

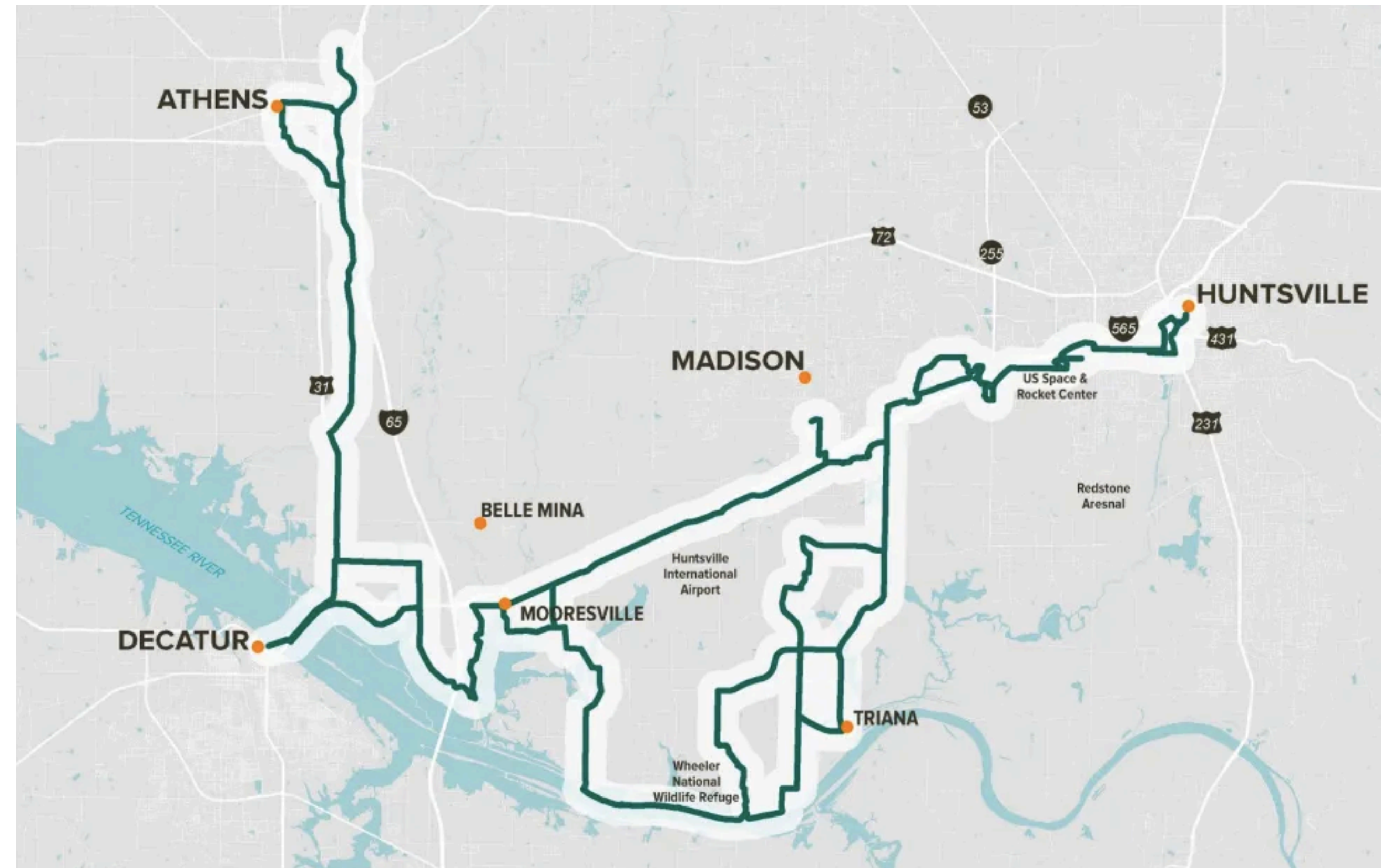




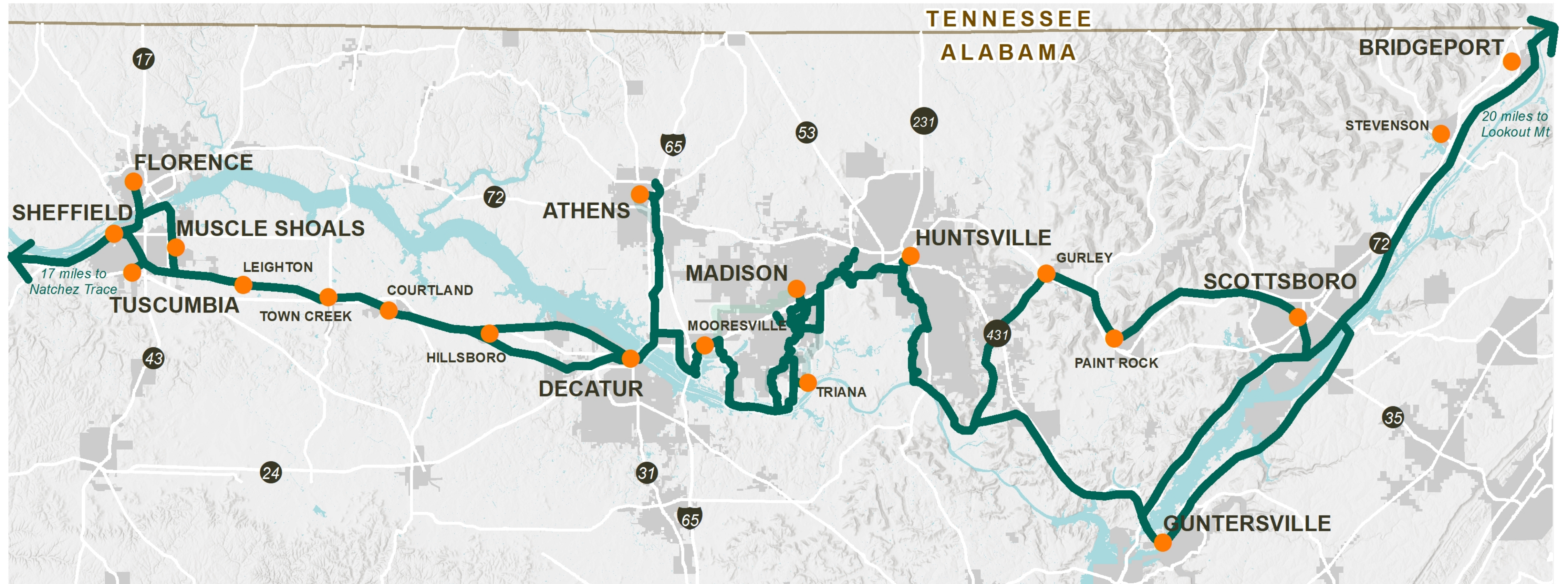
THE PLEDGE

THE SINGING RIVER TRAIL WILL BE A 200+-MILE GREENWAY SYSTEM THAT STRENGTHENS REGIONAL BONDS, AND CREATES NEW HEALTH AND WELLNESS, EDUCATIONAL, ECONOMIC, TOURISM, ENTREPRENEURIAL, AND WORKFORCE OPPORTUNITIES FOR THE PEOPLE AND COMMUNITIES OF NORTH ALABAMA . . . AND HELP US FIND THE BETTER ANGELS OF OUR NATURE.

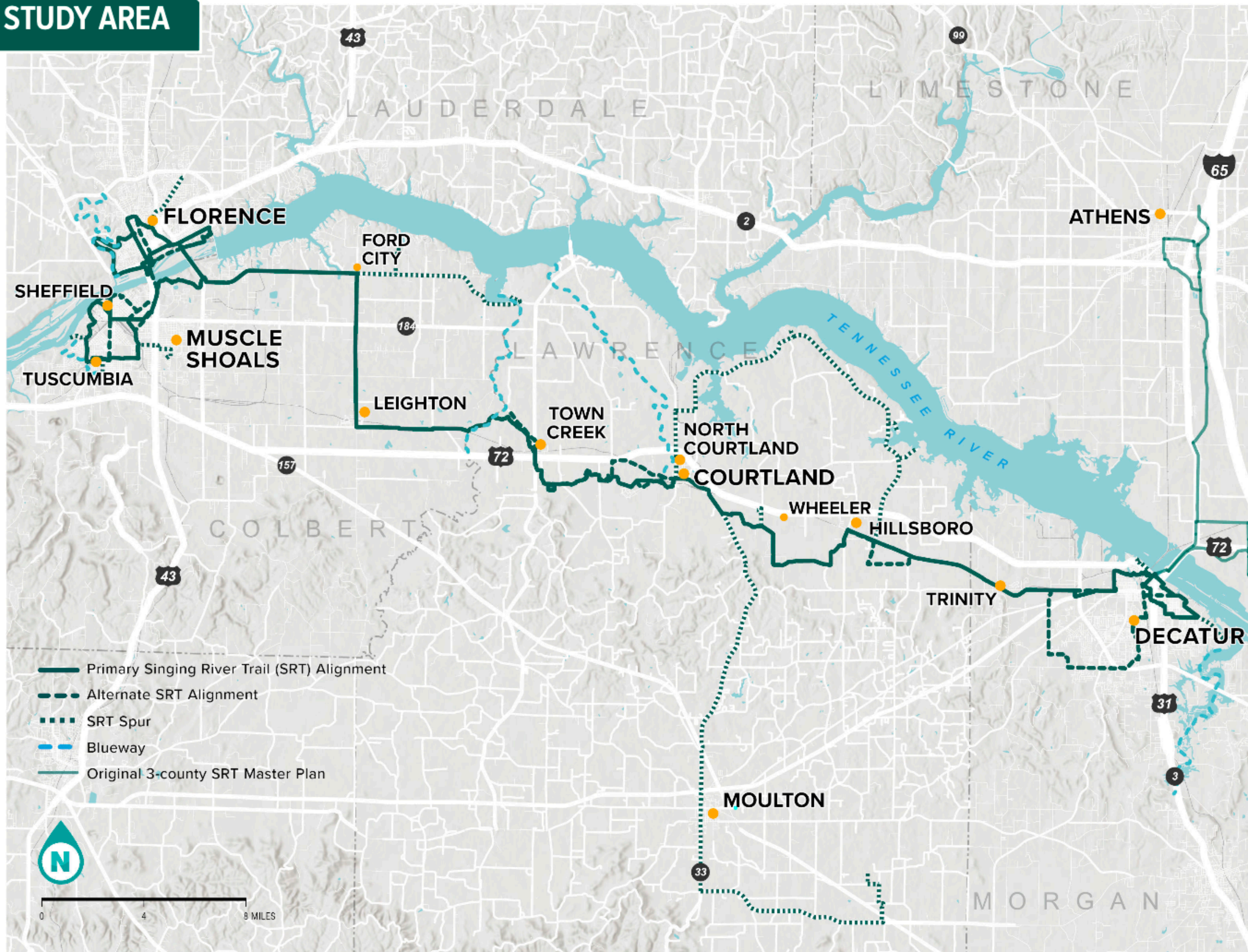
70 MILES, 3 COUNTIES, 7 TOWNS, LIMITED VISION



200+ MILES, 8 COUNTIES, 27 TOWNS, ONE VISION



STUDY AREA



THE VISION

CONNECTING
PEOPLE AND
COMMUNITIES
IS FOUND ON THE
SINGING RIVER TRAIL.

COMMUNITY AND VISITORS

21% of Alabama
Along SRT

1M Est. Yearly
Trail Users





GMC

SINGING RIVER TRAIL

ATHENS ACTION PLAN

*Connecting the past, present,
and future of North Alabama*

March 2022



STATEMENT OF QUALIFICATIONS:

Singing River Trail Master Plan - Decatur to the Shoals

Launch 2035

JUNE 3, 2021

PREPARED BY ALTA PLANNING + DESIGN, INC.

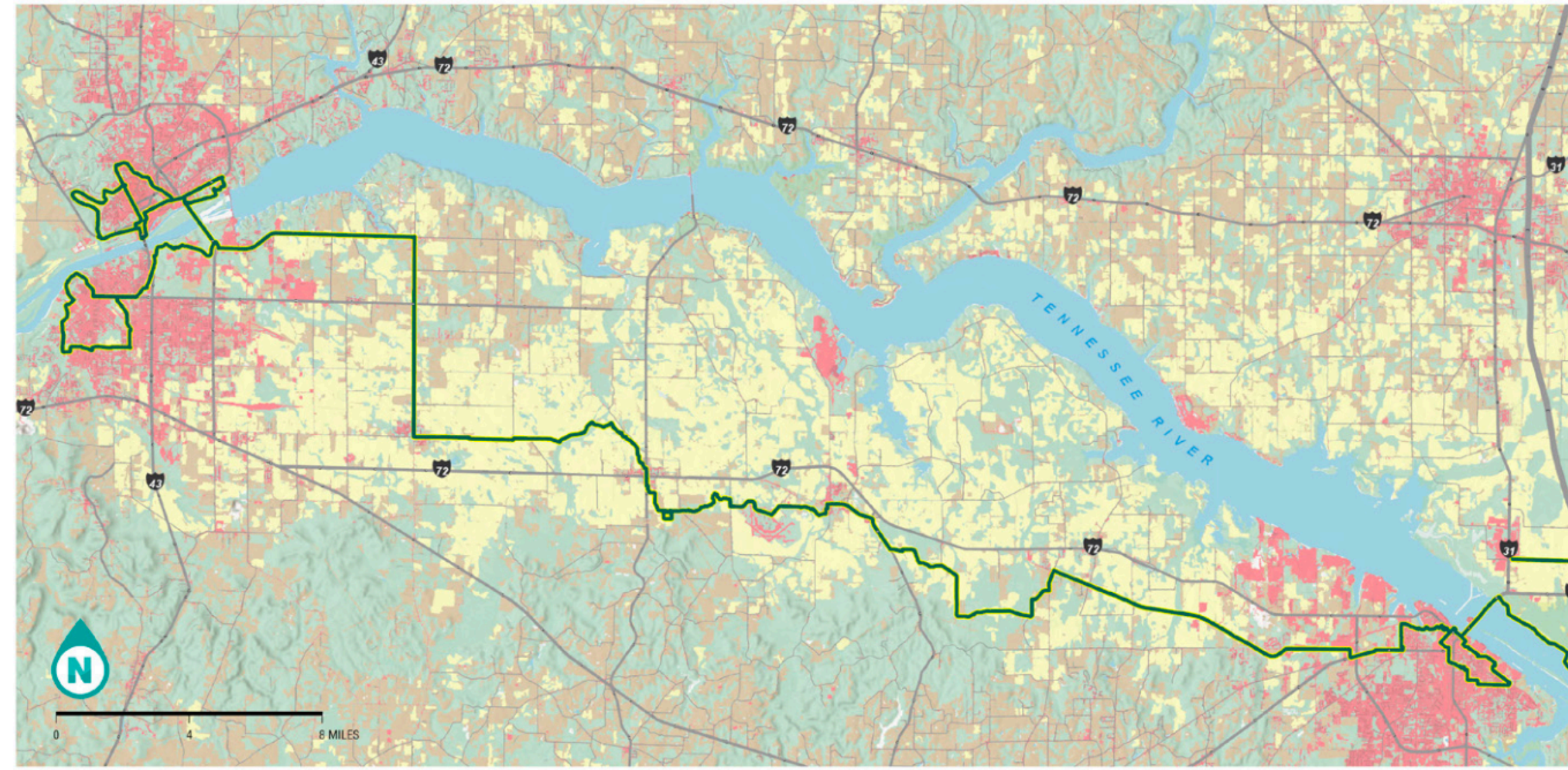
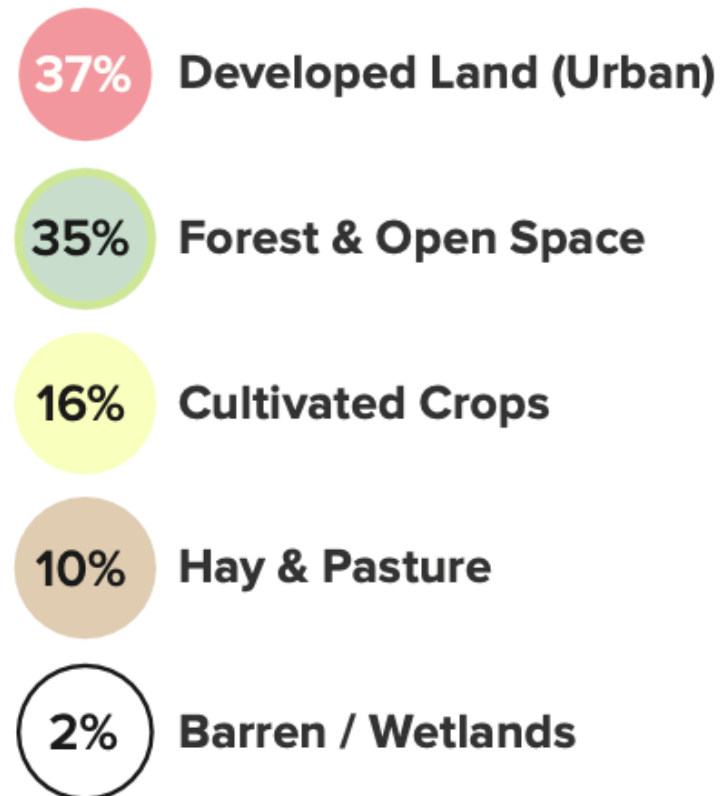


Marshall County Singing River Trail Master Plan
SCOPE OF WORK

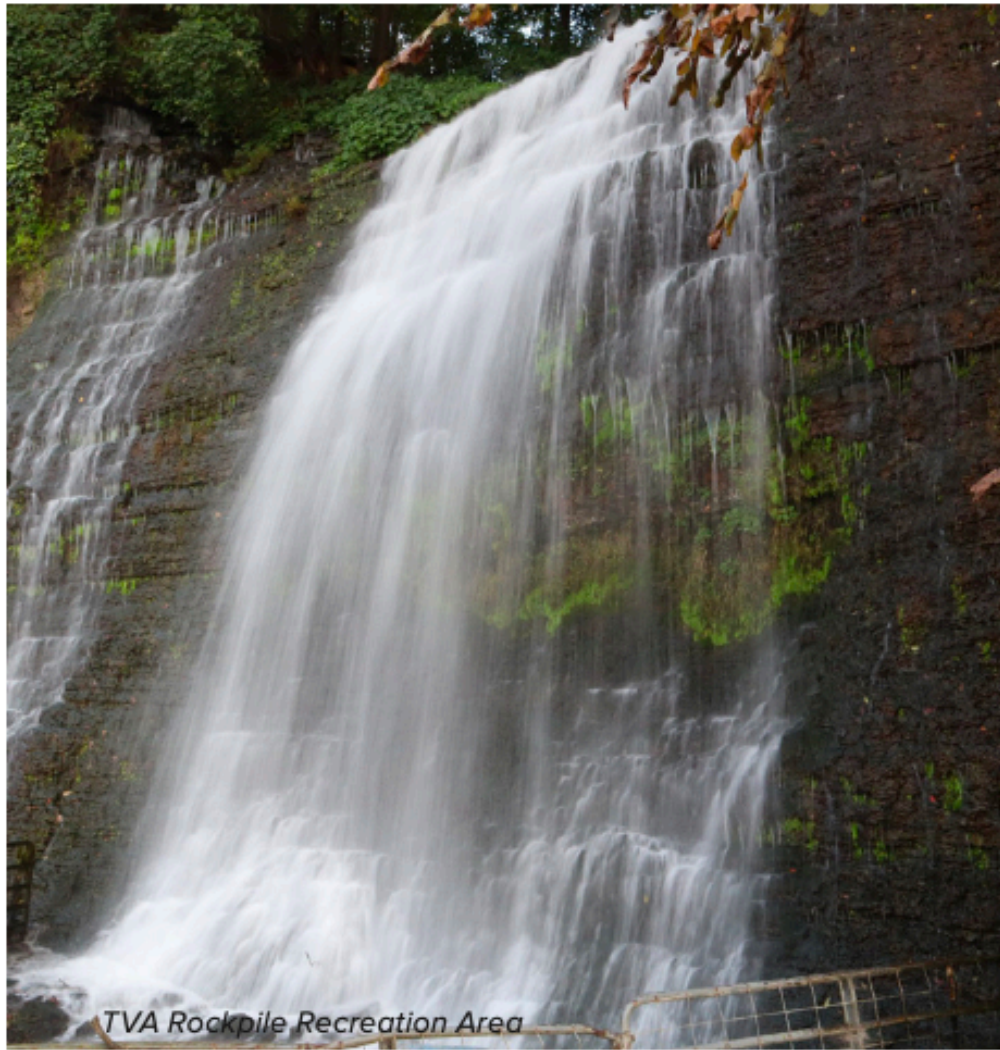


LAND USE

The land use map reflects the history and current status of settlement, agriculture, and new development. It reveals a narrative of how the region was organized and how the river, railroad, and transportation corridors drove the growth of cities and towns. Agriculture remains a major driver in northwest Alabama and the collaboration with landowners will be crucial for the success of trail development. The future Singing River Trail should reflect these contexts, creating an experience that fits the landscapes.



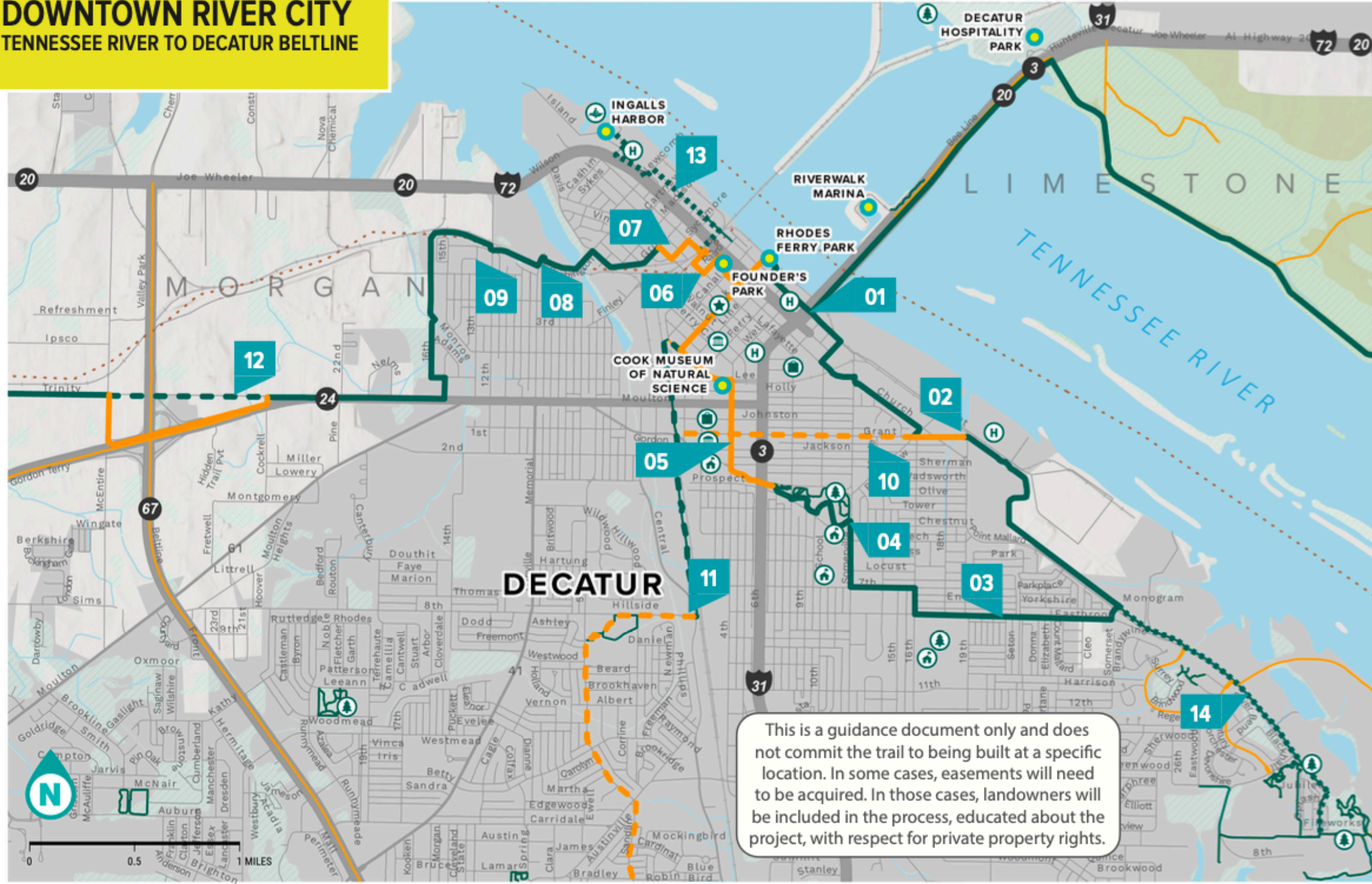
COLBERT COUNTY CONNECTOR (CCC) LEIGHTON TO TVA TRAILS



Linking historic Leighton, Ford City, and the Shoals to connect communities and tell stories through immersion into the landscape



DOWNTOWN RIVER CITY
TENNESSEE RIVER TO DECATUR BELTLINE



This is a guidance document only and does not commit the trail to being built at a specific location. In some cases, easements will need to be acquired. In those cases, landowners will be included in the process, educated about the project, with respect for private property rights.

SRT Main Route On-Road Facility	SRT Spur Off-Road (paved)	Major Destinations	Streams	POINTS OF INTEREST	
SRT Main Route Off-Road (paved)	Existing On-Street Bicycle Facility	Trail of Tears Routes	Wetlands	School	Museum
SRT Alternate On-Road	Existing Shared-Use Path	County Boundaries	Municipalities	Hotel	Civic
SRT Alternate Off-Road (paved)		Railroads		Park	Kayak Launch
				Trailhead	Downtown

CHAPTER 3 SINGING RIVER TRAIL ROUTE

- 01** Trail connects to a potential future Turtle Bridge Park. The park acts a gateway to the City of Decatur. Future food hall destination is also along this route.
- 02** The trail follows Dr. Bill Sims Trail on Market St to Church St, and connects to Point Mallard recreation area.
- 03** This segment of trail completes a large internal loop alignment through the City of Decatur (xx miles total), connecting trail users to a number of Downtown destinations (see box to the right). The trail will be a shared-use path along 8th St, 16th Ave SE, 7th St, and Somerville Rd.
- 04** The Singing River Trail will use Delano Park to connect the trail through the Albany Historic District to existing recreation resources (playground, splash pad, athletic fields).
- 05** The trail will follow 4th Ave SE, repurposing the existing on-street parking lane to a two-way cycle track. The cycle track will use Lee St NE, through a lane reduction, and connect to the Old Decatur Historic District through Oak St, completing the Decatur loop.
- 06** The trail turns onto Church and Bank St and connects to Old Decatur Downtown, passing through Dead Man's Alley (see page 33 for more details).

- 07** The trail will utilize an existing bike/ped bridge at the railroad crossing.
- 08** The trail will be a combination of on-road two-way cycle track or shared-use path and bike boulevard following Sycamore Street, Vine St, Davis St, and Washington St. The trail will cross back over the railroad near the Decatur cemetery at an existing street crossing, and continue parallel to the railroad through existing public parks and housing complexes, reaching Benjamin Davis Elementary School.
- 09** Easements will be required to connect Benjamin Davis Elementary School to Trinity Lane, where the trail will cross the Beltline (AL-67) via the existing bridge on Gordon Terry Parkway or an alternate route along a new trail bridge at Trinity Lane.

ALTERNATE AND SPUR ROUTES

- 10** Grant St is an alternate route for the Singing River Trail by Delano Park. This alignment would be a bike boulevard with shared lane markings and traffic calming, filling a necessary gap between the two existing Dr. Bill Sims Trail alignments directly through Downtown Decatur.
- 11** An alternate loop around Decatur could include following the Dr Bill Sims Trail south along the railroad, and connecting the Aquadome Pool, Wilson Morgan Park, to multiple neighborhoods and schools.

- 12** The trail will follow an existing concrete channel / creek to the Beltline, where it can cross at an existing signalized intersection to Modaus Rd SW. This route would create a connection to the Jack Allen Soccer Complex.
- 13** This spur trail will connect the Old Decatur Historic District and Downtown to Ingalls Harbor and a future boutique hotel and dining destination, utilizing an existing bike/ped underpass at ALT HWY-72. This alignment is proposed to be a shared-use path.
- 14** This spur trail will connect the SE corner of Decatur Singing River Trail loop to the Point Mallard recreation area (golf course, tennis complex, water park, and campground). This recreation area provides direct access to the Tennessee River and includes a network of existing natural surface trails. The spur trail is proposed to be a shared-use path.

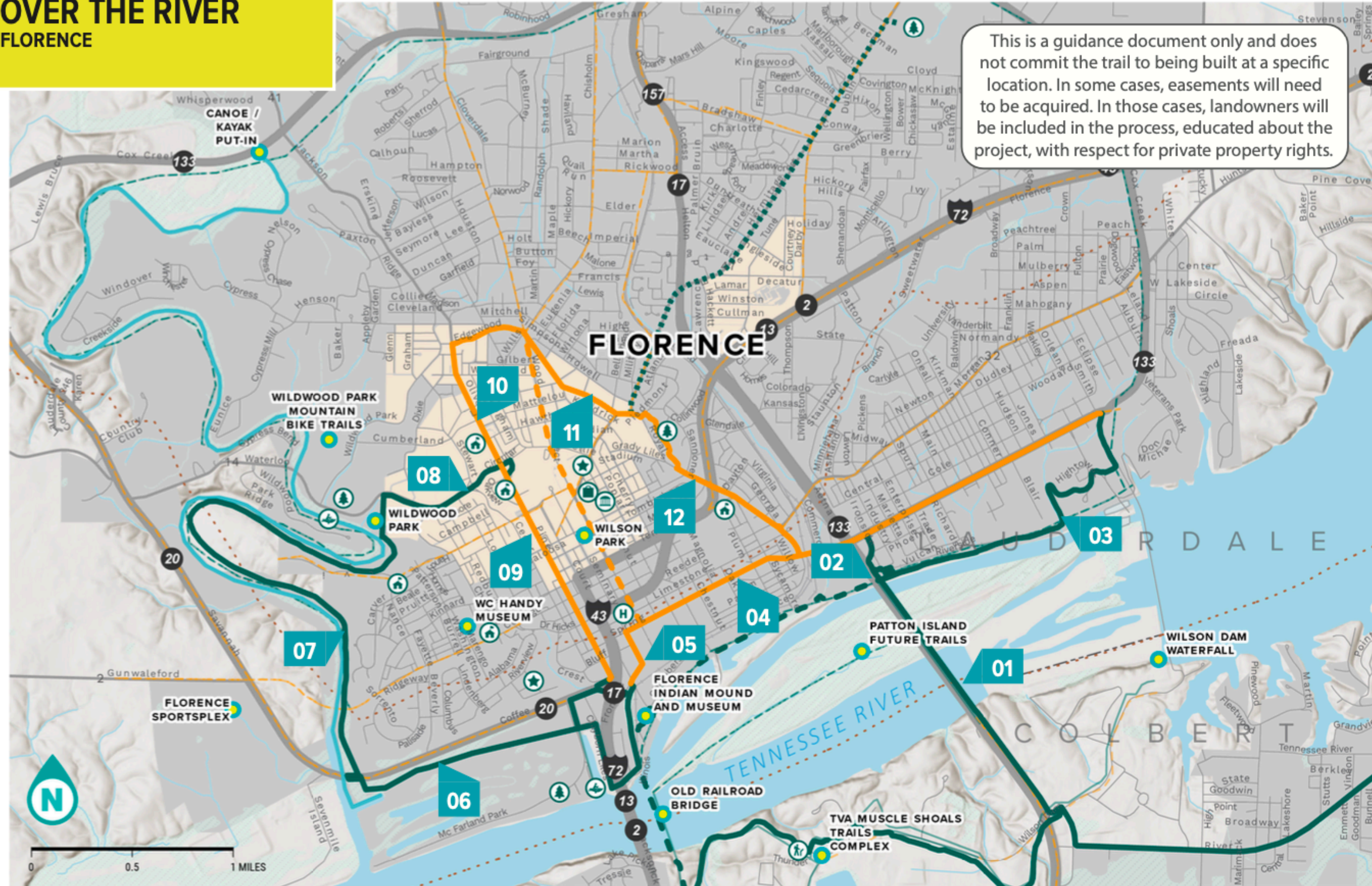
DESTINATIONS ALONG THIS SEGMENT

- Tennessee River
- Carnegie Visual Art Center
- Downtown shopping / dining / hotels
- Dead Man's Alley
- Turtle Bridge Park
- Rhodes Ferry Park
- Delano Park
- Founders Park
- Point Mallard recreation area
- Ingalls Harbor
- Decatur Morgan Hospital
- Cook Museum of Natural Science
- Carrie Matthews Swimming Pool
- Boys and Girls Club of Decatur
- Multiple community centers
- Multiple recreation centers
- Multiple schools
- Multiple historic districts



OVER THE RIVER FLORENCE

This is a guidance document only and does not commit the trail to being built at a specific location. In some cases, easements will need to be acquired. In those cases, landowners will be included in the process, educated about the project, with respect for private property rights.



- SRT Main Route On-Road Facility
- SRT Main Route Off-Road (paved)
- SRT Alternate On-Road
- SRT Alternate Off-Road (paved)
- SRT Spur Off-Road (paved)

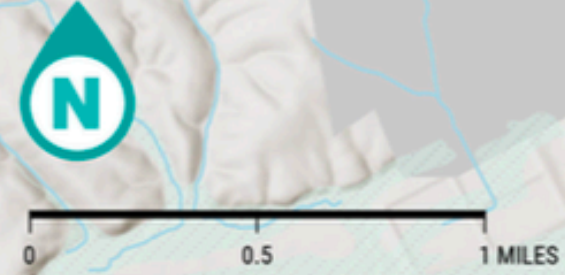
- Blueway
- Existing On-Street Bicycle Facility
- Existing Shared-Use Path
- Proposed On-Road Facility
- Proposed Off-Road Trail (paved)

- Major Destinations
- Trail of Tears Routes
- County Boundaries
- Railroads

- Streams
- Wetlands
- Municipalities
- University of North Alabama

POINTS OF INTEREST

- 🏠 School
- 🏫 Museum
- 🏨 Hotel
- 🏛️ Civic
- 🌳 Park
- 🚣 Kayak Launch
- 🏠 Trailhead
- 🏠 Downtown



Singing River Trail Blueways

01 FLINT CREEK BLUEWAY
 DECATUR
 Page 74



Source: Hartselle Enquirer

02 BIG NANCE CREEK BLUEWAY
 COURTLAND TO JOE WHEELER STATE PARK
 Page 75



03 TOWN CREEK BLUEWAY
 TOWN CREEK TO DOUBLEHEAD RESORT
 Page 75



04 SPRING CREEK BLUEWAY
 SPRING PARK TO TUSCUMBIA LANDING
 Page 76



05 CYPRESS CREEK BLUEWAY
 COX CREEK PARKWAY TO MCFARLAND PARK
 Page 76



02 BIG NANCE CREEK BLUEWAY
 COURTLAND
 13 MILES

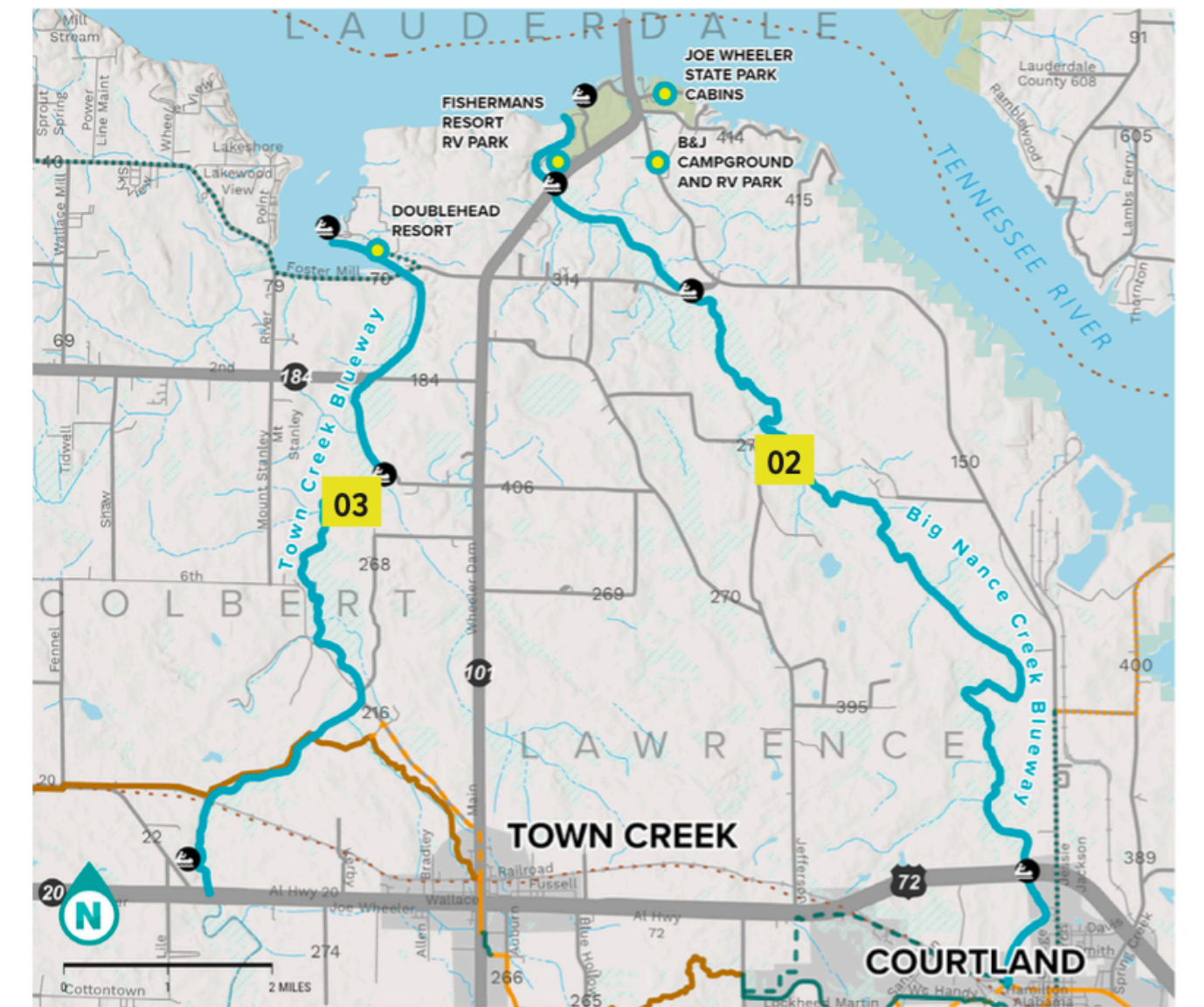
BIG NANCE CREEK BLUEWAY

From Courtland to the Tennessee River, Big Nance Creek travels 13 miles. This plan proposes formalizing this blueway route with signage and new kayak/canoe put-in locations. New put-in locations are proposed off County Road 314 and US-72 ALT. Coordinating with local landowners is recommended early on. The blueway can additionally be accessed at the existing put-in at the Fisherman's Resort RV Park and the Wilson Lake Public Boat Ramp. As with the other blueways, clearing this route and confirming consistently high water levels will be necessary before promoting and planning events.

03 TOWN CREEK BLUEWAY
 TOWN CREEK
 9.2 MILES

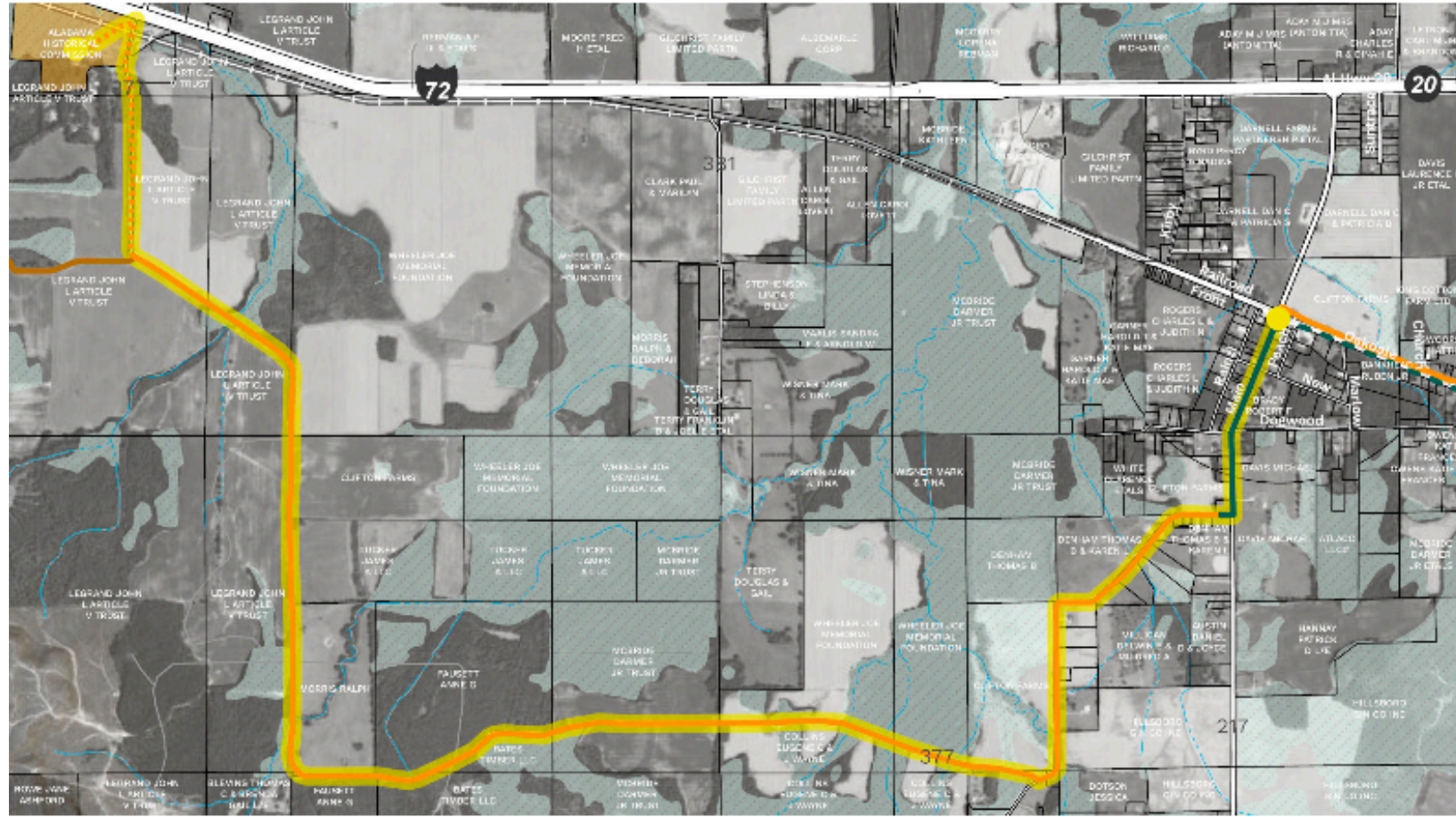
TOWN CREEK BLUEWAY

This plan presents a 9.2-mile blueway along Town Creek from US-72 ALT to the Tennessee River. Put-in locations are proposed near CR 22 and CR 406; coordinating with local landowners is recommended early on. Enthusiast paddlers could combine this 9.2-mile paddle and the 13-mile Big Nance Creek paddle with a 2-mile connection on the Tennessee River. With many lodging options available (Doublehead Resort, Fisherman's Resort RV Park, Joe Wheeler State Park Cabins, and the B&J Campground and RV Park), these blueways already have supporting infrastructure to support visitors and host group events.



- Blueway Put-in Locations
- Blueway
- SRT Main Route On-road Facility
- SRT Main Route Off-road (paved)
- SRT Main Route Off-road (unpaved)
- SRT Alternate Off-road (paved)
- SRT Alternate On-road
- SRT Spur On-road
- SRT Spur Off-road (paved)
- Trail of Tears Routes
- Tennessee Valley Authority
- Railroads
- Wetlands
- Municipalities

HILLSBORO TO WHEELER TRINITY-HILLSBORO LINK SEGMENT (HILLSBORO)



- █ Phase 1 Projects
- █ SRT Main Route On-road Facility
- █ SRT Main Route Off-road (paved)
- █ SRT Main Route Off-road (unpaved)
- █ SRT Alternate Off-road (paved)
- █ SRT Spur On-road
- Railroads
- Streams
- Wetlands
- Public Land
- Lawrence County Parcels

0 0.5 1 MILES

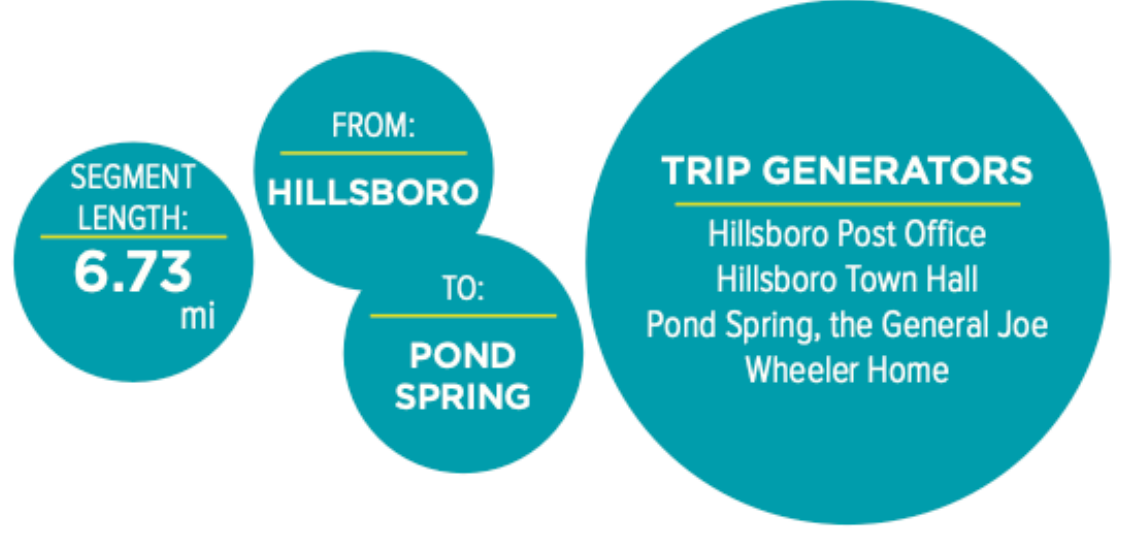


HILLSBORO TO WHEELER - GRAVEL COUNTY ROAD

As the Singing River Trail heads west from Hillsboro, the trail enters a pastoral landscape of agricultural fields and pasture lands. County Road 377 is a lightly-traveled, gravel road bordered by farms on either side. The road travels between tree lines and passes over small seasonal streams. As this country road is very scenic with low traffic, it creates an opportunity

for a shared use facility for walking and biking along the gravel road. Improving the gravel, regrading, and adding signage are the major improvements. Coordinating with local landowners is recommended early on.

A short section of a shared use path is recommended through Hillsboro to provide residents with a walking and bicycling corridor to everyday destinations.



CHAPTER 4 PHASE ONE PROJECTS

ESTIMATED CONSTRUCTION COST

Quantity	Item	Cost
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The purpose of this design is to keep a natural trail that can both meet ADA and vehicular load requirements. It is recommended that the entire gravel structure be removed and replaced with stone dust path to ensure ADA compliance. Reconstruction would be conducted in the same footprint with minimal impact to the surrounding environment. If, during testing or during construction, it is determined that the existing gravel is suitable for ADA compliance, only regrading may be needed which would lower cost.

See appendix for full engineer's estimate sheet. Estimate does not include acquisition costs or engineering/design/permitting costs.

POSSIBLE PUBLIC/GRANT FUNDING SOURCES:

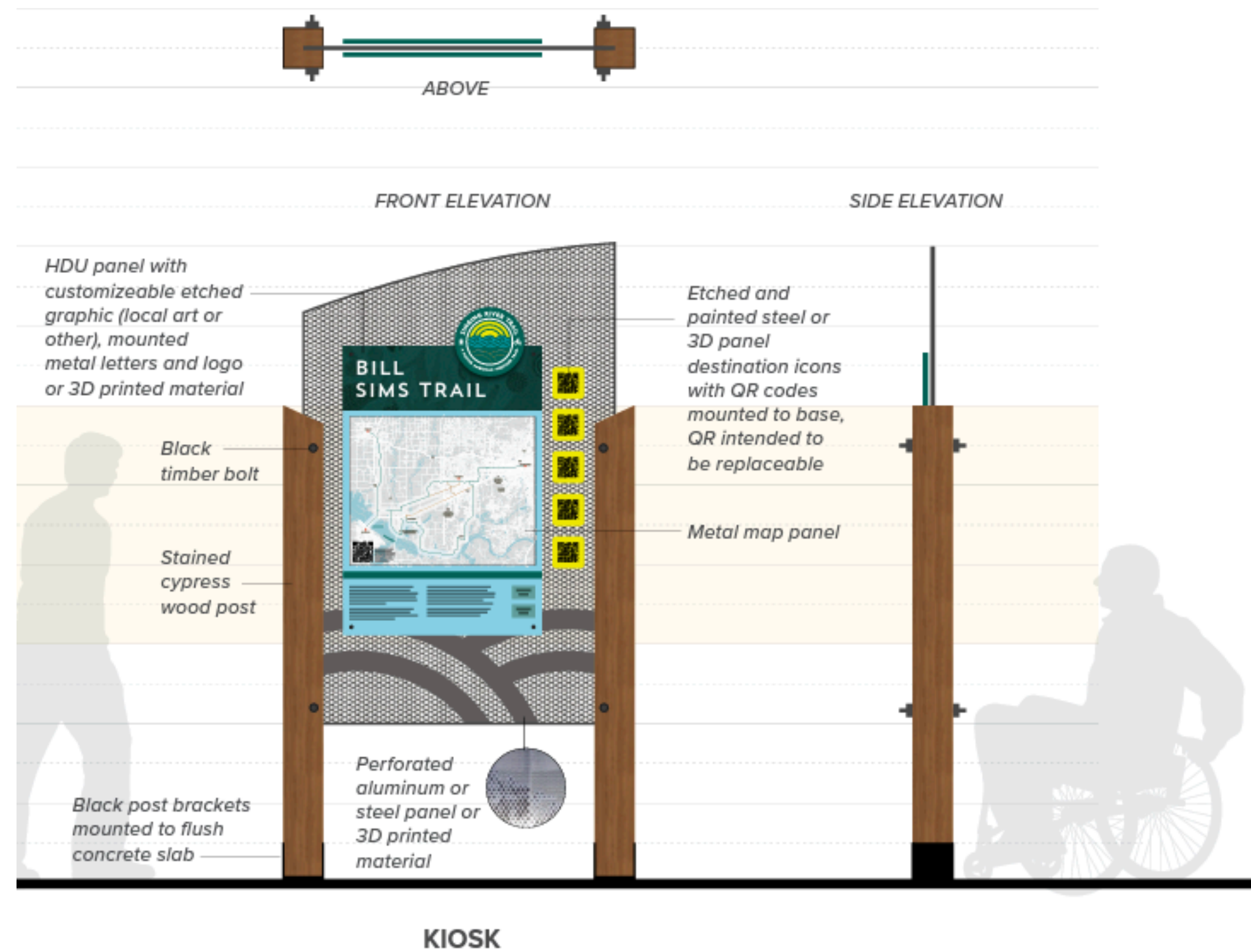
ADDITIONAL CONSIDERATIONS

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PLACEMAKING AND WAY FINDING



SRT HEADQUARTERS & MODEL MILE

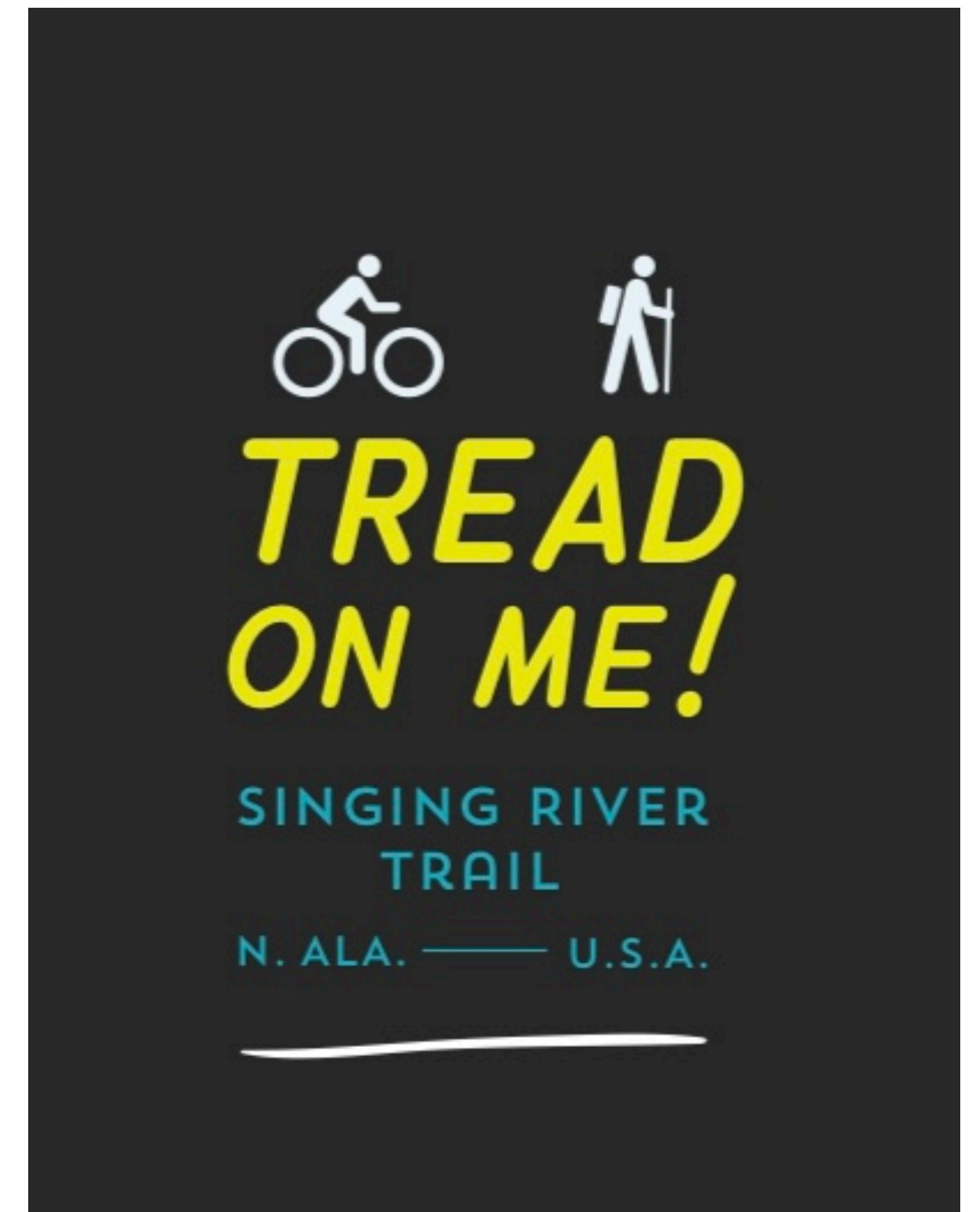


AND PRIVATE MONEY FOLLOWS

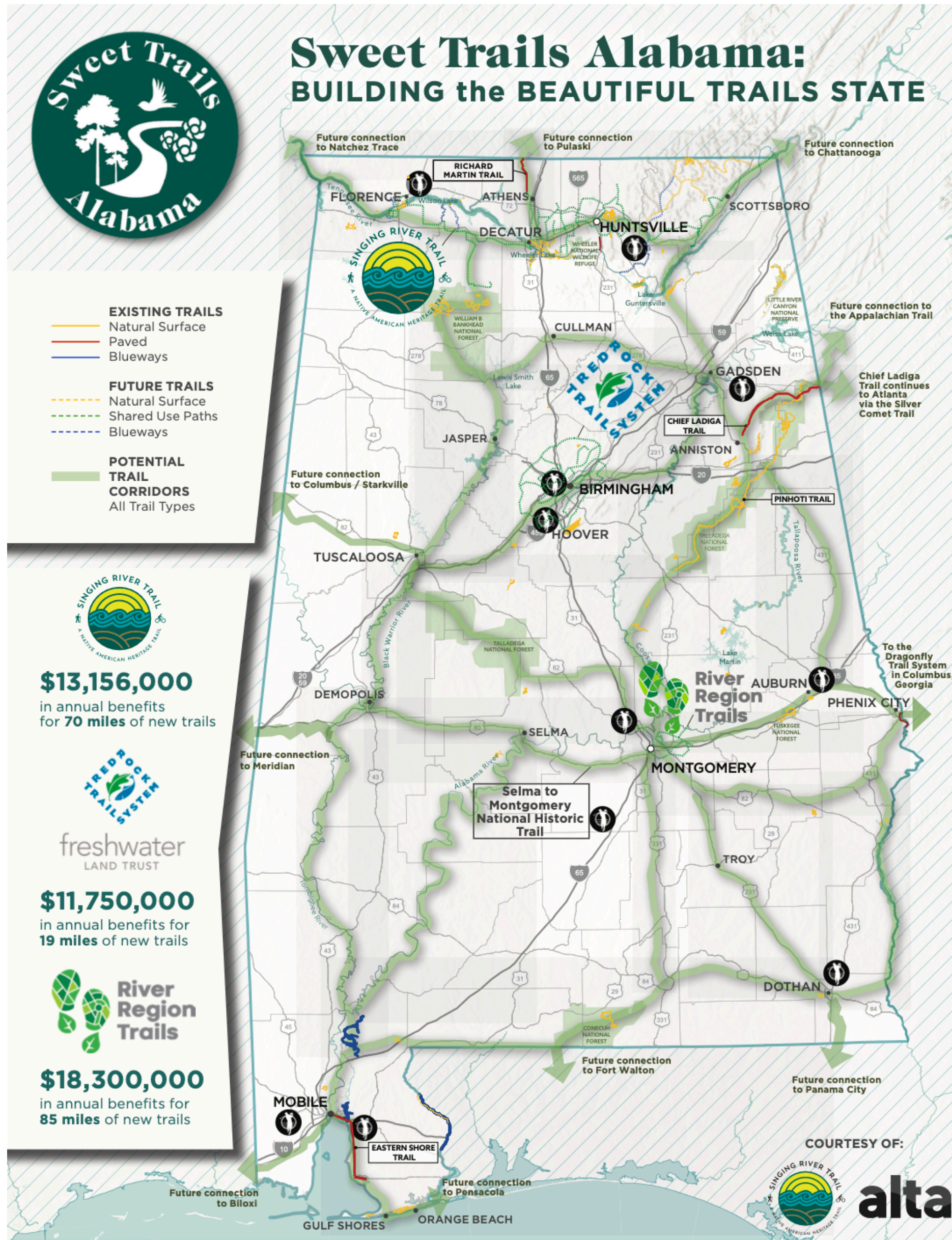


A GOOD START TO 2023

- \$4 million TAP Grants (Bridgeport, Gurley, Huntsville, and Leighton)
- \$850,000 Sweet Trails Alabama Plan
- \$200,000 General Fund State Budget Line
- \$100,000 REI Grant
- \$4.1 million Earmark from Rep. Aderholt
- \$1.6 million RAISE Grant for Courtland
- **2023 Total (so far) . . . \$10.8 million**







STATEWIDE OPPORTUNITIES FOR TRAIL DEVELOPMENT

Positioning Alabama as a leader in the outdoor recreation economy.

Why Invest in Trails?

Outdoor recreation in Alabama = **\$4.2 Billion** in annual economic activity and generates over **56,000 jobs**

- U.S. Bureau of Economic Analysis (2022)

- \$** The Economy
- 🚶** Outdoor Recreation
- 🚗** Transportation
- 🏠** Tourism
- ❤️** Health & Wellness
- 💧** The Environment

Trails are for everyone. No other single type of investment simultaneously creates as many benefits in both urban and rural areas for:

According to Innovate Alabama's Hoover Institution Report, outdoor recreation in Alabama is the key to unlocking a robust and inclusive economy of innovators. Furthermore, studies in Montgomery, Birmingham, and North Alabama estimate that investing in small portions of their local and regional trail systems will yield a combined annual return on investment of \$43.2 million. That same rate of return for trail investments across Alabama would conservatively yield **\$144 MILLION, ANNUALLY.**

DID YOU KNOW? Every \$1.00 spent on trail construction generates \$1.72 annually from local business revenue, sales tax revenue, & benefits related to health and transportation.

- Evaluating the Economic Impact of Shared-Use Paths in North Carolina. Institute for Transportation Research and Education (2018)

Help by funding trails & outdoor recreation at the state level!

ARE YOU IN?

**DR. JOHN F. KVACH
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JOHN@SINGINGRIVERTRAIL.COM
(256)731-9055**

