntsville, Alabama.

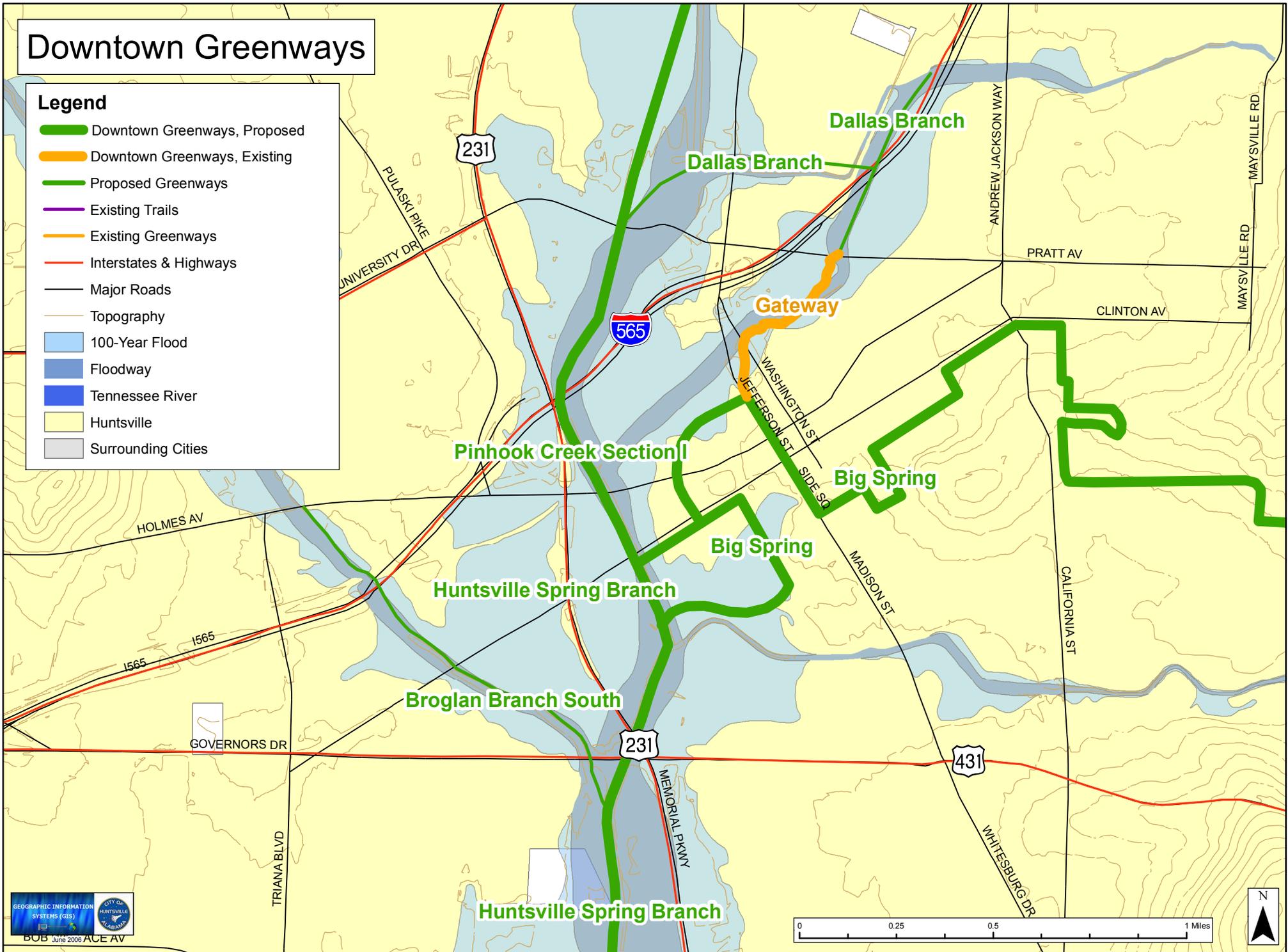
Greenway Connections

- Downtown Huntsville
- Bud Cramer Park
- Big Spring Park
- Huntsville Depot Museum
- Von Braun Center (VBC)
- Harrison Brothers
- Church of the Nativity
- Weeden House
- Constitution Village

Downtown Greenways

Legend

- █ Downtown Greenways, Proposed
- █ Downtown Greenways, Existing
- █ Proposed Greenways
- █ Existing Trails
- █ Existing Greenways
- █ Interstates & Highways
- █ Major Roads
- █ Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



DRY CREEK GREENWAY

Greenway Description

The Dry Creek Greenway begins at Providence Main and continues northward six and one-quarter miles to Pulaski Pike. The greenway route meanders northward along the creek, then turns east crossing Nick Fitchard Road to Pulaski Pike. The greenway connects to the existing paved portion of the Wade Mountain Greenway.

A proposed bikeway intersects this greenway at Nick Fitchard Road. The bikeway will offer continued accessibility within the Huntsville area.

Existing parking facilities on Pulaski Pike should adequately serve the northern access of the greenway, while new parking areas may be needed near the southern end of the greenway.

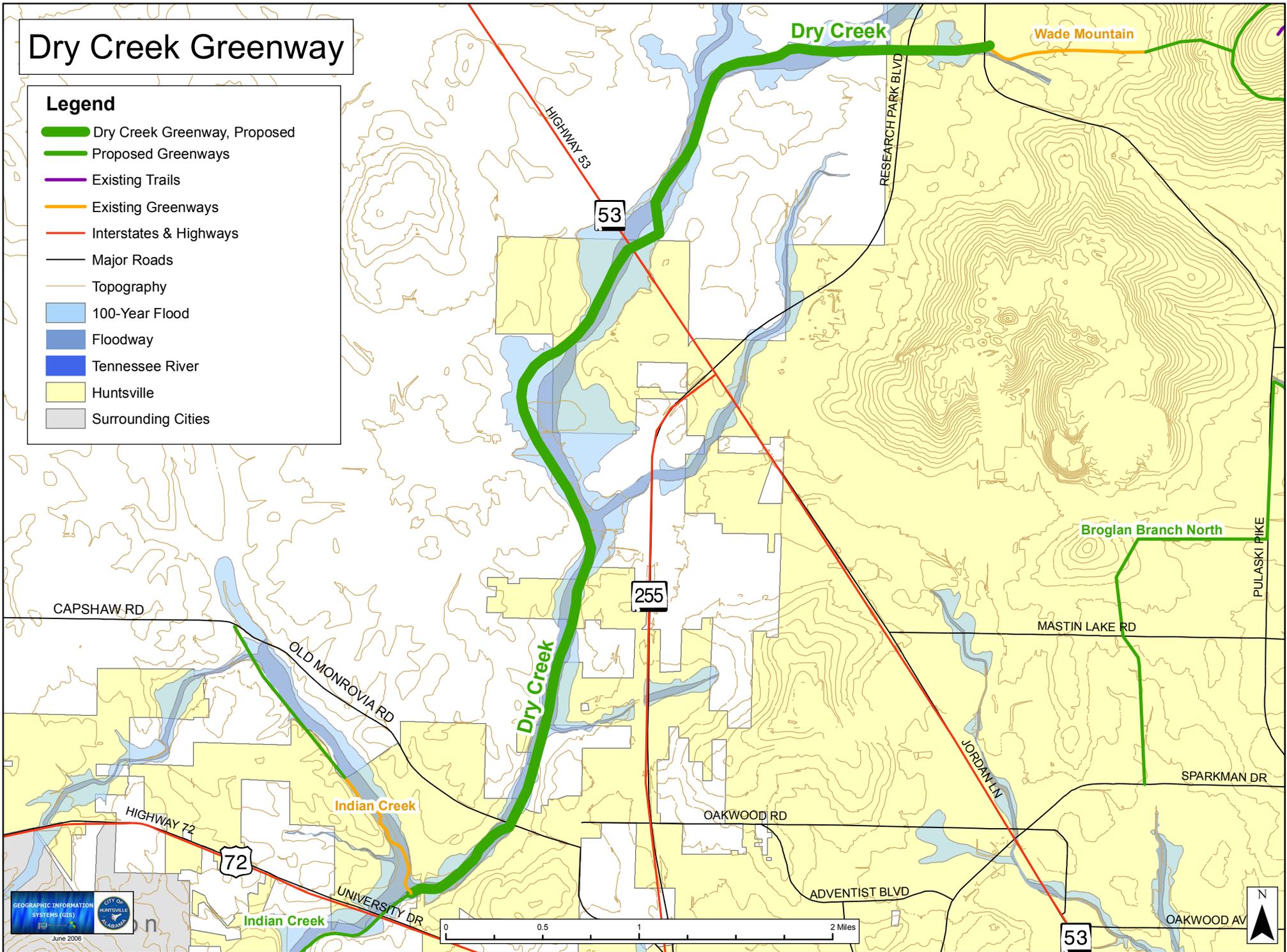
Greenway Connections

- North Huntsville Industrial Park
- West Ridge Community
- Wade Mountain Preserve
- Devils Racetrack

Dry Creek Greenway

Legend

-  Dry Creek Greenway, Proposed
-  Proposed Greenways
-  Existing Trails
-  Existing Greenways
-  Interstates & Highways
-  Major Roads
-  Topography
-  100-Year Flood
-  Floodway
-  Tennessee River
-  Huntsville
-  Surrounding Cities



FLINT RIVER GREENWAY

Greenway Description

The Flint River Greenway flows southward 36 miles from Oscar Patterson Road to the Tennessee River. This greenway corridor is proposed as a walking, biking and canoe trail with launch sites spaced appropriately along the river. The canoe portions of the trail will extend from Oscar Patterson Road to US Hwy 72 and from Old Big Cove Road to the Tennessee River.

An existing two mile phase of the Flint River Greenway travels southeast from the Big Cove Creek Greenway to Old Hwy 431. This is a paved shared-use pathway that accommodates bicyclists and pedestrians.

The two existing greenways that connect to the Flint River Greenway are Little Cove Road and Big Cove Creek. Three proposed greenways are planned to connect with the Flint River Greenway; Warpath Ridge Greenway, Wallace Mountain and Tennessee River Greenways. The banks of the river should be maintained in a natural state to protect the quality and integrity of the river.

New parking facilities will be needed at any new canoe launch site access.

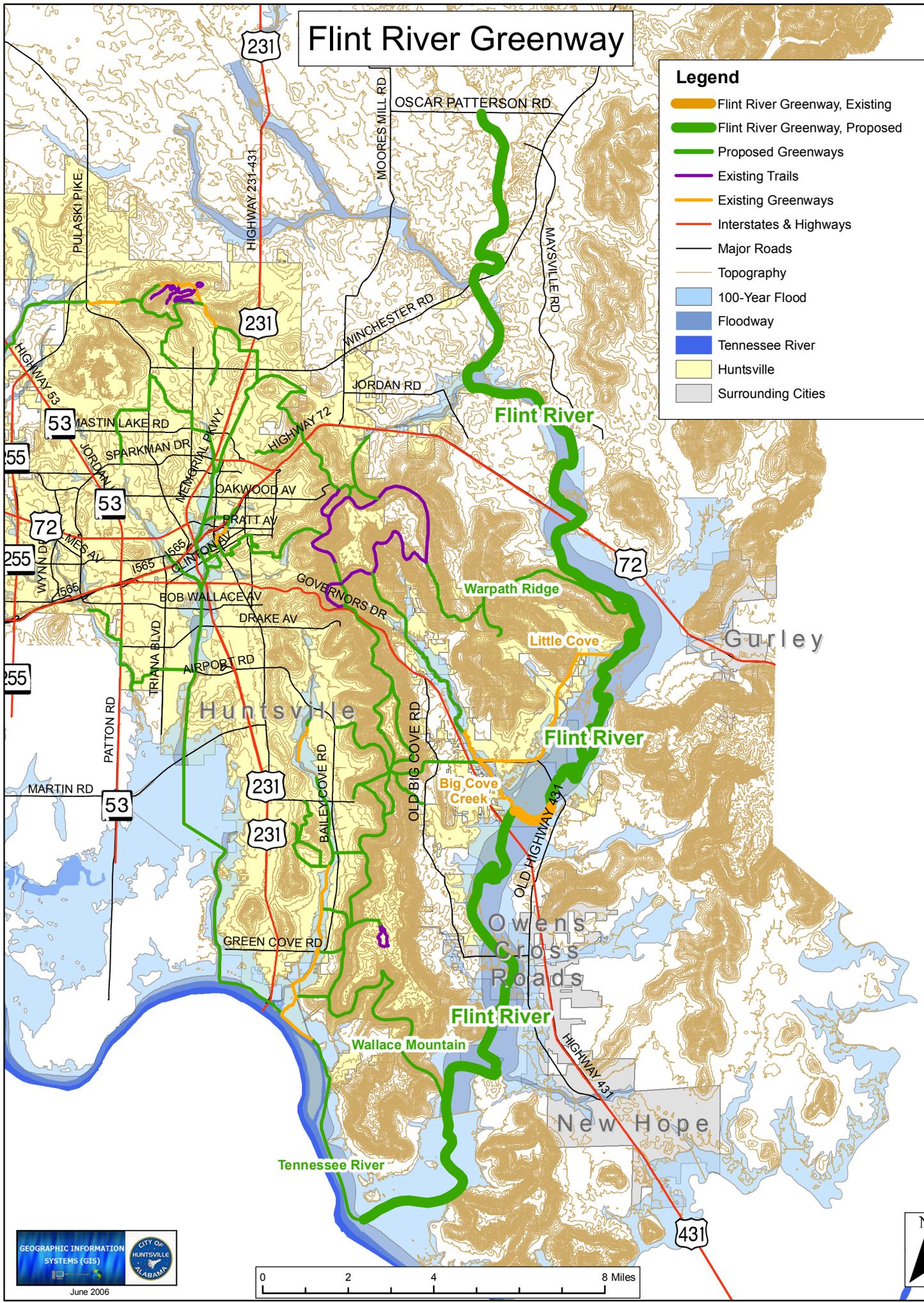
Greenway Connections

- Little Cove Road Greenway
- Big Cove Creek Greenway
- “Three Forks of the Flint”
- Sublett Mill Remains
- Bell Factory Site

Flint River Greenway

Legend

-  Flint River Greenway, Existing
-  Flint River Greenway, Proposed
-  Proposed Greenways
-  Existing Trails
-  Existing Greenways
-  Interstates & Highways
-  Major Roads
-  Topography
-  100-Year Flood
-  Floodway
-  Tennessee River
-  Huntsville
-  Surrounding Cities



HUNTSVILLE SPRING BRANCH GREENWAY

Greenway Description

The Huntsville Spring Branch Greenway begins at the Tennessee River and travels north ten miles to Holmes Avenue. The greenway connects with a signed bike route at Holmes Avenue, providing continued access into downtown Huntsville.

Three proposed greenways are planned to connect with Huntsville Spring Branch; the Tennessee River Greenway, McDonald Creek Greenway and the Big Spring Greenway.

Parking areas at Brahan Spring Park, downtown and Ditto Landing will adequately serve the parking needs of the greenway.

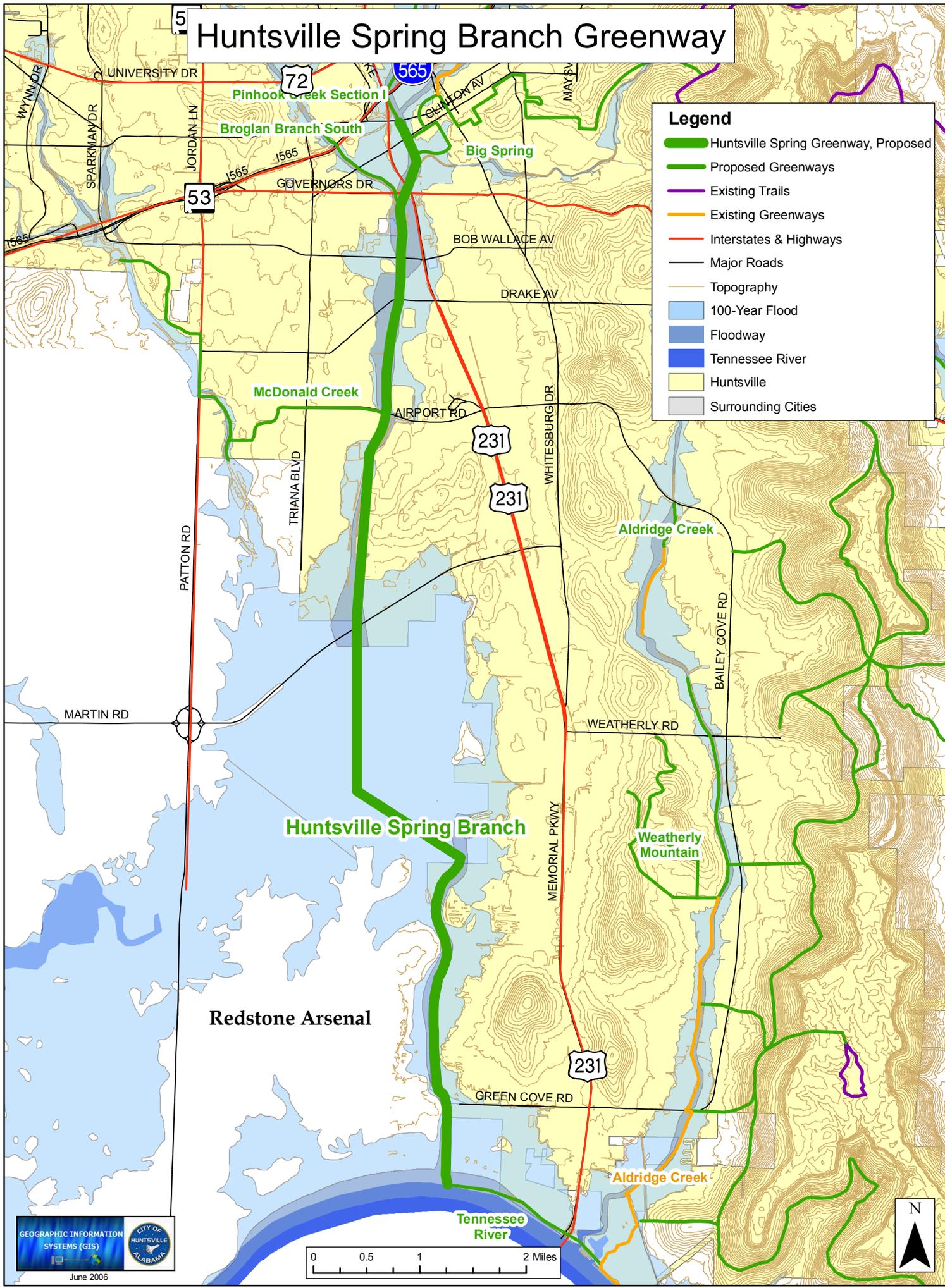
Greenway Connections

- Brahan Spring Park
- Big Spring Park
- Von Braun Center (VBC)
- Ditto Landing

Huntsville Spring Branch Greenway

Legend

- Huntsville Spring Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



Redstone Arsenal

Huntsville Spring Branch

Tennessee River

Aldridge Creek

Weatherly Mountain

Aldridge Creek

Pinhook Creek Section I
Broglan Branch South

Big Spring

McDonald Creek

UNIVERSITY DR
WYNN DR
SPARKMAN DR
JORDAN LN

565
565
CHANTON AV
MAY SW

GOVERNORS DR

BOB WALLACE AV

DRAKE AV

AIRPORT RD

231

231

WHITESBURG DR

MARTIN RD

WEATHERLY RD

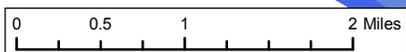
BAILEY COVE RD

MEMORIAL PKWY

GREEN COVE RD

GEOGRAPHIC INFORMATION SYSTEMS (GIS)
CITY OF HUNTSVILLE ALABAMA

June 2006



INDIAN CREEK GREENWAY

Greenway Description

The Indian Creek Greenway begins at Slaughter Road and runs northward six miles to Old Monrovia Road. The greenway route meanders north along the creek from Slaughter traveling through Creekwood Park north of Farrow Road; it then winds westward under US Hwy 72 West and follows Indian Creek to Old Monrovia Road.

Three phases of the Indian Creek Greenway have been completed. Phase I of the Indian Creek Greenway travels north one and one half miles from Old Madison Pike to Farrow Rd. Phase II connects to Phase I continuing north from Farrow Road to Creekwood Park for one-half of a mile. Phase III of the greenway corridor runs one mile from US Hwy 72 to Providence Elementary and Middle School.

Parking areas at Creekwood Park and the Providence Community will adequately serve the parking needs of the greenway.

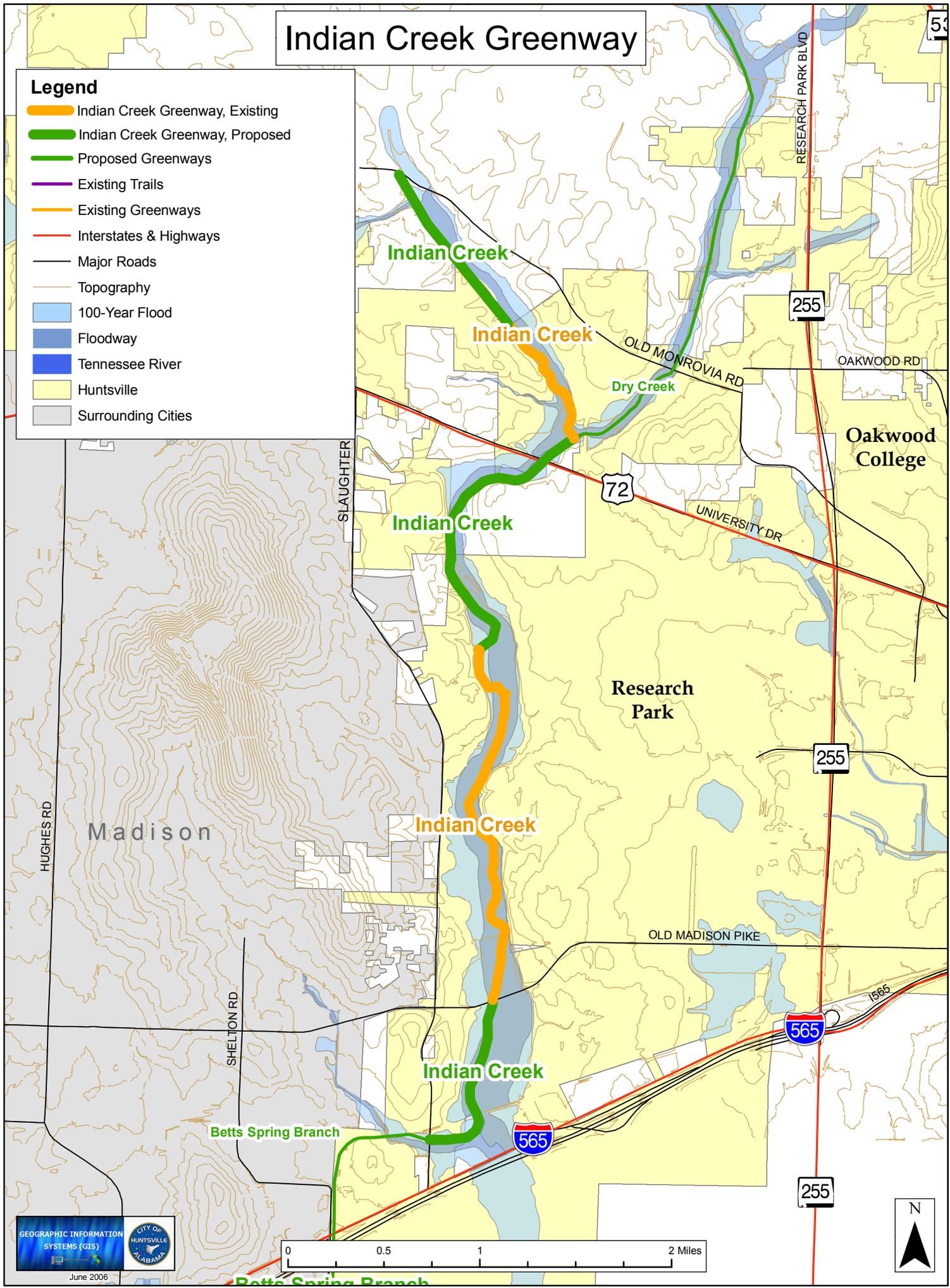
Greenway Connections

- Creekwood Community
- Providence Community
- Providence Elementary and Middle School
- West Ridge Community
- Creekwood Park
- Cummings Research Park
- Thornton Research Park

Indian Creek Greenway

Legend

- Indian Creek Greenway, Existing
- Indian Creek Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



KNOX CREEK GREENWAY

Greenway Description

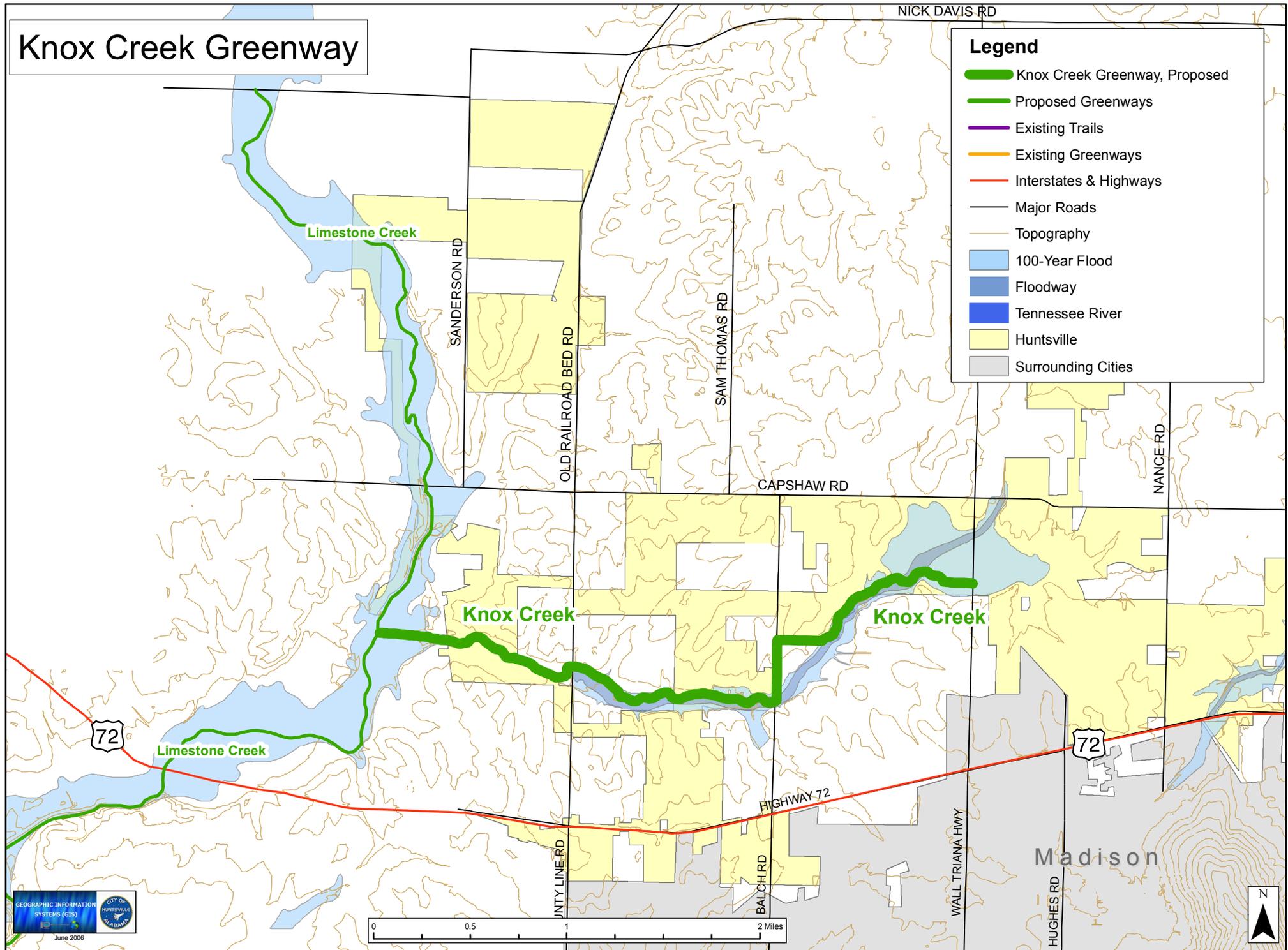
The Knox Creek Greenway begins at Wall Triana Highway and travels three miles southwest along the creek to meet Limestone Creek, a proposed connecting greenway corridor. The greenway corridor runs westward along Knox Creek before reaching the Huntsville city limits. The pathway then traverses west through open space, adjacent to the city limits before turning south on Balch Road. The path then enters the Knox Creek community near the Knox Creek Community Park. It then continues west through several adjoining neighborhoods before reaching the proposed Limestone Creek greenway, west of Dupree Worthy Road.

Existing parking at the Knox Creek Community Park should adequately serve the parking needs of the greenway near the Knox Creek community. New parking facilities may be needed at Wall Triana Highway trailhead.

Greenway Connections

- Knox Creek Community
- Knox Creek Community Park
- Churchill Community
- Chadwick Pointe Community
- Limestone Creek Greenway

Knox Creek Greenway



LIMESTONE CREEK GREENWAY

Greenway Description

The Limestone Creek Greenway runs fourteen miles north of US Hwy 20 to Nick Davis Road. The greenway runs along the creek, serving several adjoining communities along its path. This pathway will connect to the proposed Knox Creek greenway which runs eastward into the city of Huntsville.

New parking facilities may be needed at Capshaw Road, US Hwy 72 West and US Hwy 20 to serve the access points of this greenway.

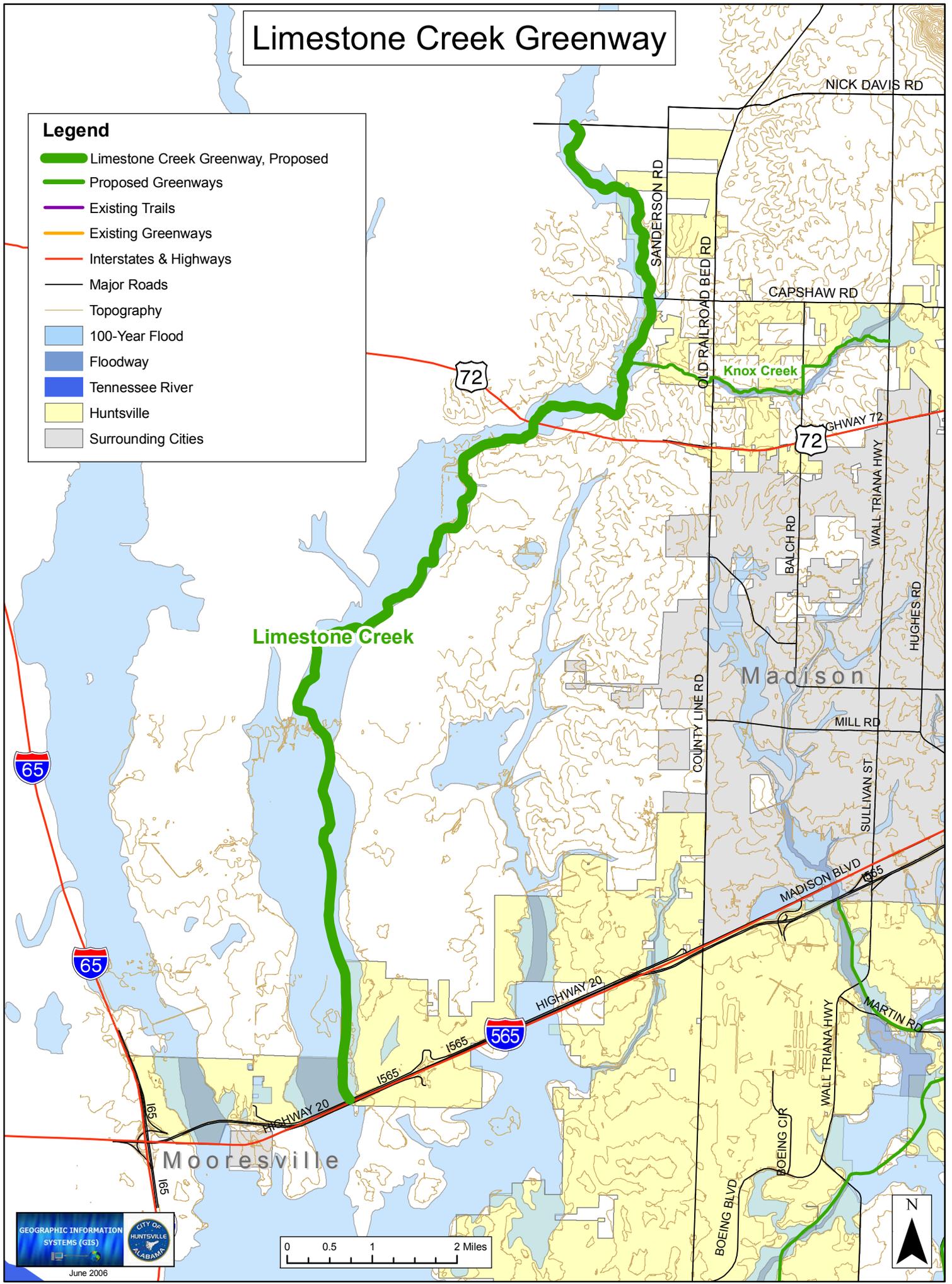
Greenway Connections

- Knox Creek Greenway
- East Limestone Community
- Wheeler National Wildlife Refuge

Limestone Creek Greenway

Legend

-  Limestone Creek Greenway, Proposed
-  Proposed Greenways
-  Existing Trails
-  Existing Greenways
-  Interstates & Highways
-  Major Roads
-  Topography
-  100-Year Flood
-  Floodway
-  Tennessee River
-  Huntsville
-  Surrounding Cities



MCDONALD CREEK GREENWAY

Greenway Description

The McDonald Creek Greenway begins at the Redstone Arsenal boundary south of West Oak Way and travels northward three miles to the U.S. Space and Rocket Center. The greenway route runs along the creek to Patton Road where it connects with an existing sidewalk and proposed bikeway. An existing pedestrian bridge at Penny Street will connect the neighborhoods on both sides of the creek with the greenway. From Patton Road the greenway will extend northward following the sidewalk and bikeway to the Metro Kiwanis Softball Complex. At this point the path will meander north and west to the Botanical Gardens, Morris Elementary School and the U.S. Space and Rocket Center.

Sidewalks within the Chelsea community will allow a connection from the McDonald Creek Greenway to the Huntsville Spring Branch Greenway. The proposed sidewalk connector will travel eastward one and one-half miles from McDonald Creek through the Chelsea community near McDonnell Elementary and along Johnson Road before connecting with the Huntsville Spring Branch Greenway.

Existing parking facilities at the Metro Kiwanis Softball Complex should adequately serve the greenway.

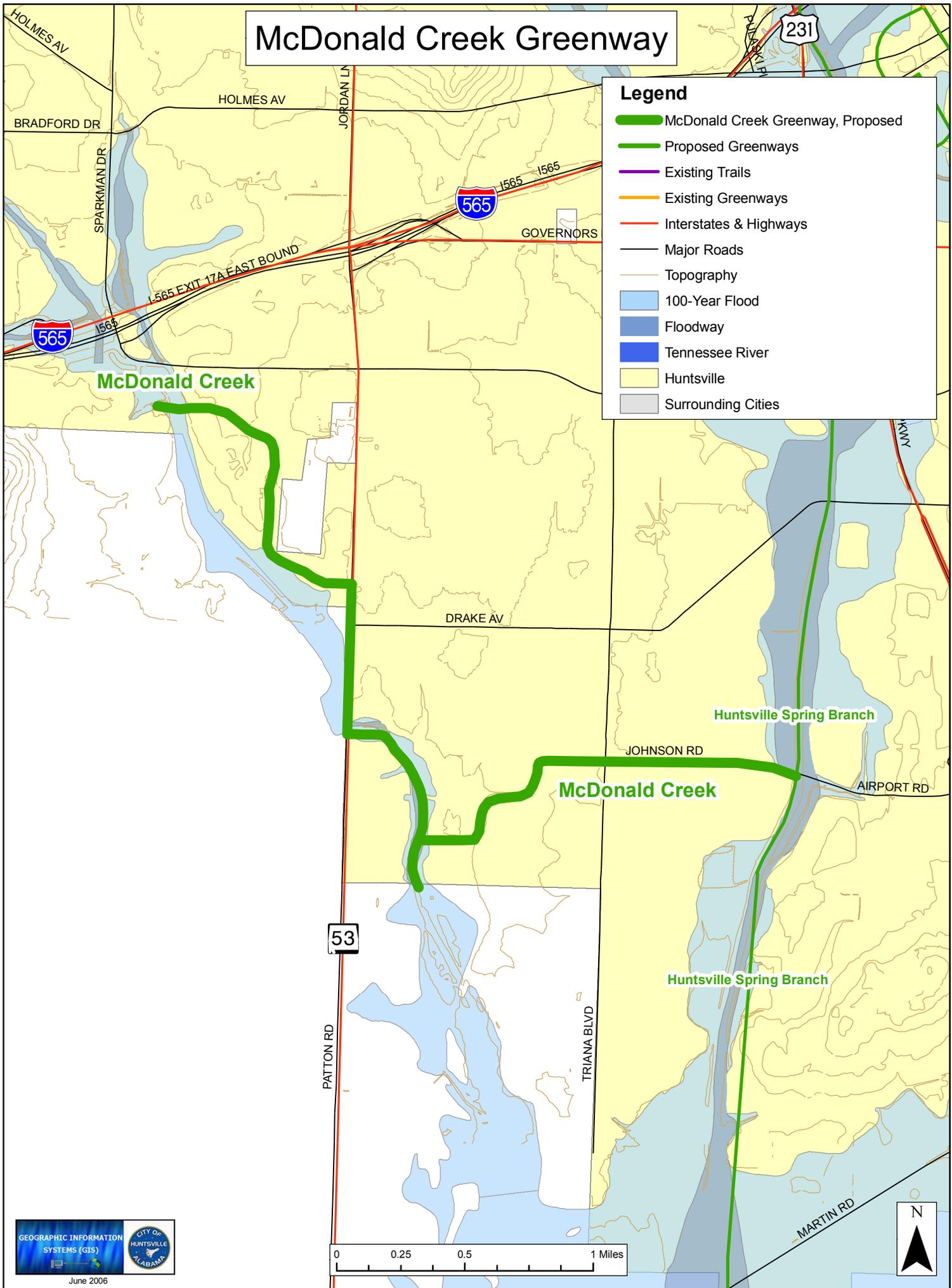
Greenway Connections

- Metro Kiwanis Softball Complex
- Redstone Arsenal
- Botanical Gardens
- Morris Elementary School
- U.S. Space and Rocket Center
- Huntsville Spring Branch Greenway
- McDonnell Elementary School

McDonald Creek Greenway

Legend

- McDonald Creek Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



PINHOOK CREEK SECTION I GREENWAY

Greenway Description

Section I of the Pinhook Creek Greenway begins at Holmes Avenue and travels north three miles to Lakewood Elementary School. The greenway route follows the creek until it reaches the L&N railroad west of Church Street; it then parallels the railroad until just north of Oakwood Avenue where it begins to travel the creek again. The path will then meander with the creek to Lakewood School.

This greenway connects to the north with Blue Spring Creek Greenway and to the south with Huntsville Spring Branch Greenway.

Existing parking areas at Lakewood Elementary School and downtown should adequately provide for the parking needs of the greenway.

Greenway Connections

- Von Braun Center (VBC)
- Lakewood Elementary School
- Glen Park Community
- Lakewood Community
- Lakewood Park

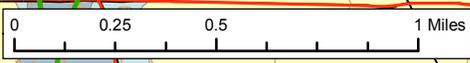
Pinhook Creek Section I Greenway

Legend

- Pinhook Section I Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



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PINHOOK CREEK SECTION II GREENWAY

Greenway Description

Section II of the Pinhook Creek Greenway begins at Medaris Road and travels north one and one-quarter miles to Wade Mountain. The greenway route meanders north following the east fork of the creek to Pisgah Drive; it will then follow a proposed sidewalk to Pisgah Circle and continue to Windsor Manor Park. The proposed greenway connects to an existing portion of the Wade Mountain Greenway.

The second phase of Pinhook Creek Section II will travel down the southern slope of Wade Mountain one and one-quarter miles, connecting to Johnson High School before reaching Winchester Road.

Existing parking areas at Windsor Manor Park and Johnson High School should adequately serve the parking needs of the greenway.

Greenway Connections

- Wade Mountain Greenway
- Windsor Manor Community
- Windsor Manor Park
- Johnson High School
- Rolling Hills Elementary
- Medaris Park

Pinhook Creek Section II Greenway

Legend

-  Pinhook Section II Greenway, Proposed
-  Proposed Greenways
-  Existing Trails
-  Existing Greenways
-  Interstates & Highways
-  Major Roads
-  Topography
-  100-Year Flood
-  Floodway
-  Tennessee River
-  Huntsville
-  Surrounding Cities

Wade Mountain Preserve

Wade Mountain

Wade Mountain

Smithers Mountain

Pinhook Creek Section II

Pinhook Creek Section II

Johnson High School

WINCHESTER RD

Rolling Hills Elementary School

Pinhook Creek Section II

Blue Spring Creek

MEDARIS RD

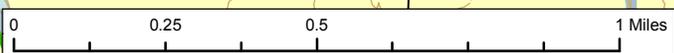
ASKI PIKE

BLUE SPRING RD

PKWY



June 2006



SMITHERS MOUNTAIN GREENWAY

Greenway Description

The Smithers Mountain Greenway begins at Edmonton Heights Park and continues northwestward four miles to Spragins Hollow Road. The greenway route travels east from Edmonton Heights Park to the abandoned L&N Railroad Line; it then follows the railroad bed around the northern side of Alabama A&M University until reaching Meridian Street. The path will then follow Meridian Street, Hollow Road and Eric Street to the northern slope of Smithers Mountain. Continuing westward along the southern face of Smithers Mountain; the pathway links with the Pinhook Creek and Wade Mountain greenways at Spragins Hollow Road.

Another proposed connector will extend two and one-half miles southwest from Meridian Street to the Pinhook Creek Section I Greenway. The greenway will follow the abandoned railroad corridor until reaching Max Luther Drive. The path will then connect with sidewalks traveling west to meet the proposed Pinhook Creek Section I Greenway.

Existing parking areas at Edmonton Heights Park and Windsor Manor Park should adequately serve the needs of the greenway.

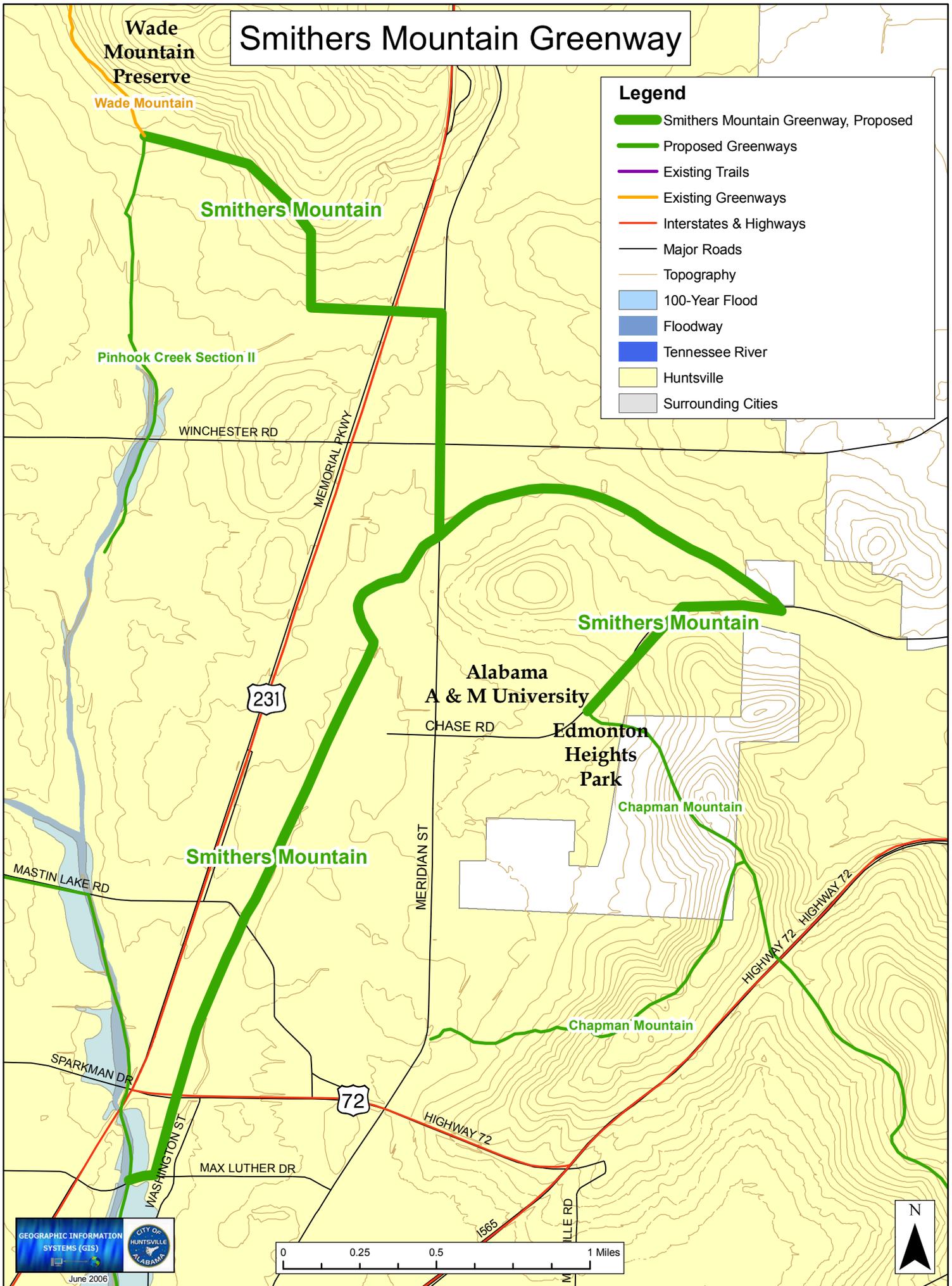
Greenway Connections

- Alabama A&M University
- Edmonton Heights Park
- Windsor Manor Park

Smithers Mountain Greenway

Legend

- Smithers Mountain Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



THE SPACEWALK SECTION I GREENWAY

Greenway Description

Section I of the Spacewalk begins at Blevins Gap and continues five and a half miles northward to Monte Sano State Park. This greenway route travels north from Blevins Gap running along the eastern slope of Huntsville Mountain; it then meanders westward around a small unnamed knoll before turning back toward the north and winding around Sand Point, a peak near the northern end of Huntsville Mountain. The path continues north across Highway 431 South and connects to the west with Burritt Museum and to the north with Monte Sano State Park and the Monte Sano Preserve. A pedestrian overpass should be constructed to safely negotiate the crossing of Highway 431 South.

A proposed connector will travel two miles along the western slope of Huntsville Mountain, forming a loop around the Ledges community. The pathway meanders northwest along the mountain before connecting back to the main trail, continuing north to Monte Sano State Park.

A new parking area may be needed at Blevins Gap to meet the parking needs for access to Sections I and II of the Spacewalk Greenway. Existing parking facilities at Burritt Museum and Monte Sano State Park can serve the northern access to the greenway.

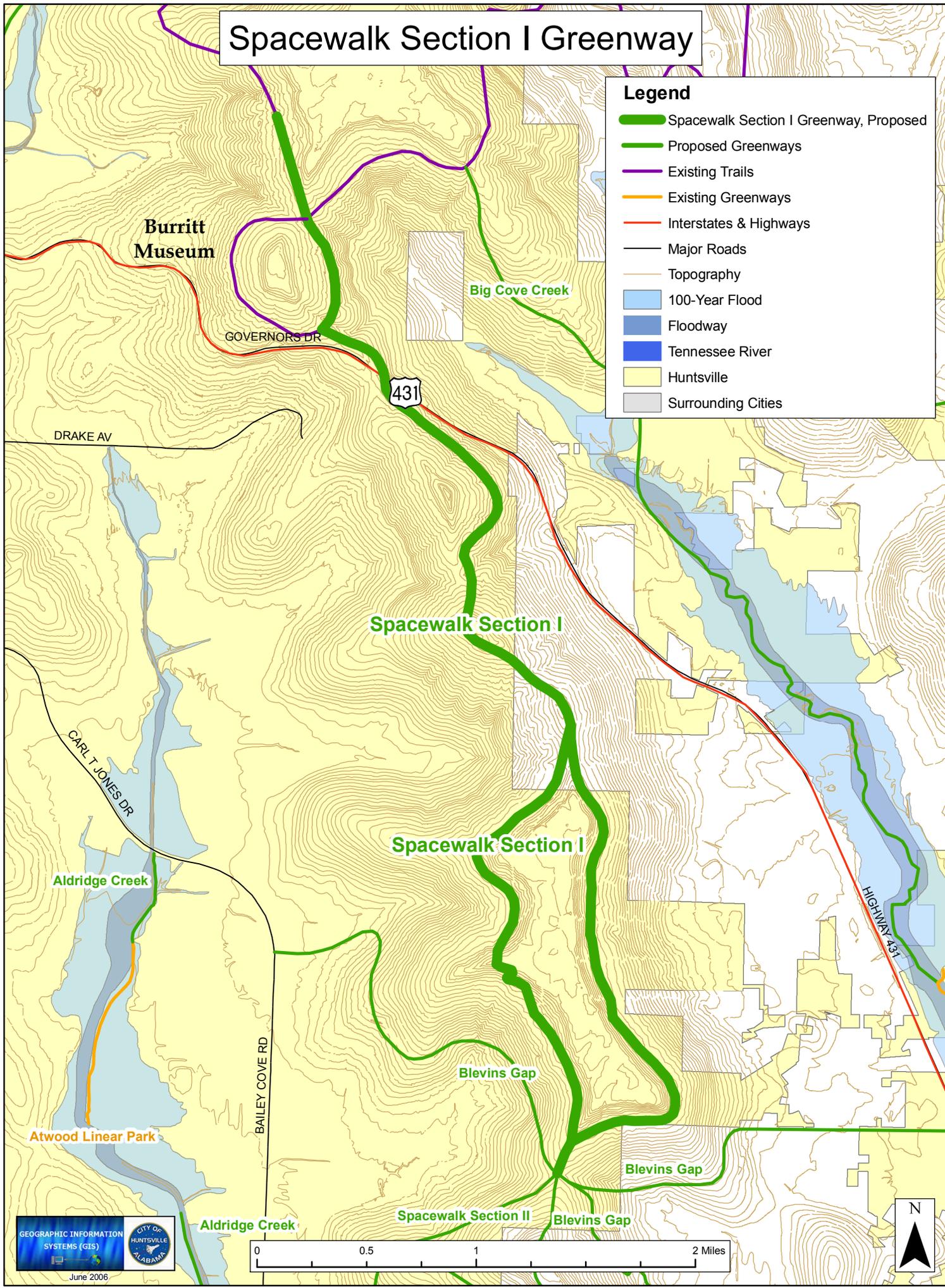
Greenway Connections

- Monte Sano State Park
- Burritt Museum
- Blevins Gap
- Trough Spring
- Monte Sano Preserve
- The Ledges Community
- South Monte Sano Trail

Spacewalk Section I Greenway

Legend

- Spacewalk Section I Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



THE SPACEWALK SECTION II GREENWAY

Greenway Description

Section II of the Spacewalk Greenway begins at Blevins Gap and continues five miles southward to the Madison County Nature Trail. The greenway route travels south from Blevins Gap around the western slope of Green Mountain; it continues along the western slope until traveling to the top of the mountain to connect with the Madison County Nature Trail.

Three other proposed greenways will connect to this segment of the Spacewalk Greenway. These pathways will extend from newly acquired public recreational lands near the northern end of Green Mountain, provided by the Alabama's Forever Wild Program. The first pathway is the Sugartree Greenway; this greenway begins at Blevins Gap and runs southwest approximately one mile to Sugartree Place. The greenway will generally follow an existing trail that provides an easy and direct route to Blevins Gap. The second proposed greenway also begins at Blevins Gap then runs south along Green Mountain, connecting back to Spacewalk Section II. The other proposed connecting greenway will run westward from the southern end of the Spacewalk II Greenway to the Aldridge Creek Greenway. Also a sidewalk on Green Mountain Road will allow a connection from the Spacewalk Greenway to the Aldridge Creek Greenway. These connecting greenways will allow opportunities for adjacent neighborhoods to walk a network of loop trails, thereby visiting a variety of places.

The existing parking facilities at the Madison County Nature Trail can serve the southern access to the Spacewalk Greenway, new parking areas may be needed at Blevins Gap.

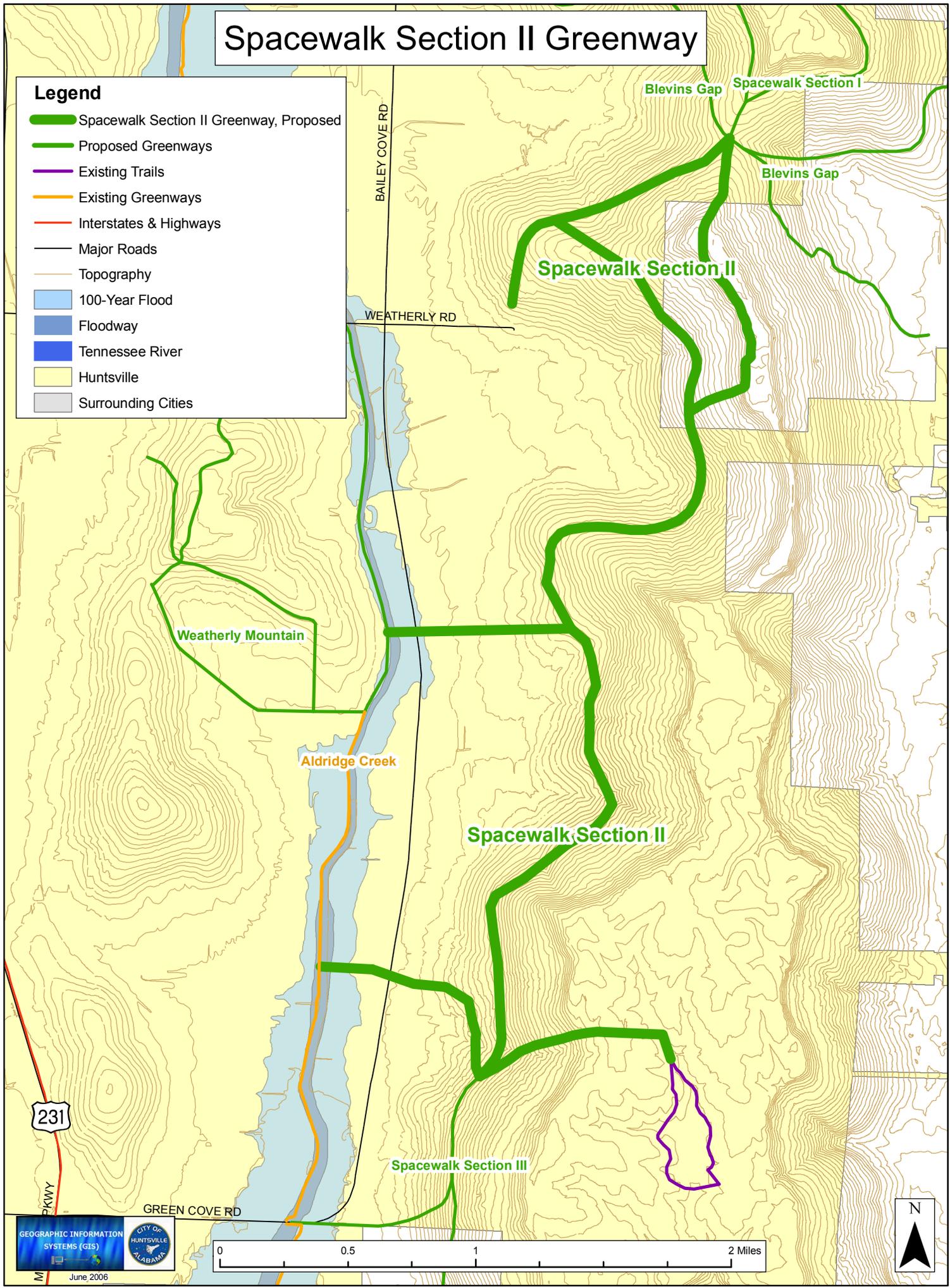
Greenway Connections

- Madison County Nature Trail
- Camelot Neighborhood
- Sugartree Neighborhood
- Blevins Gap

Spacewalk Section II Greenway

Legend

- Spacewalk Section II Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



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June, 2006



THE SPACEWALK SECTION III GREENWAY

Greenway Description

Section III of the Spacewalk Greenway begins at the Spacewalk Section II terminus and continues three and a half miles southwestward to Ditto Landing. This greenway route travels west along Valley Green Road until it begins to descend onto the western slope of Green Mountain; the path then moves southward along the face of the mountain to its westernmost toe. Once here the greenway meanders westward down the mountain and connects with Ditto Landing.

This segment of the Spacewalk Greenway connects with the Wallace Mountain Greenway at its southern end around Russell Point. Also a connecting greenway along the proposed collector roadway from Bailey Cove Road to the mountaintop is proposed.

Existing parking facilities at McGucken Park and Ditto Landing should adequately serve the access points to this greenway.

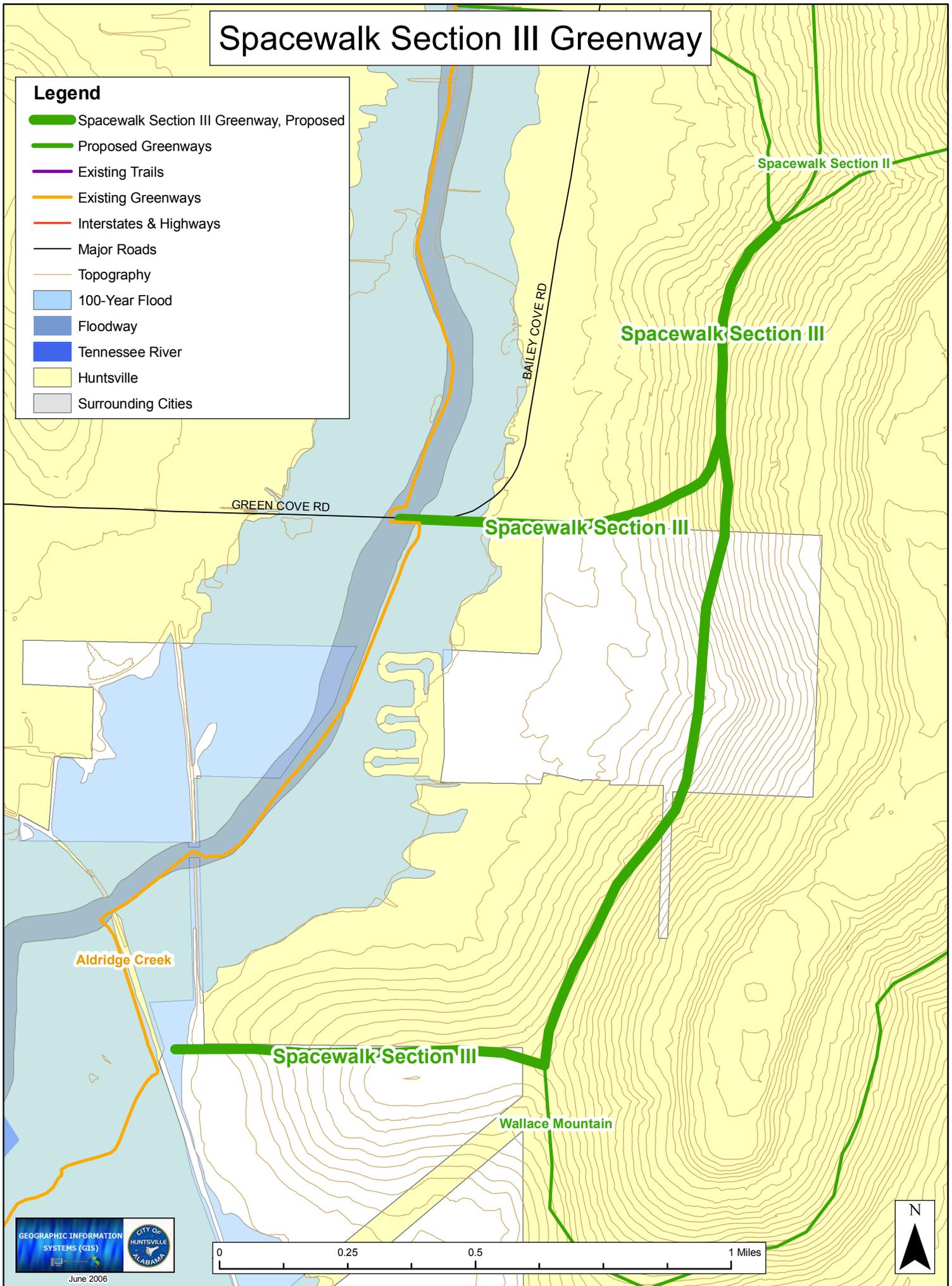
Greenway Connections

- Ditto Landing
- Madison County Nature Trail
- McGucken Park

Spacewalk Section III Greenway

Legend

- Spacewalk Section III Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



TENNESSEE RIVER GREENWAY

Greenway Description

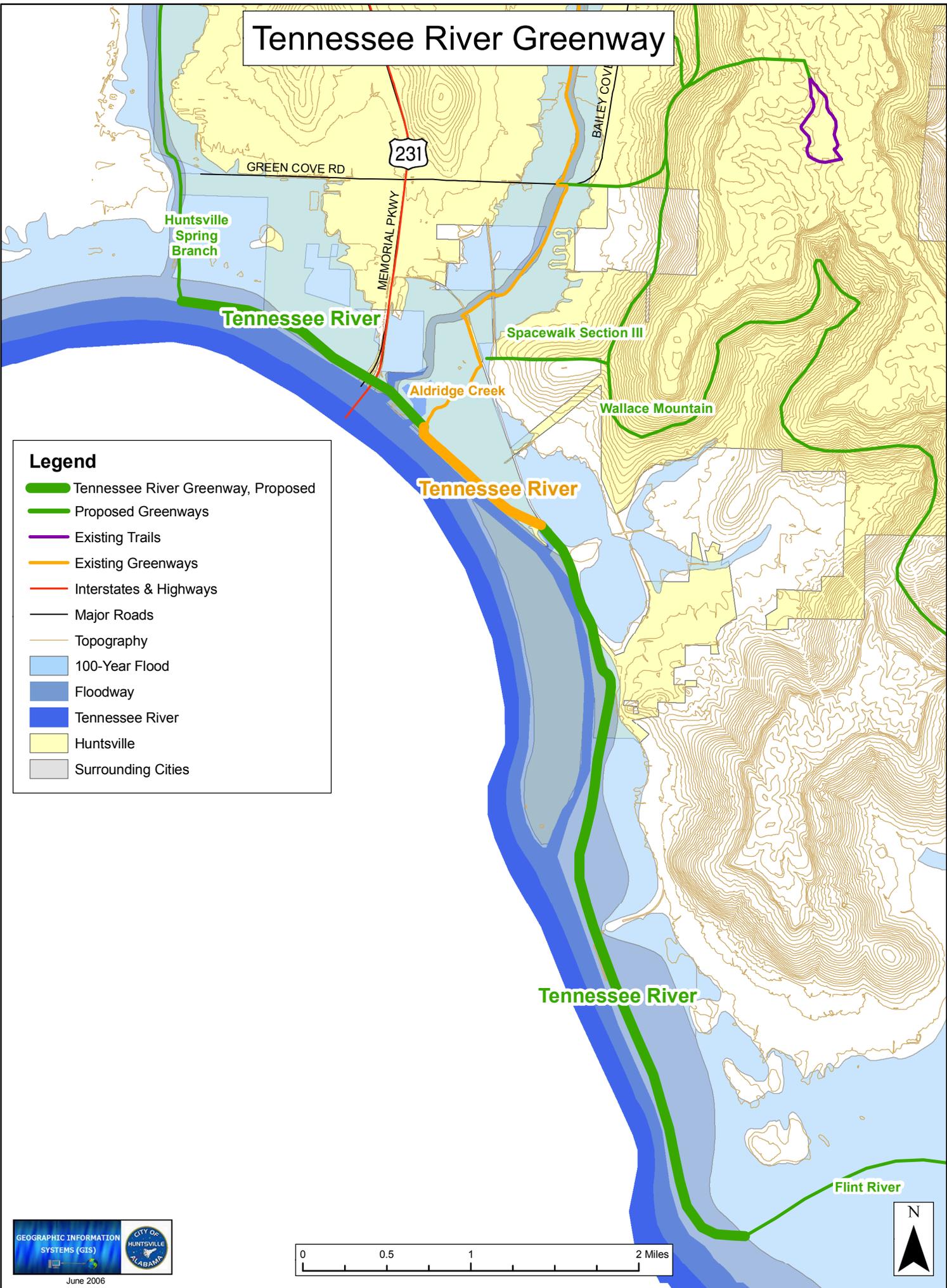
The Tennessee River Greenway travels six miles along the Tennessee River, connecting to the Flint River Greenway. Running southeast along the river, the pathway travels through Ditto Landing where a three-quarter mile shared-use portion of the path exists. The proposed path continues south before turning east, reaching the Flint River.

Parking facilities at Ditto Landing and the Madison County Nature Trail should adequately serve access points to this greenway.

Greenway Connections

- Ditto Landing
- Tennessee River
- Flint River

Tennessee River Greenway



Legend

- █ Tennessee River Greenway, Proposed
- █ Proposed Greenways
- █ Existing Trails
- █ Existing Greenways
- █ Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



WADE MOUNTAIN GREENWAY

Greenway Description

The Wade Mountain Greenway begins at the Spragins Hollow Road trailhead and continues six miles around Wade Mountain connecting with the Dry Creek Greenway at Pulaski Pike. The path climbs the western face of Smithers Mountain before crossing onto the eastern slope of Wade Mountain connecting with the Devils Race Track, an elliptical hill of Limestone surrounded by a cedar glade resembling a race track. The greenway route will create a four mile loop trail around Wade Mountain connecting with Dry Creek Greenway.

Existing parking facilities on Pulaski Pike and at the Wade Mountain Preserve Spragins Hollow Road trailhead should adequately serve the parking needs of the greenway.

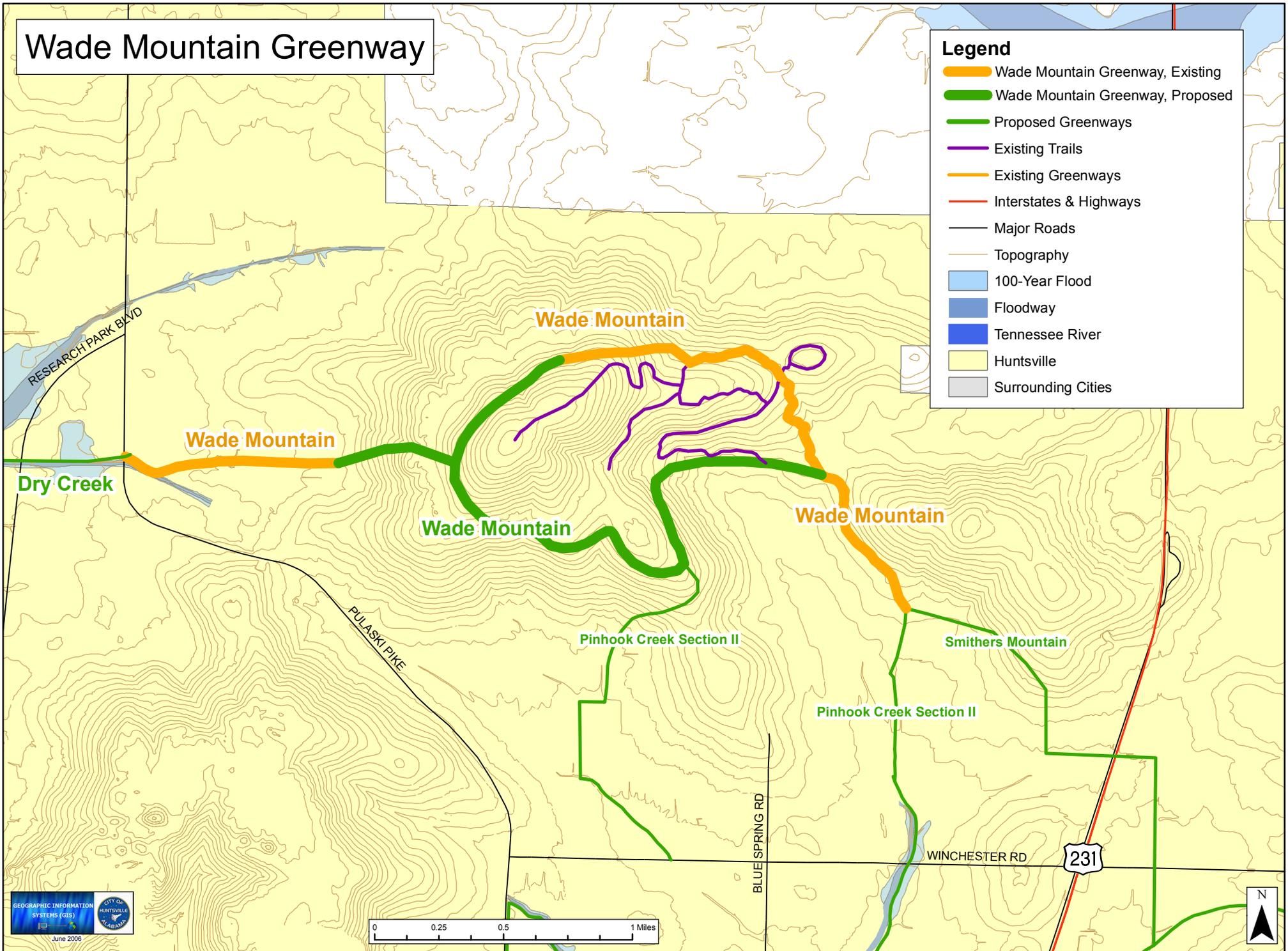
Greenway Connections

- Wade Mountain Preserve
- North Huntsville Industrial Park
- Devils Racetrack

Wade Mountain Greenway

Legend

- Wade Mountain Greenway, Existing
- Wade Mountain Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



WALLACE MOUNTAIN GREENWAY

Greenway Description

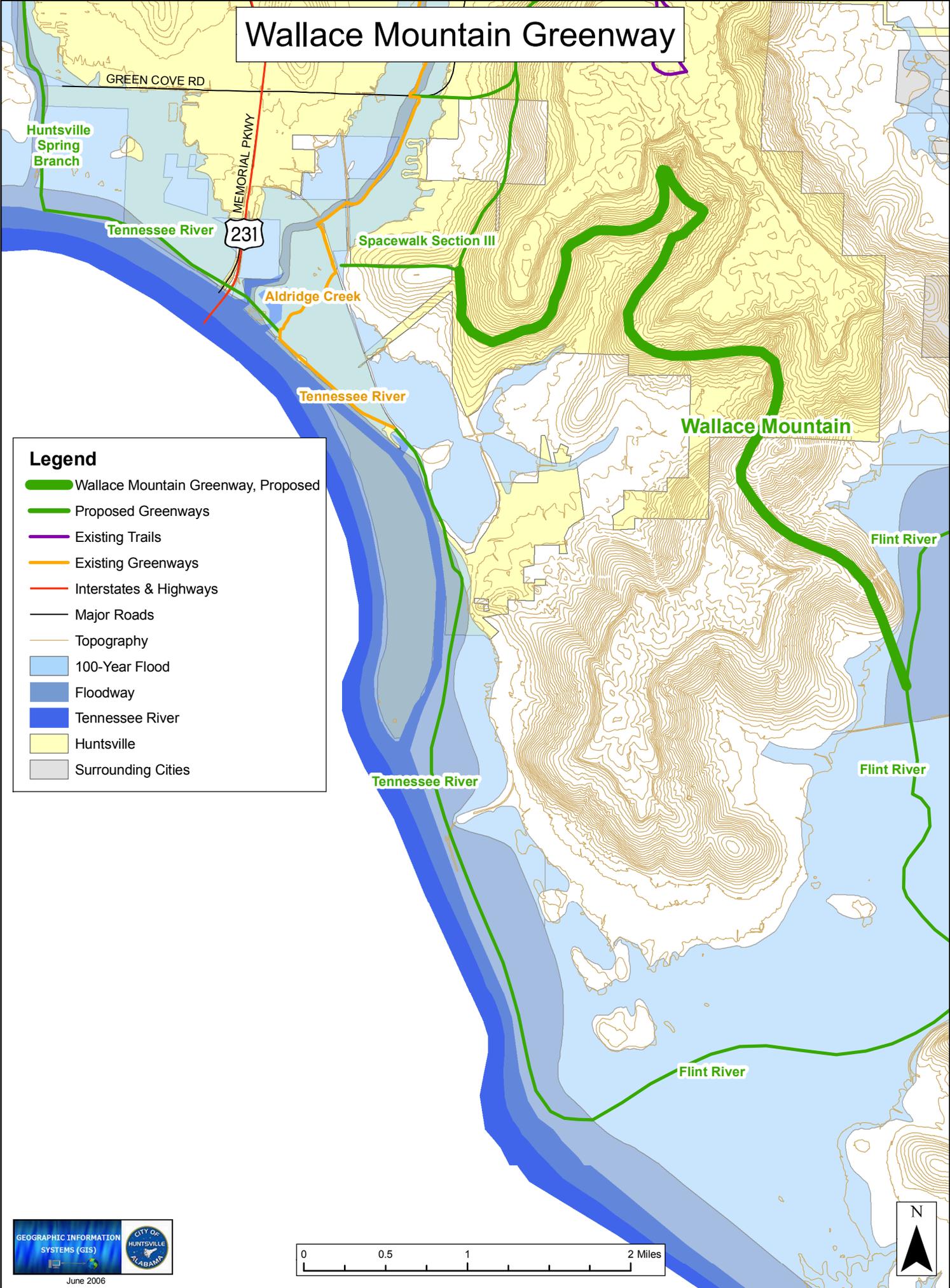
The Wallace Mountain Greenway begins at the terminus of the Spacewalk Section III at Russell Point Greenway and travels six miles southeast before reaching the Flint River. The pathway meanders into Alum Cave Hollow before curving around Wade Point; the path then travels along the northeastern slope of Wallace Mountain until entering the Wheeler Reservation off the easternmost point of the mountain.

New parking facilities should be provided near the Hobbs Island Road Bridge on the Flint River to serve the southern access point to this greenway.

Greenway Connections

- Spacewalk Section III Greenway
- Flint River Greenway
- Wheeler Reservation

Wallace Mountain Greenway



Legend

- Wallace Mountain Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



WARPATH RIDGE GREENWAY

Greenway Description

The Warpath Ridge Greenway begins at Monte Sano State Park and travels eastward seven miles to the Flint River. The greenway route meanders south from Monte Sano State Park along the southeastern ridge of Monte Sano Mountain; it then turns east following the ridge south of Lickskillet, a perched pond and pasture atop an outcrop of Hartselle Sandstone. The path then continues along the north face of the mountain connecting with the Flint River Greenway.

Another greenway is proposed to connect the Cove neighborhood with Warpath Ridge. This greenway will wind south a mile along the middle mountain extending into the Big Cove community.

Parking facilities at Monte Sano State Park can serve the western access to the greenway. A new parking area at Dug Hill Road may be needed to serve parking needs of the greenway.

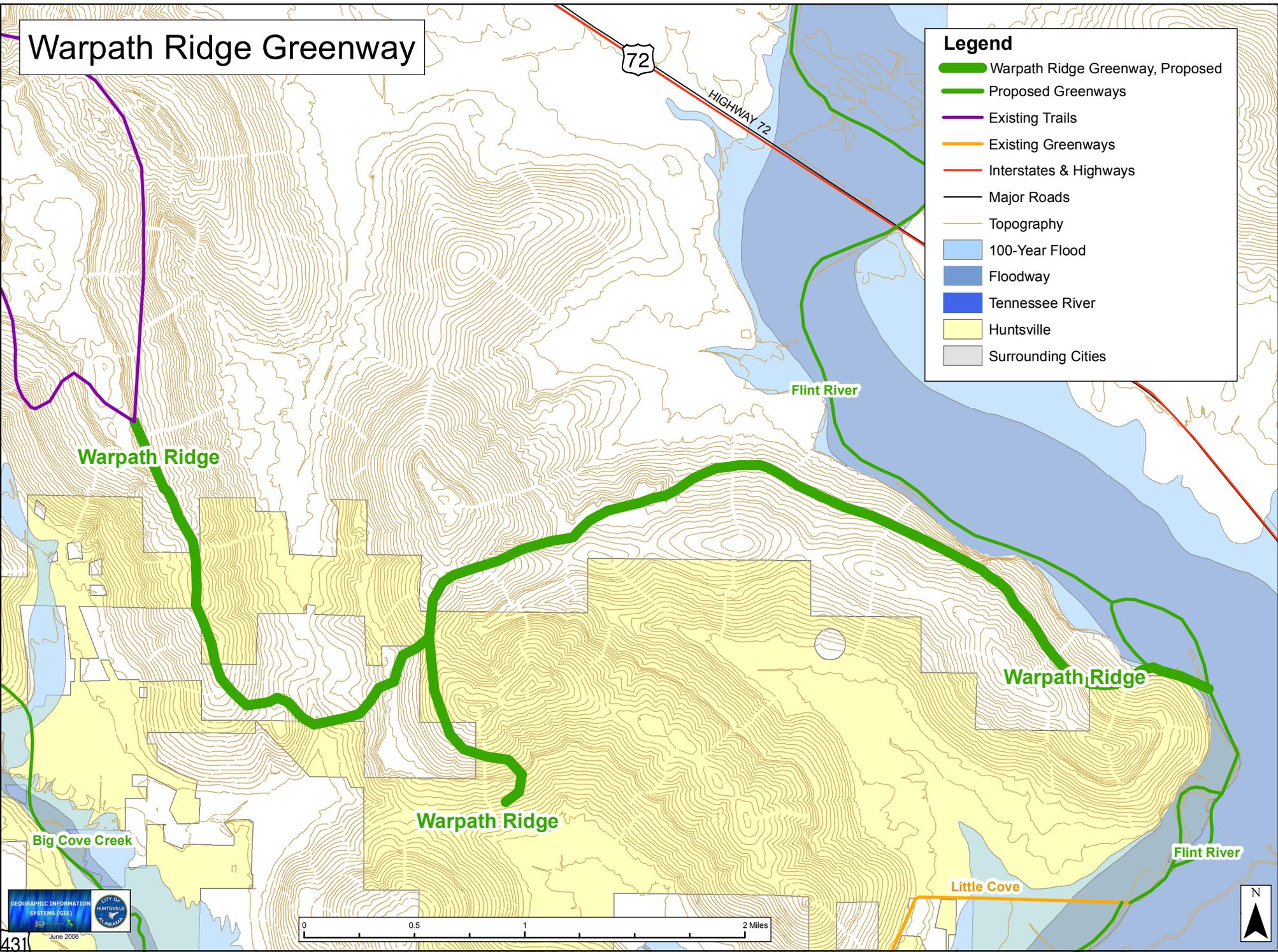
Greenway Connections

- Monte Sano State Park
- Big Cove Community
- McMullen Cove Community
- Lickskillet
- Flint River

Warpath Ridge Greenway

Legend

- Warpath Ridge Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



WEATHERLY MOUNTAIN GREENWAY

Greenway Description

The Weatherly Mountain greenway begins at the southern terminus of Hemlock Drive and continues one and a half miles south and east to Mountain Gap Road and Argent Drive. The greenway route travels south from Hemlock Drive along the western slope of Weatherly Mountain until forking at the southwestern end of the mountain. One prong of the greenway connects south to Mountain Gap Road while the other proceeds eastward on the southern face of the mountain to link with an existing sidewalk on Argent Drive.

Another greenway is proposed to connect northward with the Weatherly Heights neighborhood. The greenway route runs north from the southwestern corner of the mountain and will connect with a proposed sidewalk on Westleigh Drive; it then connects with an existing sidewalk on Nottingham Lane. Sidewalks along Mountain Gap Road, Shades Road and Weatherly Road will link this greenway with the Aldridge Creek Greenway.

Existing parking areas at Weatherly Elementary School and Mountain Gap School can serve the northern and southern accesses to the greenway.

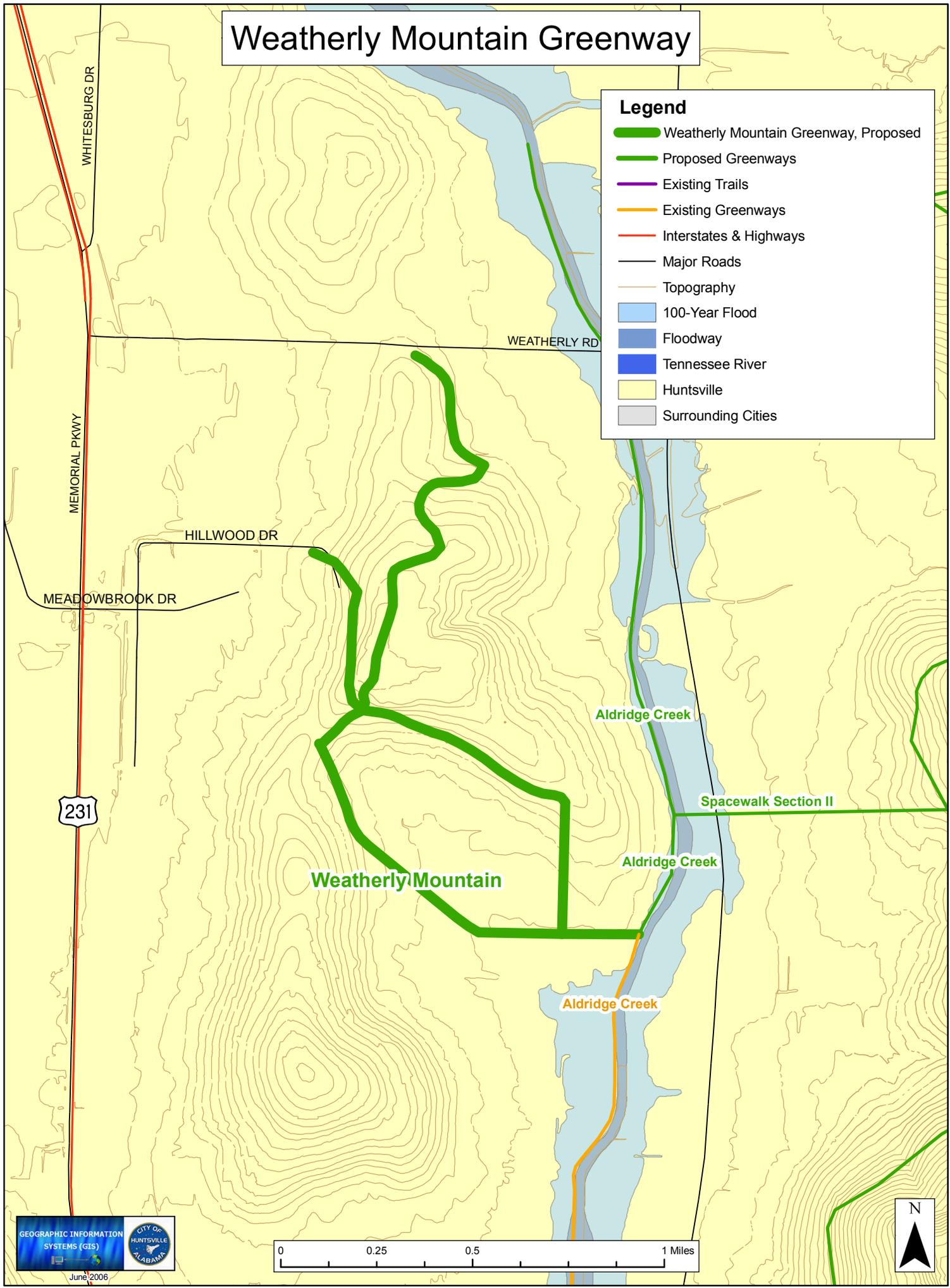
Greenway Connections

- Weatherly Elementary School
- Mountain Gap School
- Weatherly Heights Neighborhood
- Shadow Wood Neighborhood
- Hillwood Neighborhood

Weatherly Mountain Greenway

Legend

- Weatherly Mountain Greenway, Proposed
- Proposed Greenways
- Existing Trails
- Existing Greenways
- Interstates & Highways
- Major Roads
- Topography
- 100-Year Flood
- Floodway
- Tennessee River
- Huntsville
- Surrounding Cities



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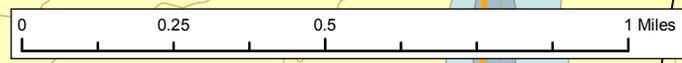
Weatherly Mountain

Aldridge Creek

Spacewalk Section II

Aldridge Creek

Aldridge Creek



ZIERDT ROAD GREENWAY

Greenway Description

The Zierdt Road Greenway begins at Slaughter Road and travels eight and three-quarter miles southward to Wheeler National Wildlife Refuge. The pathway runs west from the Indian Creek Greenway connector on Slaughter Road. It then meanders south along Zierdt Road, traveling east of the City of Triana ending in the Wheeler National Wildlife Refuge at Flamingo Park.

Parking areas at Flamingo Park should serve the parking needs at the southern access of the greenway.

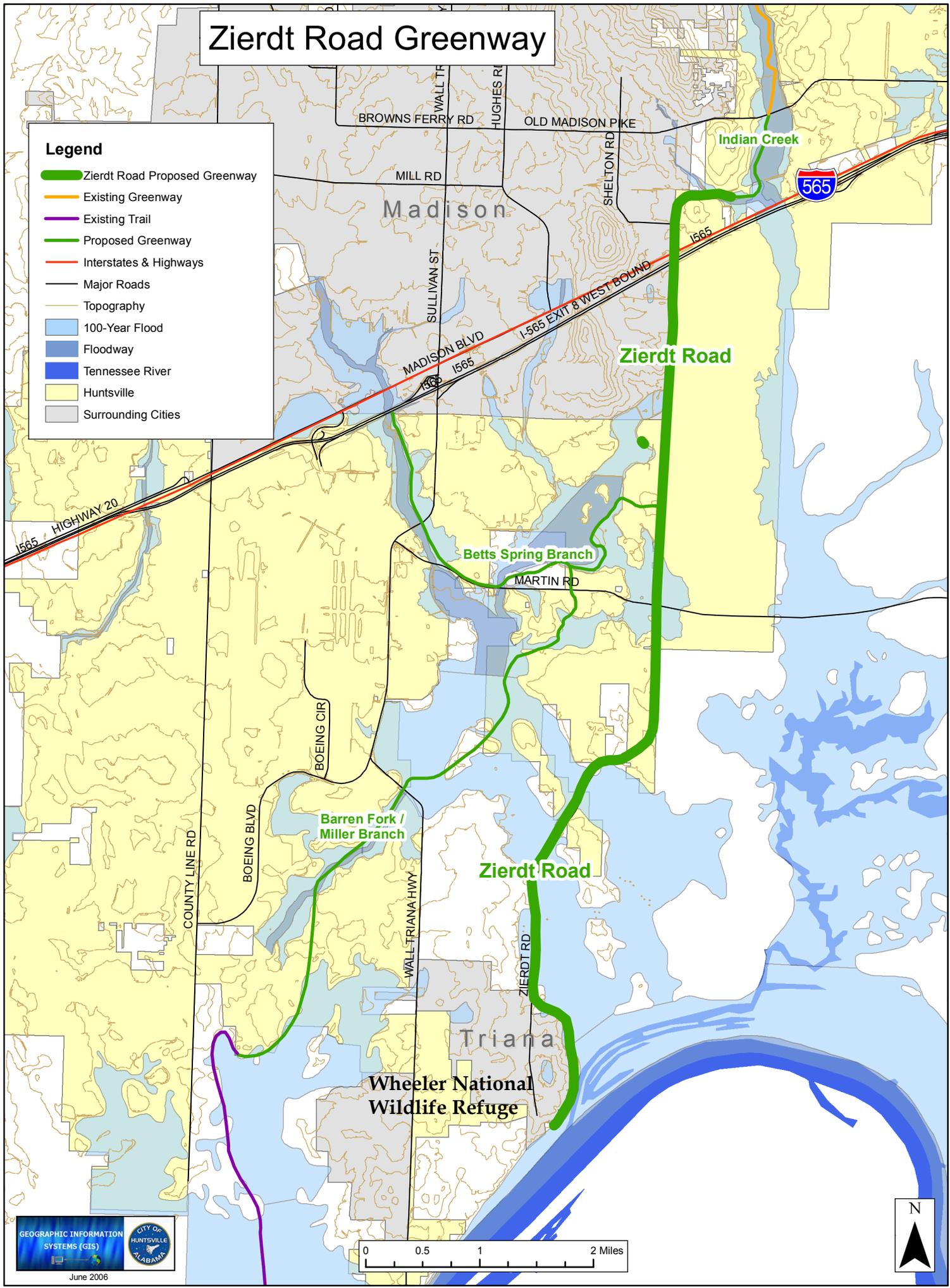
Greenway Connections

- Wheeler National Wildlife Refuge
- Reserve Community
- Flamingo Park
- City of Triana

Zierdt Road Greenway

Legend

- █ Zierdt Road Proposed Greenway
- █ Existing Greenway
- █ Existing Trail
- █ Proposed Greenway
- █ Interstates & Highways
- █ Major Roads
- █ Topography
- █ 100-Year Flood
- █ Floodway
- █ Tennessee River
- █ Huntsville
- █ Surrounding Cities



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APPENDIX B

HUNTSVILLE GREENWAYS PUBLIC RELATIONS & EDUCATION HINTS

HUNTSVILLE GREENWAYS
PUBLIC RELATIONS & EDUCATION HINTS

Media Campaign

- The City Planning Division will coordinate with local media outlets – local newspapers, news stations and radio stations – to promote future greenway developments and initiatives.
- Local community magazines and newspapers will be contacted to publish articles on greenway efforts to promote education and safety. In addition, the benefits of greenway planning and their affects on Huntsville communities will also be publicized.
- The City Planning Division will utilize local television and radio media to promote trail initiatives for hiking and recreational activities and programs.
- Current greenway data and information, including fact sheets, maps, greenway plans and greenway plan brochures will be disseminated among all media outlets and the general public for bicycle and pedestrian use and awareness.

Public Education Program

- The City Planning Division will develop a series of City of Huntsville Greenways Plan presentations and present this information to interested organizations and groups. The greenway plan presentations will be developed to target specific areas of interests. For example, a presentation made to the local chamber of commerce would highlight the economic benefits of protecting open space, the impact of greenways on the quality of life for local residents, and how businesses and homeowners would benefit from the development of greenways in the Huntsville area.
- Information sheets, technical bulletins and greenway plan brochures will be developed to generate public awareness on the benefits of greenways to the Huntsville communities. Current data on existing greenways, as well as any plan developments will be included in the fact sheets, maps and plan brochures.

Public Involvement

- The City Planning Division has established a Huntsville Greenway Advisory Council to assist in the development of the City of Huntsville Greenways Plan.

- Local volunteer groups and organizations will be contacted to generate interest and awareness in publicizing any greenway plan efforts, building community support for greenways or to assist in developing and maintaining greenways.
- The City Planning Division will communicate with local community groups such as Boys Scouts of America and Girls Scouts of America, to encourage their support and involvement in greenway trail identification, development and maintenance. An “adopt-a-trail” program utilizing community groups will be promoted to help build and maintain recreational trails in the greenway system. By getting citizens actively involved in the development and maintenance of the greenway system, they will develop a vested interest in the system, ultimately cutting expenses incurred by the city for maintenance.

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APPENDIX C

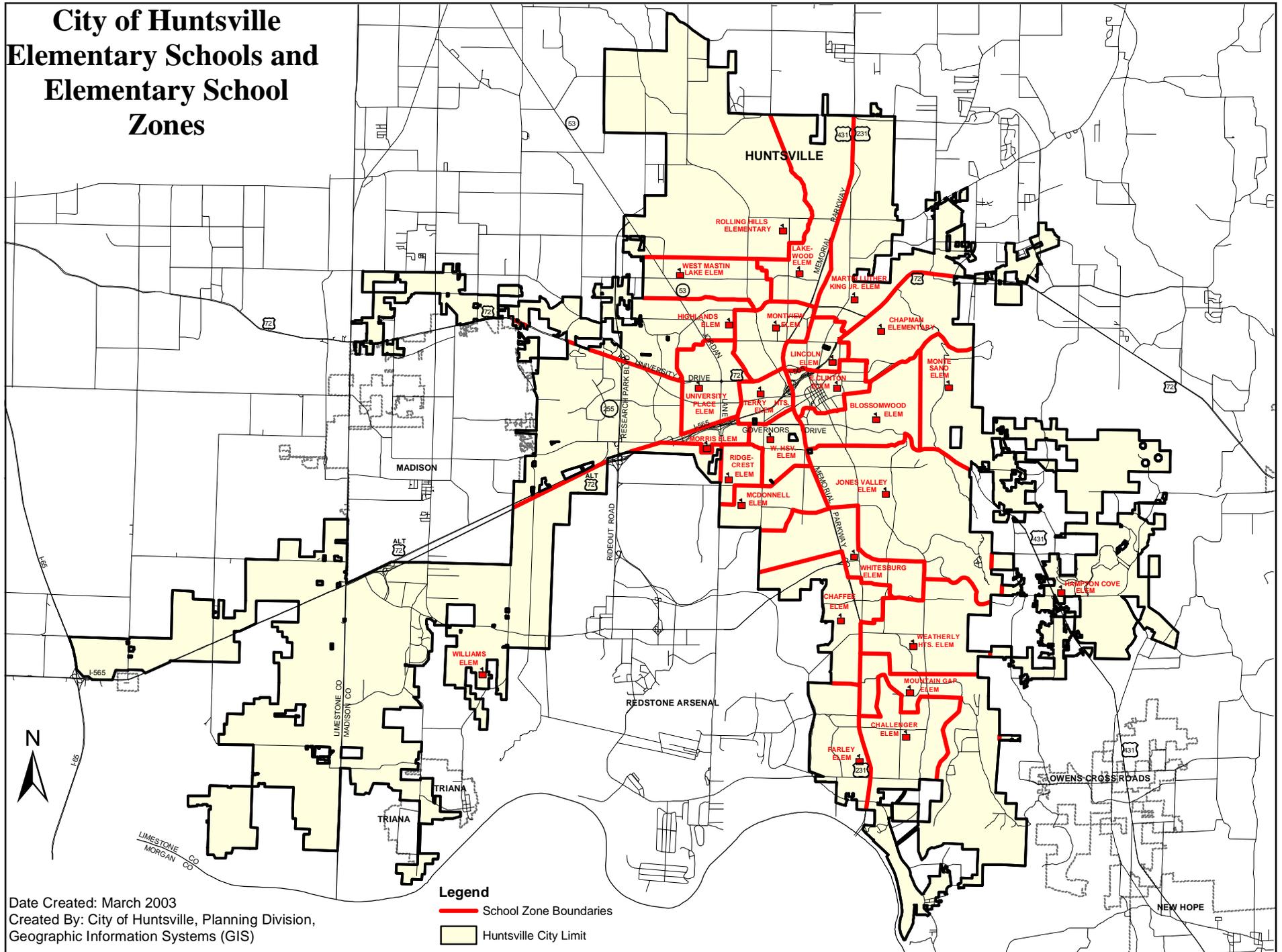
HUNTSVILLE AND MADISON COUNTY GREENWAY RESOURCES MAPS

Source: City of Huntsville, Atlas of Huntsville/ Madison County 2003

EDUCATION

- City of Huntsville Elementary Schools and Elementary School Zones
- City of Huntsville Middle Schools and Middle School Zones
- City of Huntsville High Schools and High School Zones
- Huntsville Area Colleges and Universities

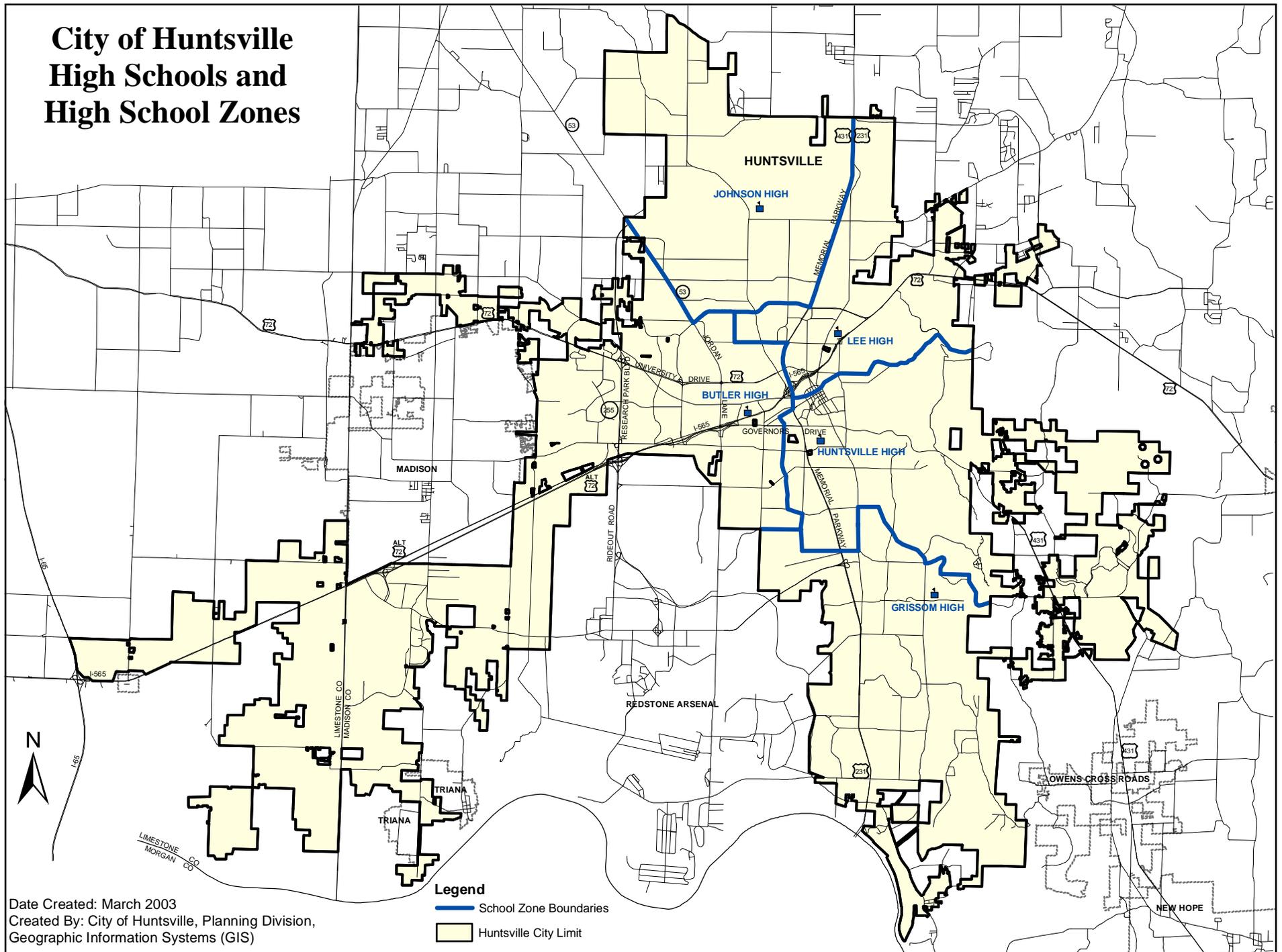
City of Huntsville Elementary Schools and Elementary School Zones



Date Created: March 2003
 Created By: City of Huntsville, Planning Division,
 Geographic Information Systems (GIS)

- Legend**
- School Zone Boundaries
 - Huntsville City Limit

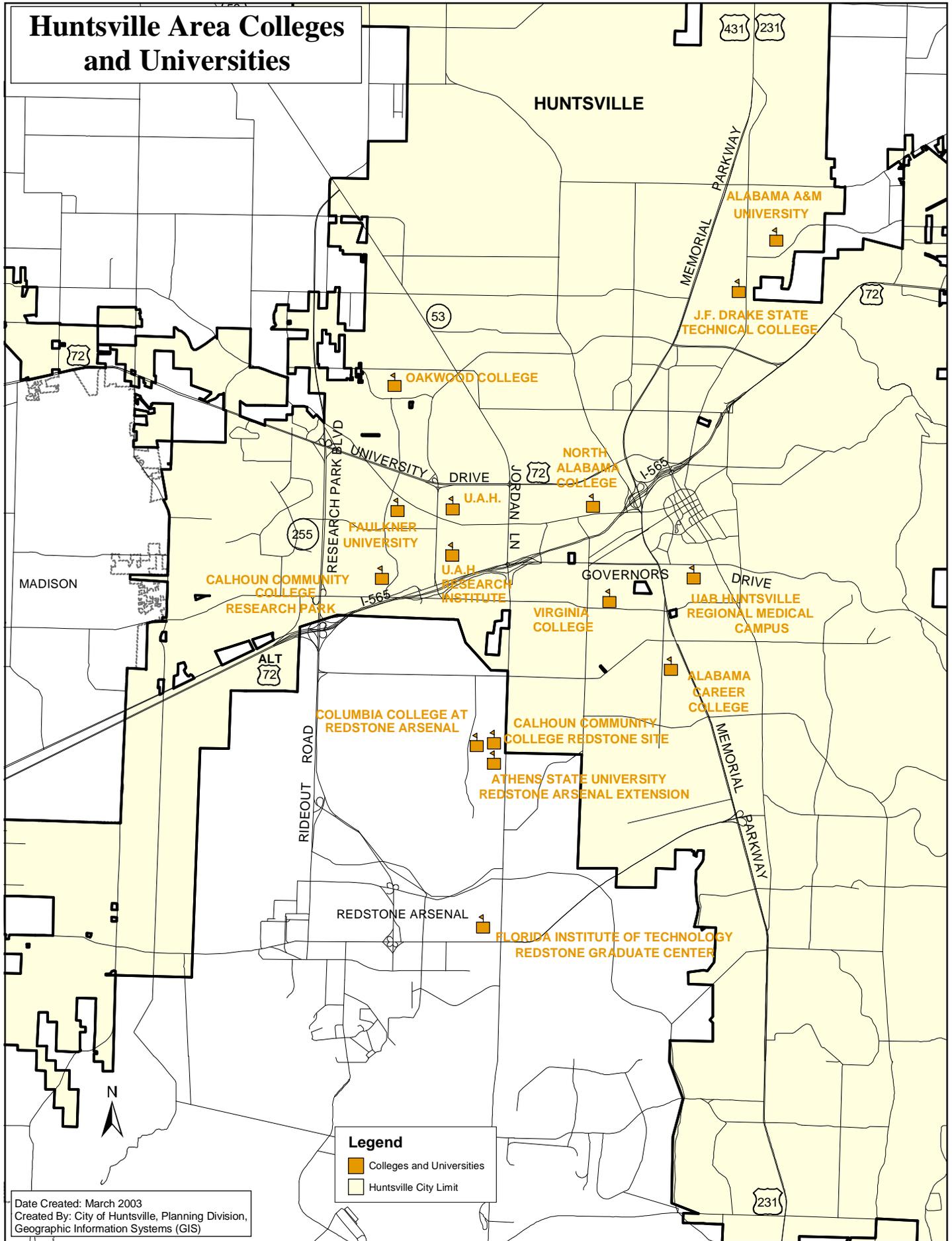
City of Huntsville High Schools and High School Zones



Date Created: March 2003
Created By: City of Huntsville, Planning Division,
Geographic Information Systems (GIS)

- Legend**
-  School Zone Boundaries
 -  Huntsville City Limit

Huntsville Area Colleges and Universities



Legend

- Colleges and Universities
- Huntsville City Limit

Date Created: March 2003
 Created By: City of Huntsville, Planning Division,
 Geographic Information Systems (GIS)

RECREATION

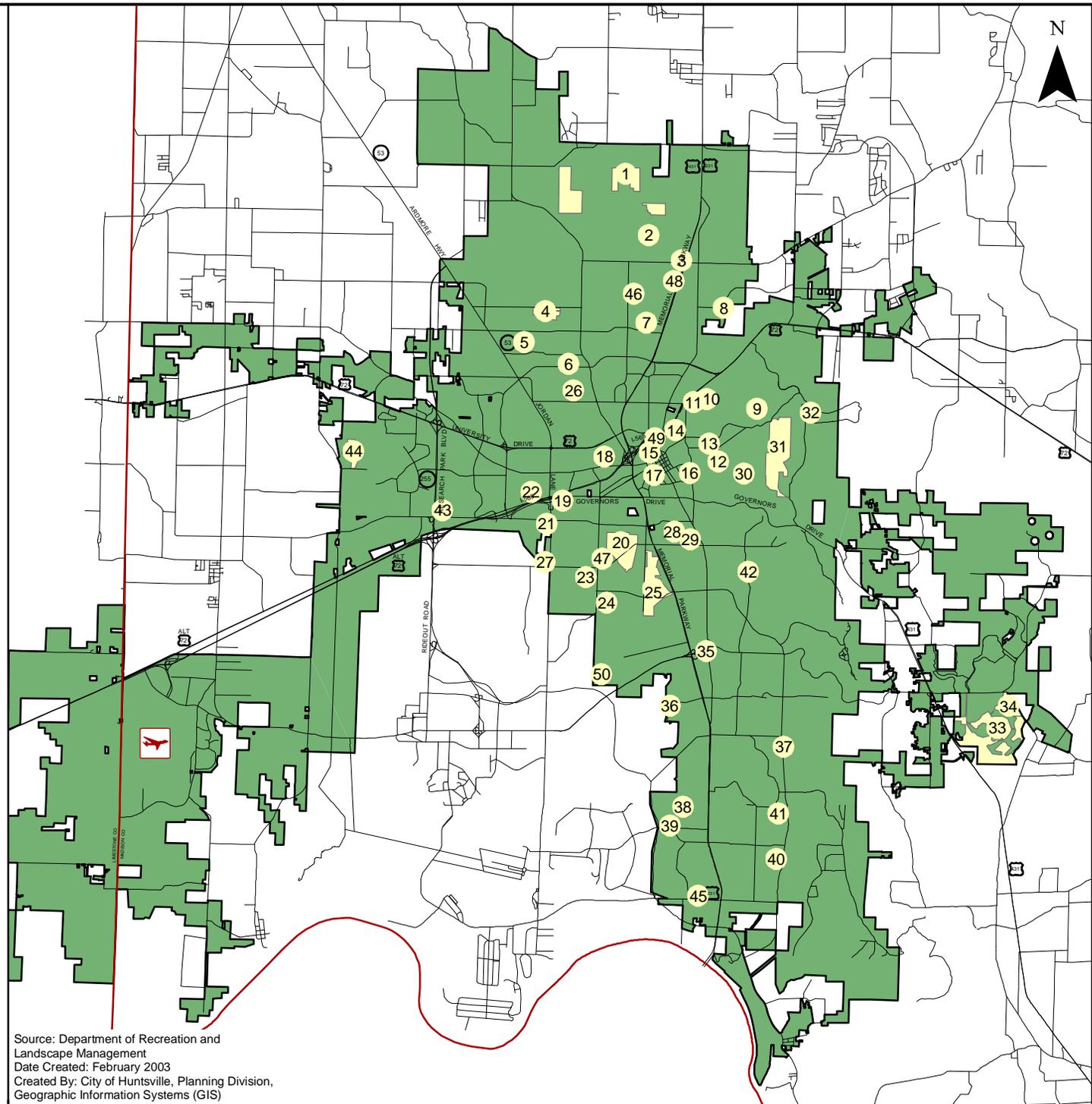
- City of Huntsville Parks
- State, County and Other Cities Parks in Madison County
- Conservation Properties in Huntsville/ Madison County
- Points of Interest in Huntsville/ Madison County

City of Huntsville Parks

Legend

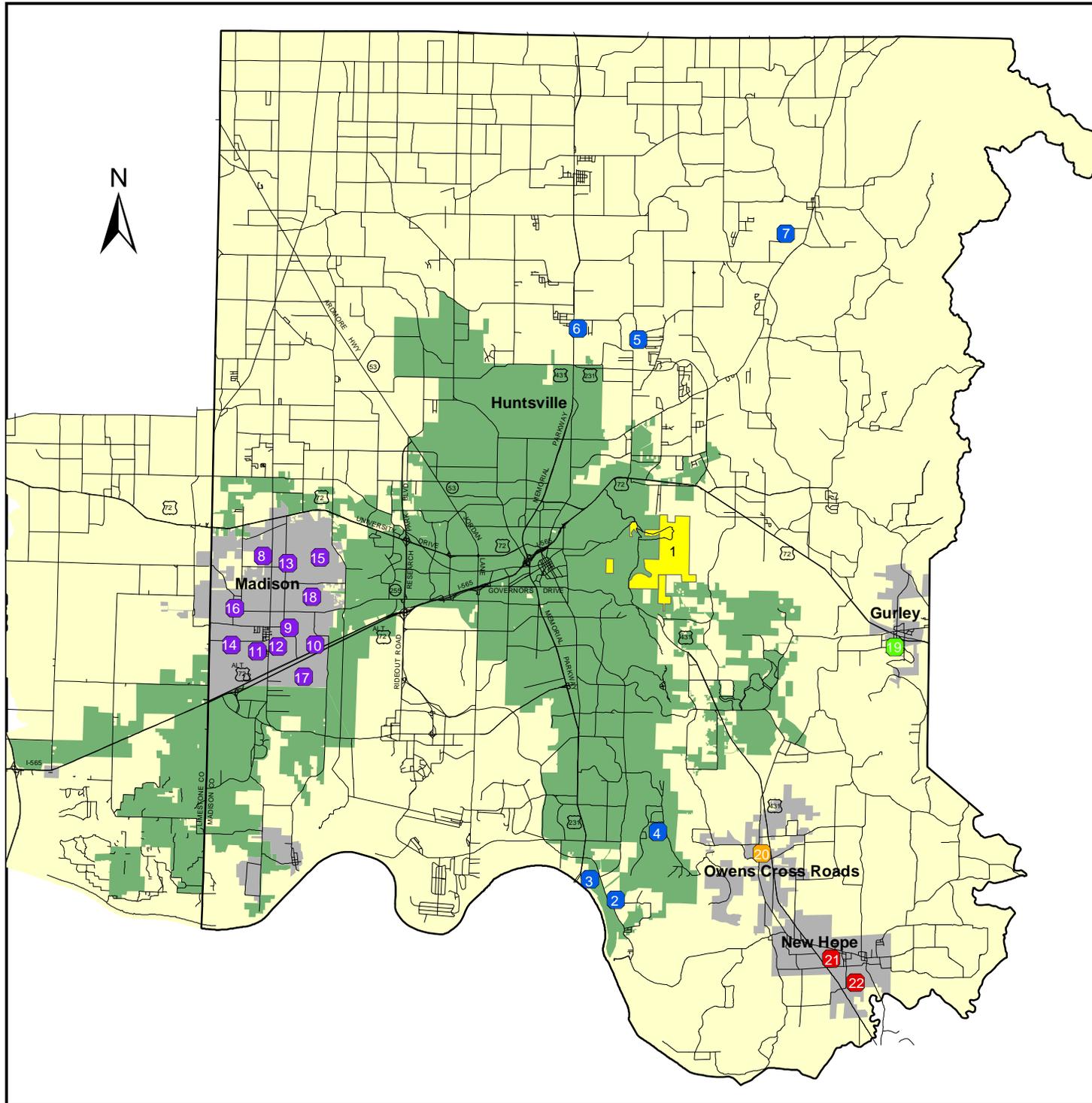
- Huntsville City Limits
- City Parks

ID	Name	Acreage
1.	Wade Mtn. Preserve	559.00
2.	Windsor Manor Park	5.04
3.	Maplewood Park	10.00
4.	Stoner Park	69.10
5.	Mastin Lake Park	31.60
6.	Scenic View Park	5.10
7.	Lakewood Park	13.80
8.	Edmonton Heights Park	8.77
9.	Oak Park	10.00
10.	Philpot Park	3.99
11.	Optimist Park	8.55
12.	Maple Hill Park	8.64
13.	Wellman Park	0.70
14.	Beirne Avenue Park	1.56
15.	Gateway Park	5.50
16.	California Street Park	2.99
17.	Big Spring Park	15.25
18.	Hillendale Park	0.81
19.	Pine Park	2.79
20.	Brahan Spring Park	174.88
21.	Kiwanis Soccer Park	3.00
22.	University Park	10.54
23.	Archer Park	3.12
24.	Chelsea Park	3.40
25.	John Hunt Park	432.00
26.	Oakmont Park	3.72
27.	Metro Softball Complex	88.45
28.	Mayfair Park	9.20
29.	Hastings Park	0.37
30.	Hermitage Park	14.37
31.	Monte Sano Preserve	760.00
32.	Cold Springs Park	30.00
33.	Annie Hays Nature Preserve	538.00
34.	Cove Park	100.00
35.	Fern Bell Recreation Center	20.81
36.	Kent Robertson Park	4.98
37.	Willow Park	7.74
38.	Buchanan Park	4.00
39.	Bell Mtn. Park	29.78
40.	McGucken Park	39.78
41.	Ken Johnston Park	11.60
42.	GreenWyche Village Park	0.81
43.	Sherwood Park	5.14
44.	Creekwood Park	68.43
45.	Sandhurst Park	15.66
46.	Dr. Richards Showers, Sr. Park	16.95
47.	Merrimack Soccer Complex	33.00
48.	Meadow Hill Park	1.50
49.	Skate Park	0.66
50.	Ogden Martin	2.50



Source: Department of Recreation and
Landscape Management
Date Created: February 2003
Created By: City of Huntsville, Planning Division,
Geographic Information Systems (GIS)

State, County, and Other Cities Parks in Madison County

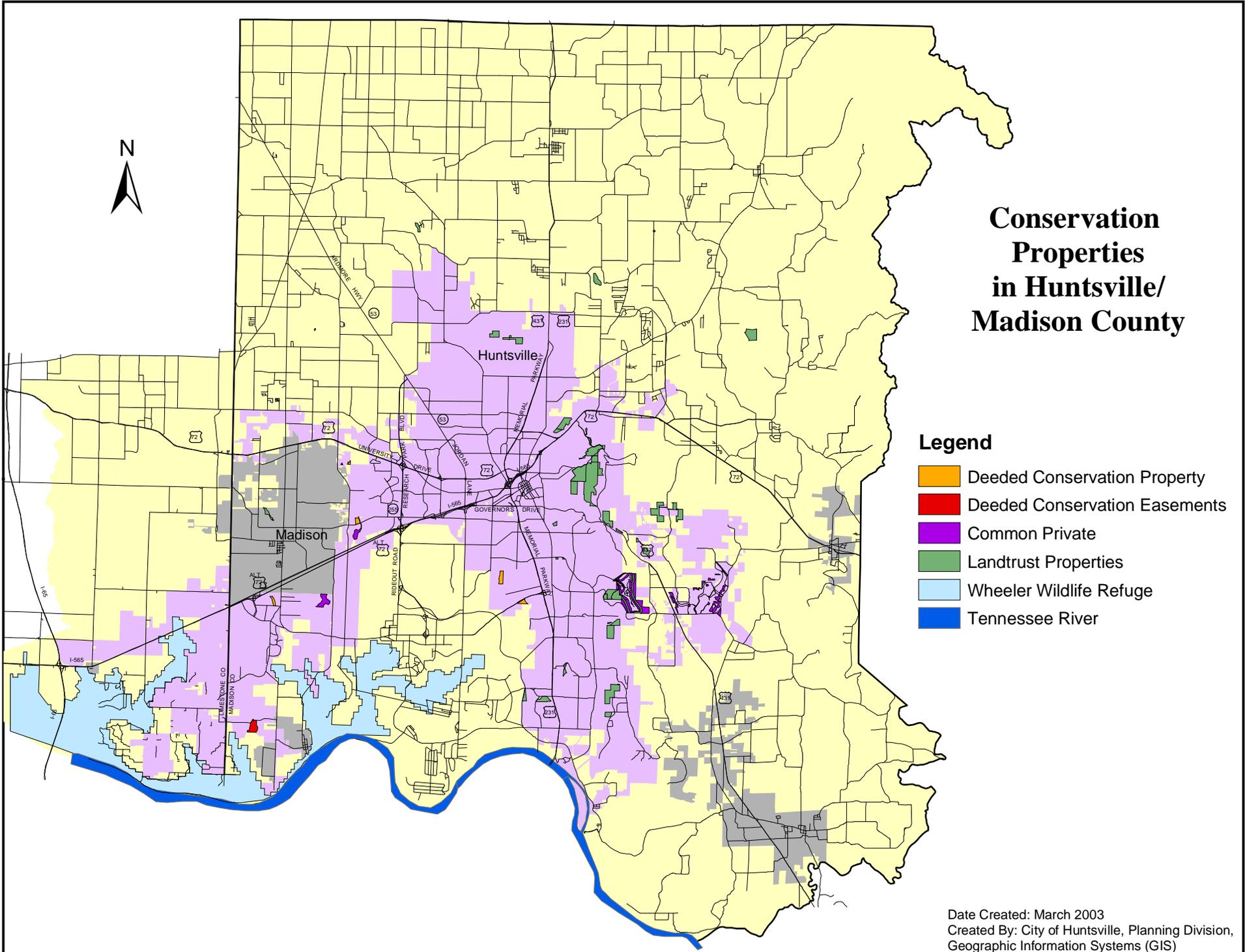


- State Park
- 1. Monte Sano State Park
- County Parks
- 2. County Marina
- 3. Ditto Landing
- 4. Green Mountain Nature Park
- 5. Kalea Park
- 6. Lions Club Park
- 7. Sharon Johnson Park
- Madison City Parks
- 8. Brass Oak Park
- 9. Clift Park
- 10. Faith Memorial Park
- 11. Field Crest Park
- 12. Kiwanis Park
- 13. Leathertree Park
- 14. Palmer Park
- 15. Rainbow Mountain Park
- 16. Rickwood Park
- 17. Rock Quarry Park
- 18. Shelton Park
- Gurley Parks
- 19. Gurley Park and YMCA
- Owens Cross Roads Park
- 20. Owens Cross Roads Park
- New Hope Parks
- 21. New Hope Park
- 22. YMCA Park

Note: This map does not include City of Huntsville Parks.

Date Created: March 2003
 Created By: City of Huntsville, Planning Division,
 Geographic Information Systems (GIS)

Conservation Properties in Huntsville/Madison County

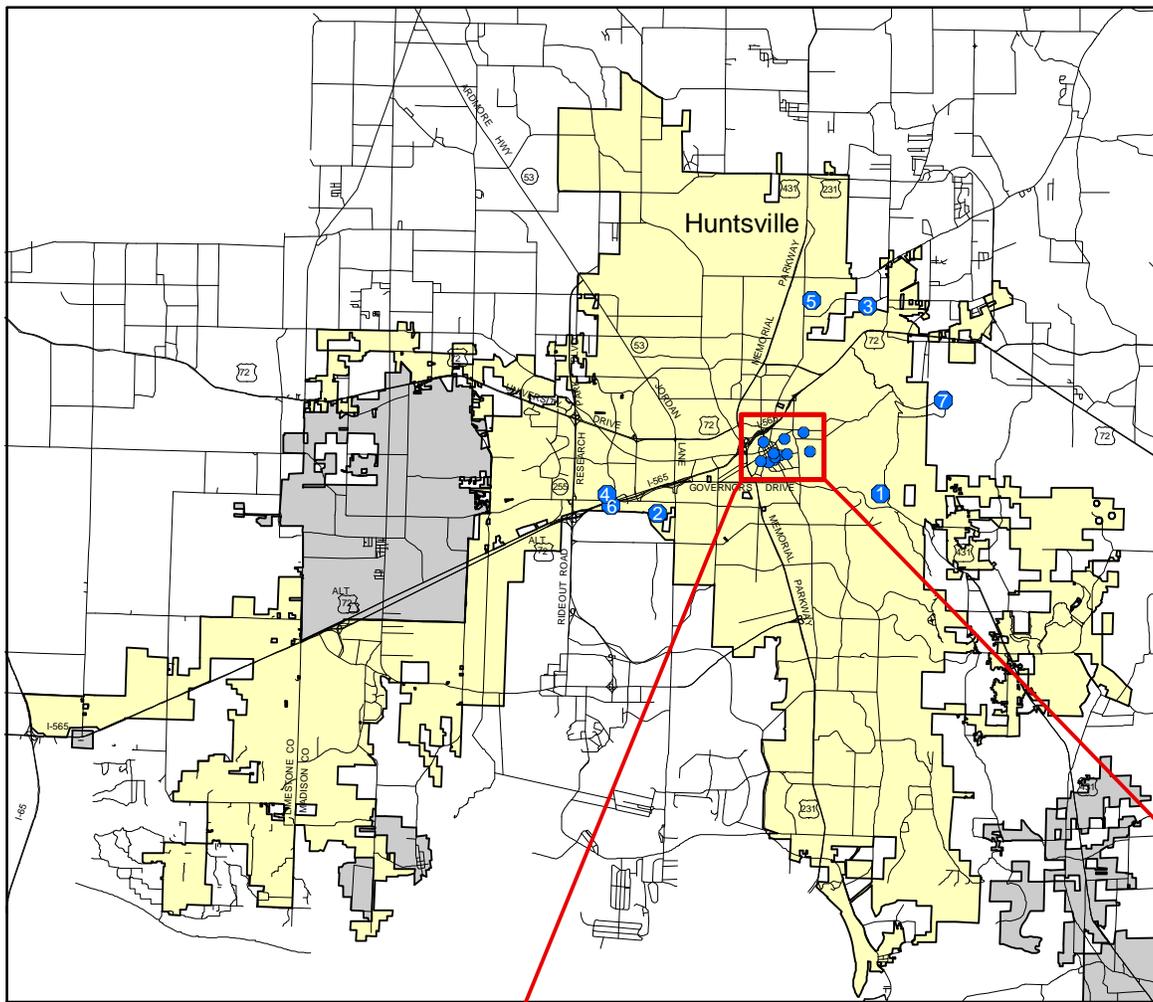


Legend

-  Deeded Conservation Property
-  Deeded Conservation Easements
-  Common Private
-  Landtrust Properties
-  Wheeler Wildlife Refuge
-  Tennessee River

Date Created: March 2003
Created By: City of Huntsville, Planning Division,
Geographic Information Systems (GIS)

Points of Interest in Huntsville/Madison County

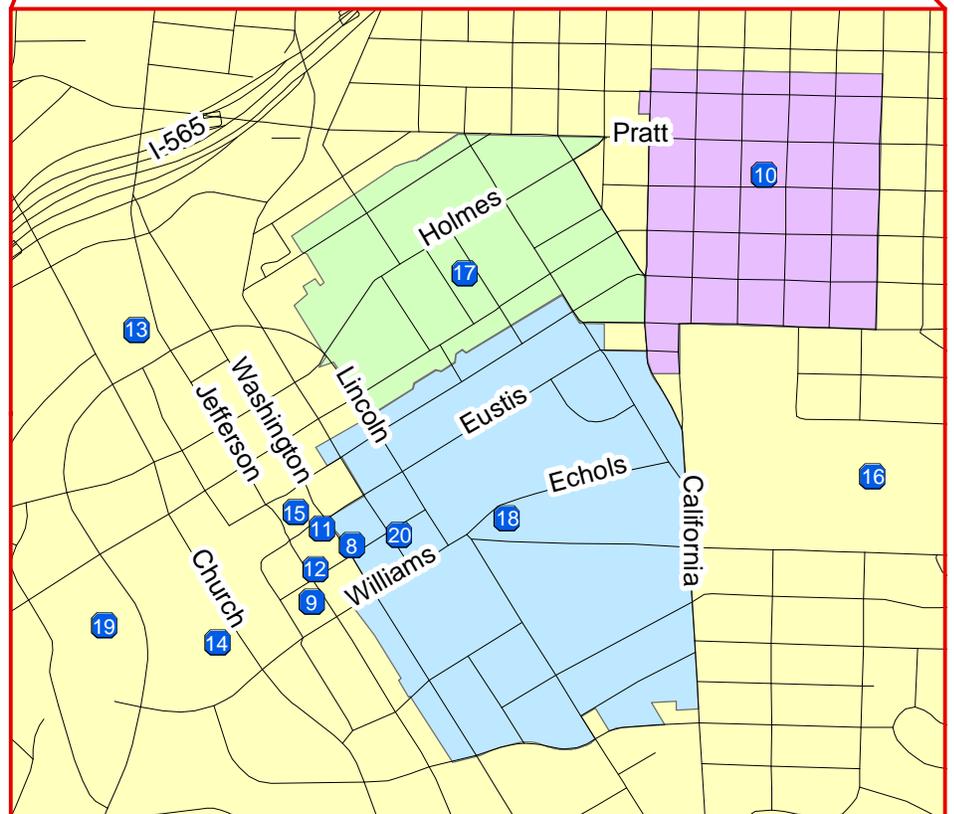


Points of Interest

1. Burritt Museum and Park
2. Huntsville/Madison County Botanical Gardens
3. North Alabama Railroad Museum and Historic Chase Depot
4. Sci-Quest, North Alabama Science Center
5. State Black Archives, Research Center, and Museum
6. U.S. Space and Rocket Center
7. Von Braun Astronomical Society Observatory and Planetarium

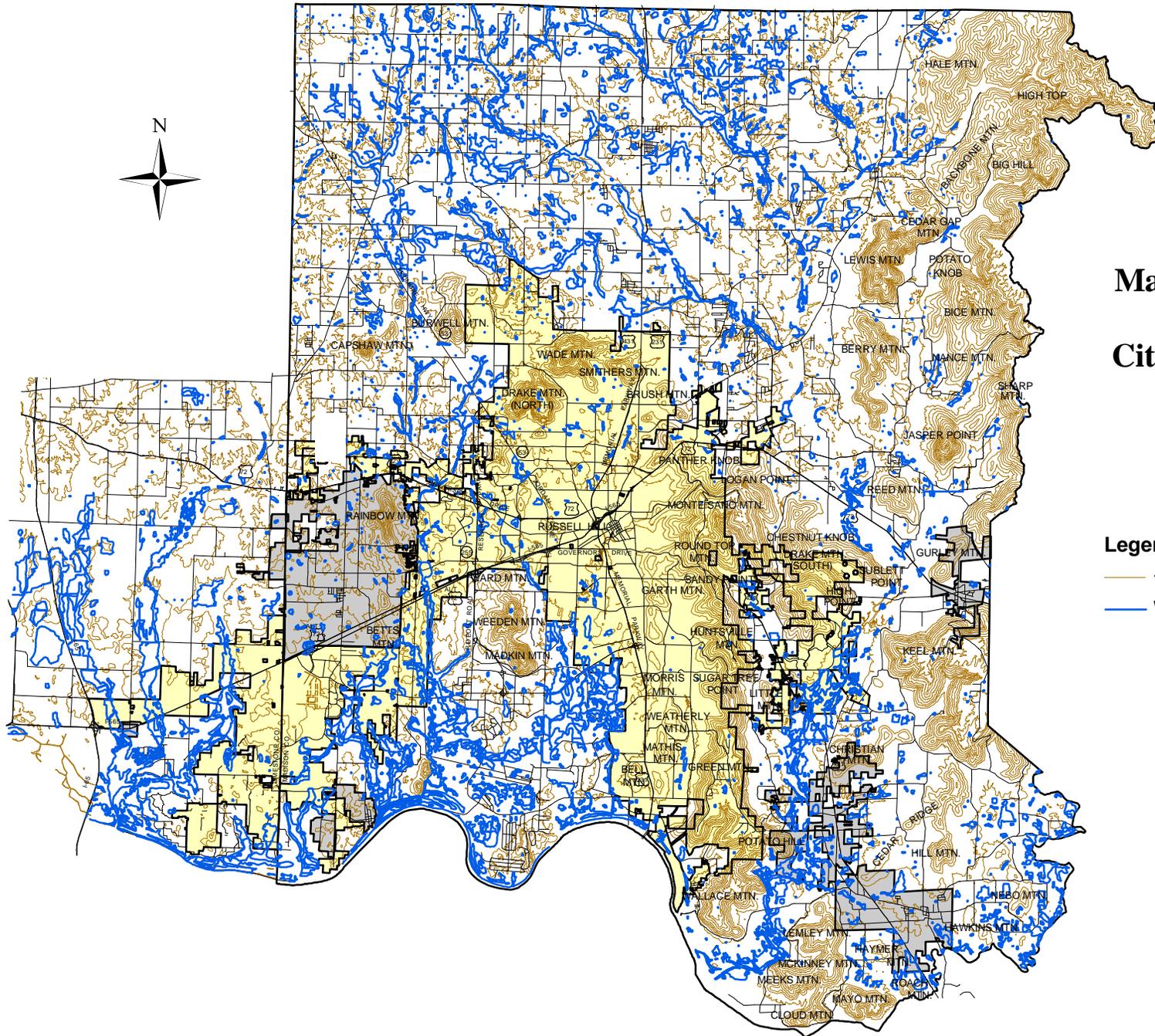
Downtown

8. Alabama Constitution Village
9. Early Works Children's Museum
10. Five Points Historic District
11. Harrison Brothers Hardware Store
12. Humphreys-Rodgers House
13. Huntsville Depot Museum and Depot Trolley
14. Huntsville Museum of Art
15. Madison County Courthouse
16. Maple Hill Cemetery
17. Old Town Historic District
18. Twickenham Historical District
19. Von Braun Center
20. Weeden House Museum



GEOGRAPHY & HYDROLOGY

- Madison County and City of Huntsville Wetlands
- Floodplain Map of Madison County/ City of Huntsville

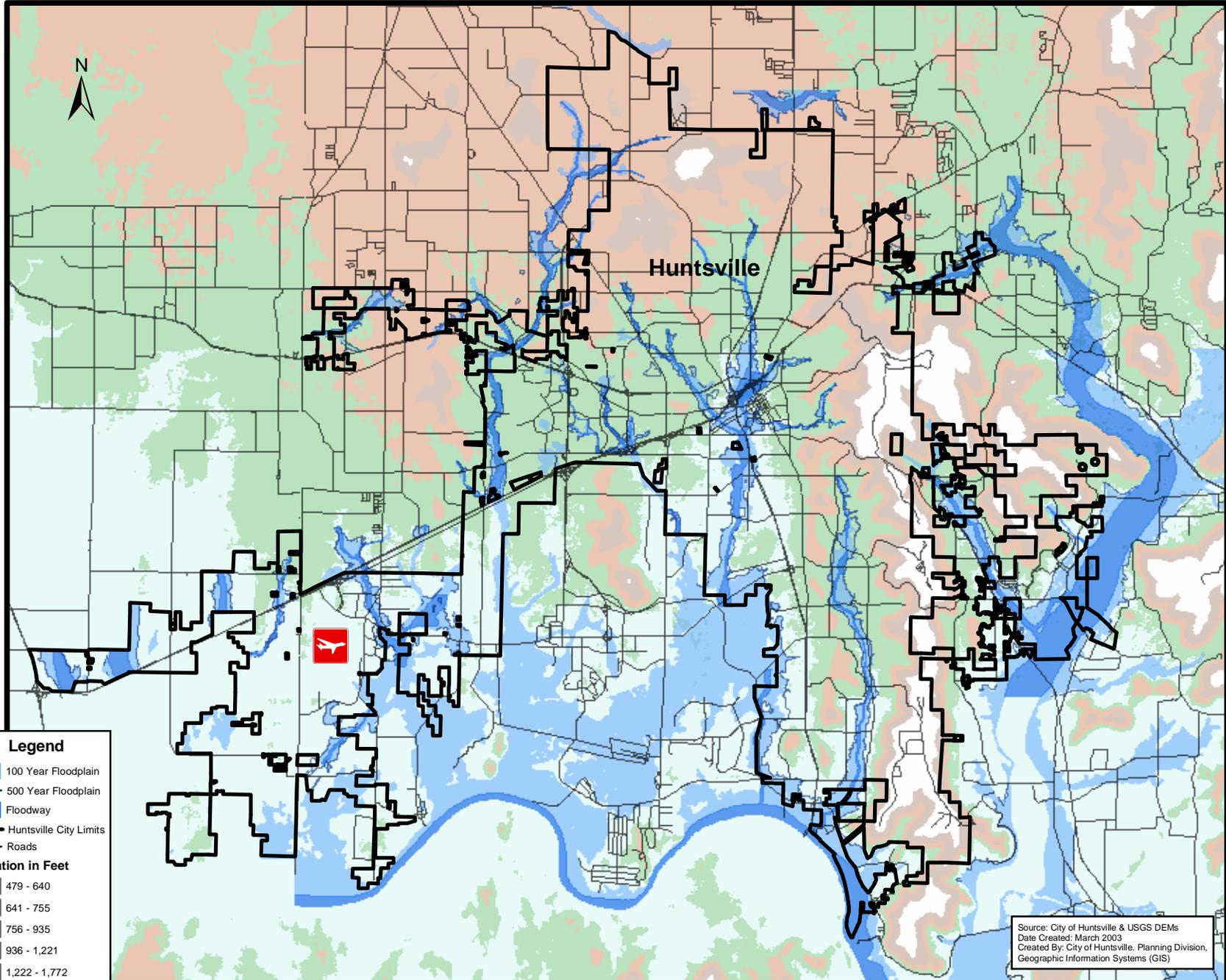


Madison County and City of Huntsville Wetlands

- Legend**
- 100 Ft. Topography
 - Wetlands

Date Created: March 2003
Created By: City of Huntsville, Planning Division,
Geographic Information Systems (GIS)

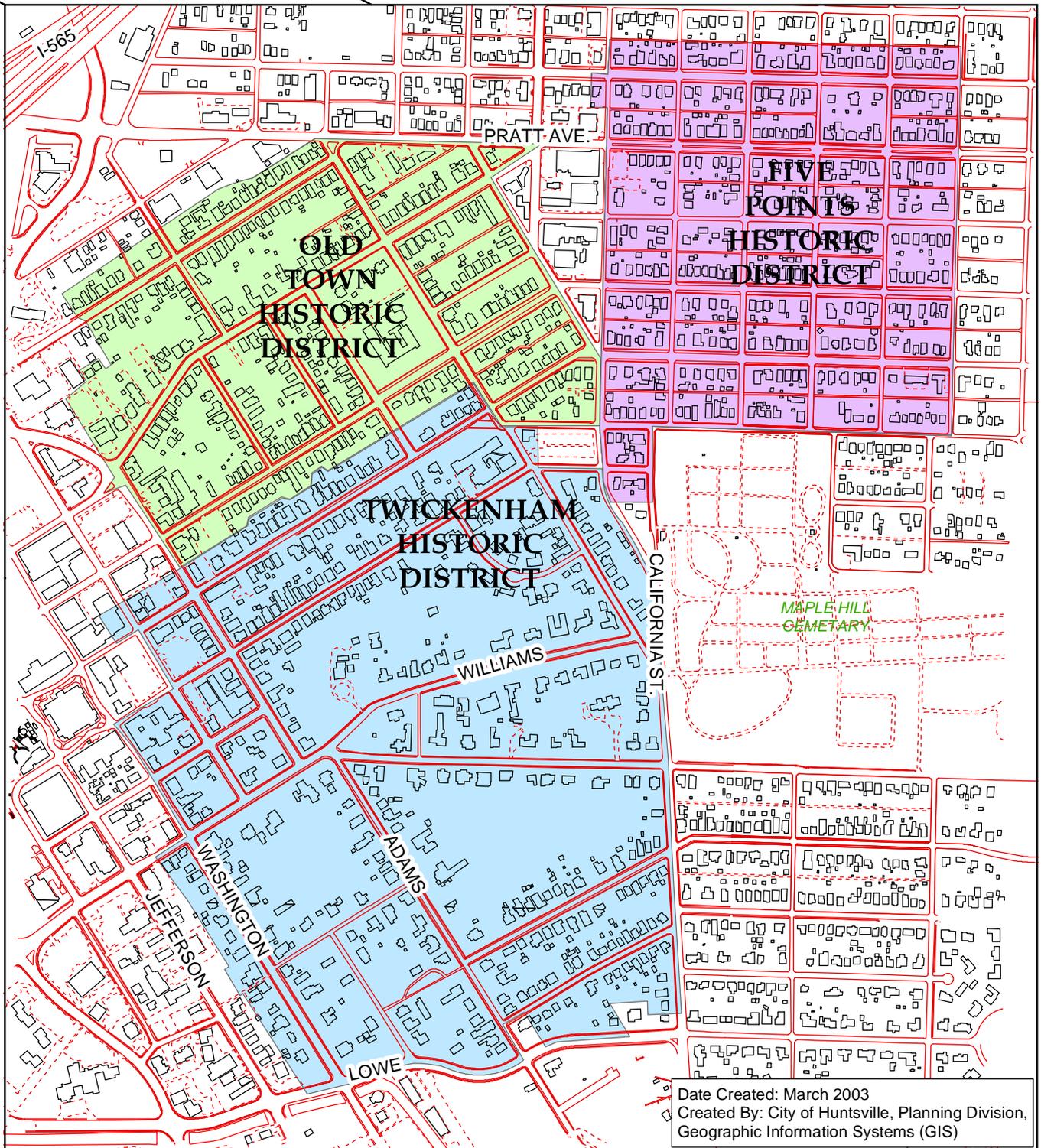
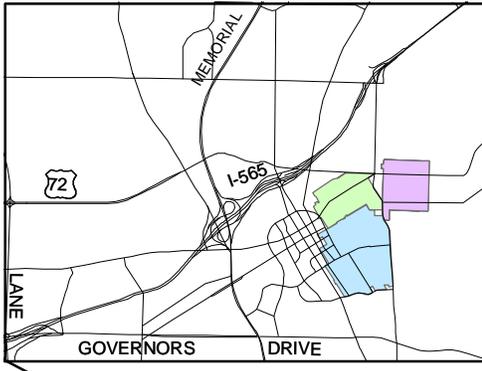
Floodplain Map of Madison County/City of Huntsville



POLITICAL & HISTORIC

- Historic Districts in Downtown Huntsville

Historic Districts in Downtown Huntsville



Date Created: March 2003
Created By: City of Huntsville, Planning Division,
Geographic Information Systems (GIS)

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