



CITY OF GALLATIN, TENNESSEE

**“A Vision for a Viable, Healthy,
Prosperous, Green Community”**

February 13, 2006



CITY OF GALLATIN, TENNESSEE GREENWAY CONCEPT MASTER PLAN

EXECUTIVE SUMMARY

Greenways across the country and throughout Tennessee are supporting community economic development and growth management. As an asset to communities, they are unmatched in many cases for assisting with transportation, recreation, conservation, and education needs; the components necessary for connecting and serving diverse populations with the healthy and culturally valuable choices that good growth demands.

- ❑ **Quality of life** – Through preservation of our unique cultural heritage, through environment stewardship, through active and passive recreation and learning opportunities.
- ❑ **Aesthetics** – Greenways improve the overall appeal of a community to its residents and visitors. They soften urban and suburban landscapes with natural landscapes of green vegetation.
- ❑ **Expenditures by Residents** – spending by local residents on greenway related activities help support recreation oriented business and employment as well as business that is patronized by greenway users.
- ❑ **Tourism** – The National Parks Service states that outdoor recreation and leisure expenditures account for substantial discretionary spending and **eco-tourism** is one of the fastest growing sectors of the travel business.
- ❑ **Commercial Users** – location and resources for activities using recreation equipment rental and sales, lessons, special events and on-site concessions provide business opportunities.
- ❑ **Conservation of Natural Resources** – the conservation properties of greenways reduce costs resulting from flooding and other natural hazards. Greenways serve as a buffer to highway noise pollution. They improve water quality because vegetation and riparian zones filter out pollutants entering water sources. This can reduce costs of waste water pretreatments.
- ❑ **Real Property Values** – substantive studies demonstrate that greenways increase nearby property values and marketability.
- ❑ **Corporate Relocation and Retention** – Studies show that one aspect of the quality of life of a community, the access to quality natural, recreational and educational settings, in an increasingly important factor in corporate relocation decisions. The Joint Economic Committee of the U.S. Congress reports that a city's quality of life is more important than purely business-related factors when it comes to attracting new business.
- ❑ **Intrinsic Value** – the value of healthy choices in transportation, recreation, conservation, and education maintain an active and involved community of people. Good choices preserve human diversity and biodiversity.

The planning principles established in the Greenway Concept Master Plan directly support these elements of proactive quality of life and economic growth and development for the citizens of Gallatin while enhancing other growth and development projects in the City such as the new downtown library, the downtown revitalization plan, and road work plans.

To increase the viability of the greenway's contributions to the future of Gallatin best practice principles have been used to guide the planning of the Gallatin Greenway to ensure accessibility, high usability, and adequate funding to continue the greenway system are attainable.

The planning principles that guide the greenway system development are:

- ❑ **Transportation** – providing alternative travel modes such as walking, jogging, bicycling.
- ❑ **Recreation** – providing diverse opportunities for both active and passive outdoor activity for residents and tourists.
- ❑ **Conservation** – providing development management, pollution controls, and wildlife habitat preservation.
- ❑ **Education** – providing vistas for outdoor classrooms, cultural and historical activities, and a variety of nature activities.

Each principle is explained in more detail in the plan and each is considered and planned for as segments of the system are designed and implemented. The order of priority or minimum standard of each principle is affected by various locations and impact surveys within the greenway system. Full consideration of each principle during the planning, design and implementation of each greenway segment accomplishes the goal of maximum public use of the greenway.

ACKNOWLEDGEMENTS

GALLATIN GREENWAY STEERING COMMITTEE

In November 2005, the Mayor formally authorized the Gallatin Greenway Steering Committee to serve as the advisory committee of the Greenway Project for the City of Gallatin Planning Commission and City Council. The Committee's responsibilities include:

- ❑ Meeting with the public for input on the greenway project. Input includes greenway locations, greenway design and development, greenway purposes (conservation, education, recreation.)
- ❑ Incorporating appropriate design standards that increase the ability to procure funding for the greenway master plan, increase the potential for use by the greatest number of our citizens and visitors, and increase needed conservation within an urban setting.
- ❑ The Planning Commission and City Council charge the Committee with development of a comprehensive Greenway Mater Plan for adoption.

GALLATIN GREENWAY STEERING COMMITTEE

The following is a list of the members of the Gallatin Greenway Steering Committee:

<u>Name</u>	<u>Affiliation</u>
Donna Belote	Greater Gallatin
Lee Ann Foust	Tangled Wing Wildlife Conservancy
Michelle Haynes	Citizen/Real Estate
Joyce Hoyle	Citizen/Greenway-Trails Expert
Hartley Scott	Citizen/Landscape Architect
Denise Upchurch	Citizen/Business Owner
Buffy Baril	Keep Gallatin Beautiful
Jane Sudbury	Citizen
Tommy Perkins	Citizen
Michael Shealy	Citizen/Bicyclist
David Deere	Citizen
Larry Murdock	Citizen/Disabled Persons Representative
Dale Bennett	City Council Member
John Puryear	Planning Commission Member

Steering Committee Staff Support:

David Brown, Leisure Services Director
Ron Coleman, City Engineer
Mike Goff, Assigned Greenway Project Manager
Jim Svoboda, City Planner

CITY OF GALLATIN, TENNESSEE GREENWAY CONCEPT MASTER PLAN

INTRODUCTION

Greenways are dynamic linear alternative transportation and nature parkways. According to The American Greenways Program, Greenways are corridors of protected public and private land established along rivers, stream valleys, ridges, abandoned railroad corridors, utility rights-of-way, canals, scenic roads or other linear features. Greenways often link recreational, cultural, and ecological features while improving network pathways for people and wildlife. Greenways also function as buffers to protect forests, wetlands, grasslands, and rivers providing a multitude of benefits for individuals, wildlife, and the City.

With the unique capabilities of forming corridors of protected open space, greenways are ideal tools for connecting the community with pedestrian and bicycle trails, with outdoor recreation and nature education opportunities, and with natural resource conservation. The Greenway Concept Master Plan (Greenway Plan) serves the infrastructure of our growing community because it addresses the issues of the increasing need for alternative transportation, recreation and education enhancement, and natural resource conservation. The Greenway Plan is intended to proactively address the following community issues that impact the future quality of life, economic, and environmental health of the City by addressing the standards of a greenway from inception through planning to design and implementation:

Transportation

The Greenway Plan provides relief from congested streets and highways in Gallatin. Future transportation planning and development recognizes the need to provide local residents a choice in modes of travel. These choices need to offer the same benefits and appeal currently offered by fuel-powered vehicles: efficiency, safety, comfort, reliability and flexibility. Greenway corridors throughout Gallatin serve as extensions of the roadway network providing realistic and viable connections between origins and destinations such as work, schools, cultural, recreational, and shopping areas.

Alternative transportation contributes to a mobile community allowing options for commuting to work, school, shopping, or meetings. Walking, jogging, and bicycling are alternative modes of transportation that provide: less traffic congestion, fewer parking problems and no vehicle emissions. Greenway-based bikeways and walkways are most effective for short travel distances. National surveys by the Federal Highway Administration have shown that Americans are willing to walk as far as two miles to a destination and bike as far as five miles. It is conceivable that destinations can be linked to multiple origins throughout the City with a combination of off-road trails and on-road bicycle and pedestrian facilities.

- *The overall transportation goal of the Greenway Plan is to develop a greenway system that will provide a safe, alternate mode of transportation to motor vehicular trips, and that will also provide routes for potential bicycle and pedestrian access between various residential and*

commercial areas, schools, parks, and employment centers in Gallatin and the surrounding area. In addition, a new Federal program called “Safe Routes to Schools” provides funding to establish safer routes for school children to walk or ride their bikes to school. Several trail locations are proposed that would connect community schools with existing and new residential neighborhoods.

A detailed analysis of the potential greenway corridors and the major trip attractors and generators, produced a proposed greenway system that has been divided into two types of corridors, trunk lines and branches. Trunk lines are the proposed major greenway corridors and the branches are the proposed minor greenway corridors. The trunk lines are designed to provide the major greenway locations that will initially be developed throughout the City and its Planning Region. The branches are planned to be secondary priorities and have not been named. Branch greenway corridors are intended to be developed after all the major trunk lines have been built, unless they are constructed by an individual development.

Recreation

Greenways are linear parks. They connect people to natural places within and around the City. They provide greater access to more people at less cost than traditional parks, but enhance the use of traditional parks by connecting the public to them as illustrated in proposed greenway trunk line corridors.

A step taken to identify potential greenway corridors included an inventory of areas where opportunities exist to locate new greenways. Significant recreation opportunities were identified adjacent to various area streams, the Cumberland River/Old Hickory Lake, and downtown Gallatin. As part of this process, the potential corridors identified in 1999 were reviewed and updated.

Baby boomers, school age children, senior citizens, and medical professionals are looking for diverse ways to maintain and encourage the maintenance of healthy lifestyles. Walking, jogging, and biking are increasing in popularity because of the necessity of a healthy public and because people enjoy exercising in the natural surroundings.

Active use of a river, trail or greenway by community residents improves their physical fitness and health. Voluminous studies have shown that exercise can reduce health care costs, increase the feeling of well-being, and increase productivity in individuals. Public health services, employers, and individuals may share these cost savings.

- ***Consider:*** *According to a model developed by the Rand Corporation, society saves 24 cents per mile in medical costs for every mile (an individual) walks or runs. Exercise derived from recreational activities lessens health related problems and subsequent health care costs.*

Conservation

Greenways offer a flexible mechanism for conserving our vital natural resources as well as preserving important cultural and historic sites. Developing greenways in urban areas can protect natural and cultural resources close to home. As the City grows, we are vulnerable to uncontrolled urban and rural development that destroys resources important to the long-term economic vitality and

environmental health of the area. Greenway and open space protection help preserve local resources while re-directing growth toward more appropriate areas.

Greenways are a logical and proactive tool to meet state and federal guidelines for acceptable standards of air and water quality. This area is mandated to diminish air and water pollution.

Greenways with trees and other vegetation are ideal tools for controlling air and water pollution by filtering pollutants. Researchers have identified the natural properties of plants and trees as filters for carbon dioxide in the air, for runoff chemicals in the water, and for lowering decibels in noise pollution.

Recent studies indicate that a single rural tree can intercept up to 50 pounds of particulate per year. Pollution is further reduced by greenways that encourage people to walk or bicycle instead of driving cars. Trees in greenways also provide ambient temperature mediation and help reduce heating and cooling costs. A single, isolated tree, in normal rainfall can transpire energy equivalent to several room air conditioners running during the day. Greenways help control the impact of concentrated development and urban activity to natural resources. One example of this environmental control is buffering waterways to control contaminated water from roadways, silt build-up from development, and fertilizers commonly used on lawns from running off into streams.

Uses of geologically or environmentally sensitive areas for open space and greenway purposes can reduce potential property damage costs and protect lives. Hazards can be mitigated through conservation of open space including flooding, poor water quality, depletion wildlife habitat, slope instability, structural fire damage. Using natural controls for mitigating hazards are less expensive than implementing structural control projects.

Many wildlife populations subsist in urban areas, but development continues to threaten their habitats. Greenways retain natural vegetation and aquatic habitats that provide sanctuary and food sources for birds, small animals, reptiles, amphibians, and fish.

- *The City is working closely with various federal, state and local agencies to assure environmental mandates and concerns are addressed the Greenway Plan.*

Education

Greenways are outdoor classrooms. And not just to school aged children; they open the door to learning experiences for all ages. Various locations of greenway corridors will create diverse passive and active learning experiences. Greenways have the power to connect us and draw us to historic and culturally important places, giving people a sense of place.

- *Passive experiences include enjoying the scenic and aesthetic quality of our environment, the natural features, vegetation and wildlife that are increasing rare in growing communities. Cultural and historical exhibits and programs and concerts draw large crowds at greenway trailheads.*
- *Active experiences include classroom field trips or weekend nature studies. According to the Fish and Wildlife Service, 22 million adults took trips away from home for the express purpose of watching birds and other wildlife in natural settings. American's spend \$40 billion a year to watch wildlife, with birdwatchers alone spending \$29 billion.*

BACKGROUND OF GREENWAY MASTER PLAN PROJECT

Since the early 1900's, the City of Gallatin has been experiencing a steady rate of growth, with the fastest growth rate concentrated on the west side. The City expects this growth rate to continue into the future due to several major roadway projects that will increase Gallatin's accessibility to the greater Nashville metropolitan area. In the mid-1990's, the City began planning its future growth by examining certain planning policies and planning a General Development Plan to strengthen planning and growth management policies. Gallatin began the implementation of its General Development Plan with the adoption of a new Zoning Ordinance in 1998. In addition, a Bicycle and Pedestrian Master Plan was prepared in 1999 with a grant from the Nashville Area Metropolitan Planning Organization (MPO). The Bicycle and Pedestrian Plan helped provide the City with the basic framework to develop bicycle and pedestrian facilities within the City. The City did implement several amendments to the Zoning Ordinance and Subdivision Regulations that established specific Pedestrian and Bicycle Path Standards. These standards have enabled the City to establish pedestrian facilities, primarily new sidewalks, in most new residential and commercial developments constructed since the year 2000.

The 1999 Bicycle and Pedestrian Plan, which contains a detailed inventory of potential bicycle and pedestrian trip generators and attractors within the Gallatin area, is one of the tools used to identify corridors. Typical examples of trip generators and attractors identified in the 1999 Plan are area schools, parks, major employers, scenic areas, public institutions, and downtown Gallatin. As part of the preparation of the Greenway Master Concept Plan, the 1999 Bicycle and Pedestrian Generators and Attractors List was reviewed and updated to reflect current conditions.

Major greenway corridors identified in the Bicycle and Pedestrian Plan consider the growth rates and locations. Using information collected in the Bicycle and Pedestrian Plan in 1999, the City initiated the Greenway Plan in 2004, in an effort to ensure that these potential greenways corridors are preserved for future greenway development.

- *The City has successfully secured approximately \$1.3 million dollars in funding to build a greenway along Town Creek from Triple Creek Park to W. Smith Street. This and other funding opportunities initiated the development an overall Greenway Plan for the City of Gallatin and its Planning Region.*

GREENWAY MASTER PLAN GOALS AND VISION

The vision of the Greenway Plan is to provide the citizens of Gallatin the opportunity to extend the existing park system through the creation of a linear park system of open spaces and natural areas for healthier, less congested travel options, for diverse and compelling recreation choices, for natural and necessary conservation practices, and for enhanced and varying education opportunities.

The Greenway Plan is not intended to be a considered separate from other infrastructure and enhancement projects, but instead is planned to augment these projects and serve as a natural connector that will connect neighborhoods and other population centers to nearby City parks, to downtown Gallatin, to the new downtown library location, to shopping areas, to schools, and to each other. The proposed greenway system concept is envisioned to serve as a multi-modal transportation network, multi-recreational, multi-conservation, multi-use, and multi-educational system.

The objectives of the Greenway Plan are to enhance the quality of life for residents of Gallatin by expanding available transportation modes and routes, by expanding the recreational opportunities provided by the traditional parks system, by expanding protection of our natural resources and open spaces, and by expanding opportunities for cultural, historical, and natural education.

The Master Plan provides the City of Gallatin, property owners, and other Federal, State, and Local agencies with specific guidance concerning the development greenway facilities within the City of Gallatin and its Planning Region.

- Specifically, the Greenway Plan is intended to address the several greenway corridor planning items that address the potential for a greenway locations ability to provide the following:
 - *Alternative transportation options* that provide citywide connections and access between residential and commercial areas, schools, parks, and employment centers in Gallatin and the surrounding area.
 - *Recreational possibilities* that provide options for active and passive recreation interests
 - *Conservation* by mitigating environmental hazards such as runoff pollution and for use in floodplain areas.
 - *Enhancing learning* about our area’s history, our cultural accomplishments, our wildlife and other vital natural resources.

Using these planning markers to identify potential locations will reduce the overall cost impact of developing greenway projects by utilizing common green space, floodplain areas, utility easements, or state rights-of-way whenever possible. Using these planning markers also develops a greenway system that will provide a safe, secure environment for greenway trail users because more people will use the system making the use of bike patrol officers, the Gallatin Leisure Services Department ranger and the Gallatin Police Explorer Program volunteers efficient for the City.

- The Plan is structured to provide guidance with the following items:
 - *Development of design standards* for greenway construction in the City of Gallatin and Planning Region.
 - *Implementation priorities* of the major Greenway corridors by the City.
 - *Specific recommendations* about what actions are needed to ensure that potential greenway corridors are preserved for future development of a greenway system.
 - *Development of a planning tool* that can be utilized to apply for Federal, State, and other grants that provide funding opportunities for greenway construction and open space preservation.

GREENWAY CORRIDORS

A detailed analysis of the potential greenway corridors and the major trip attractors and generators, produced a proposed greenway system that has been divided into two types of corridors, trunk lines and branches. Trunk lines are the proposed major greenway corridors and the branches are the proposed minor greenway corridors. The trunk lines are designed to provide the major greenway locations that will initially be developed throughout the City and its Planning Region. The branches

are planned as secondary priorities and have not been named. Construction of branch greenway corridors is anticipated after the major trunk lines have been developed, unless the branches are constructed by an individual development.

The attached Gallatin Greenway Concept Master Plan identifies only general locations for the Trunk Line and Branch Line greenway corridor routes recommended in the Master Concept Plan. The location of greenway corridors proposed as part of new or existing development plans shall be reviewed by the Greenway Steering Committee and approved by the Gallatin Planning Commission. The Gallatin Planning Commission and Greenway Steering Committee shall review the location of greenway corridors funded for construction by the City of Gallatin or other public agencies, and will make a recommendation for approval by the City Council. Before holding public meetings for public comment on the proposed design and location, the Steering Committee will contact and discuss any plans with affected property owners. Then recommendations can be given to the City Council. Modifications to the greenway corridors shown on the Greenway Concept Master Plan Map should only be considered if they maintain the integrity and intent of the overall planned network system.

The proposed greenway system will be developed in phases based on (1) funding, (2) need to develop major trunks in established neighborhoods/parks/business area, (3) all new construction areas. The Greenway Park system Plan is a “living” document in the sense that changes to currently proposed and additional routes will be incorporated when appropriate. Time of full implementation based on funding, new construction and demand.

PROPOSED TRUNK LINE CORRIDORS

The proposed trunk line corridor is organized into seven short, manageable corridors. The trunk line corridors are listed below in order of their feasibility, availability, and the level of connectivity that they provide to potential generators and attractors.

<u>Priority</u>	<u>Trunk Line Name</u>	<u>Distances</u>
1	Town Creek Trail	3.57 miles
2	Station Camp Creek Trail	3.28 miles
3	Baypoint Trail	1.03 miles
4	Lock 4 Trail	4.09 miles
5	Bledsoe Creek Trail	2.49 miles
6	East Camp Creek Trail	4.72 miles
7	Volunteer State/Gap Trail	4.51 miles
8	Bulls Creek Trail	<u>0.94 miles</u>
		24.63 miles

The City will pursue funding to begin construction of these corridors based on the priority listed above unless feasibility and availability issues cause reconsideration of priority list.

PROPOSED BRANCH LINE CORRIDORS

The proposed branch line corridors serve as connector trails that link to the proposed trunk line corridors.

GREENWAY CONSIDERATIONS

- The greenway system outlined in this Plan is constructed primarily by the City of Gallatin. The Steering Committee will seek the advice of experts in transportation, recreation, conservation, and education from local, state, and national agencies to ensure that each corridor of the greenway system is developed to the full advantage in terms of alternative transportation, recreation, conservation, and education.
- In order to ensure the future development of the greenway system, proposed new developments should provide, at a minimum, the property identified for future greenway segments within their development. The City Planning Commission will review requests to utilize greenway easements instead of dedication on a case-by-case basis. Land dedicated by a property owner for greenway development should be permitted for utilization of this land to meet the required open space requirements specified in the Gallatin Zoning Ordinance.
- Another option to the City in constructing proposed greenway segments is for the proposed developments to construct the branch line corridor segments as part of their overall development. The trail system should not only provide a recommended greenway segment, but should be integrated into the overall pedestrian scheme for the development. The proposed branch line corridors would be eligible to be considered for approval as an Alternative Pedestrian Plan by the Planning Commission. This option is not required, but instead is available for individual developers to consider when they are planning a new development project.
- Greenways trails designed according to either of the options described above should be designed in a manner that will minimize the impact to both developers and homeowners. In most cases, greenways should avoid going directly through the middle of a subdivision unless they are following a natural feature, such as a creek, and/or the trail is centered within a minimum twenty-five (25) feet of dedicated green space right-of-way.
- The proposed greenways identified in this Plan will be constructed by the City of Gallatin on property that is already developed or that has already been approved for development. Greenway corridors should be designed to minimize the impacts on existing property owners. In these cases, the City should actively work with property owners when identifying areas for greenways development.
 - ❑ *The City can achieve this goal by encouraging public involvement in the development of greenway design plans, and by actively promoting the benefits that a greenway system offers landowners and the community at large is the key to eliciting strong adoption and participation. Effective public education efforts can help inform residents about the benefits of developing greenways in their community.*
 - ❑ *For example, typically, land donated for greenway right-of-way can be considered tax-deductible contributions. In addition, if a property owner donates land for a greenway trail on their property, the City should grant any future development or redevelopment of the property the ability to count the donated or acquired greenway land area towards meeting open space requirements necessary for the future development of the property.*
 - ❑ *Alternative greenway linkage designs should be considered where typical greenway development is not practical. For example, designing the greenway through a downtown area*

will be difficult. Therefore, the existing sidewalks system could be modified and widened to serve as connectors to the Greenway system. In order to accommodate bicycles and additional pedestrian traffic, the sidewalks should be widened to ten feet wherever possible.

GREENWAY TRAIL STANDARDS

The Nashville Area Metropolitan Planning Organization recommends that Bicycle and Pedestrian Standards be developed that conform to the American Association of State Highways and Transportation Officials' (AASHTO) guidelines. The MPO recommends this standard be adopted in order to maintain consistency for bicyclists and pedestrians in the Nashville region. In addition, Federal and State design standards typically require facilities constructed according to these standards if grant money is used to construct the greenway. The MPO also recommends that standardized bicycle and pedestrian guideline documents be prepared by the City, and they have been working with local jurisdictions to create standards that can be adopted by all municipalities within the MPO. The City should also consider creating consistent ordinances that support the growth of the greenway network through new roads and/or developments. The establishment of guidelines for appropriate greenway support facilities such as benches, bike racks, signage, etc., should also be considered.

The Engineering Department will oversee the design and construction of Greenway construction projects in the City of Gallatin. Construction specifications and guidelines must meet, at a minimum, AASHTO standards. Multi-use trails, sidewalks, and bike paths shall be constructed according to best use practices of alternative travel options, recreation, conservation, and education. Construction specifications and guidelines will conform to the needs of the public in using the greenways for transportation, recreation, conservation and education. It is a location sensitive decision. Concrete, asphalt, and soil trays are some of the most probable substrate materials. Signage and pavement markings shall follow the MUTCD at all at-grade roadway crossings. Trailheads and additional signage along the Trails shall maintain uniformity and shall be as approved by the Gallatin Municipal-Regional Planning Commission.

Native habitats along the greenway corridors will be protected during construction of the greenway and habitat recovery will be implemented during and after construction on each segment according to assessments of vegetation and wildlife occurring along the greenway system. Habitat recovery will be guided by survey information of TWRA and other wildlife and conservation agencies.

RECOMMENDATIONS AND IMPLEMENTATION

To ensure the timely implementation of the Greenway Concept Master Plan, The Gallatin Municipal-Regional Planning Commission should incorporate the recommendations outlined in the Greenway Plan into the City's Major Thoroughfare Plan, Subdivision Regulations, and Zoning Ordinance.

- ❑ The Major Thoroughfare Plan should be amended to revise Section 6.8, Pedestrian and Bicycle Improvements, and the Greenway Plan Map should be added as Figure 6.5 in the Major Thoroughfare Plan. The Greenway Plan Map, Figure 6.5, should then be recorded at the Sumner County Register of Deeds Office as an amendment to the Major Thoroughfare Plan.
- ❑ The Gallatin Municipal Regional Subdivision Regulations and Zoning Ordinance should be amended as necessary to reflect the adoption of the Greenway Master Plan and its inclusion in the Major Thoroughfare Plan. Sections 4-108, Pedestrian and Bicycle Path

Standards and 4-110, Public Uses in the Subdivision Regulations might need to be modified slightly to better reference the Greenway Master Concept Plan.

- ❑ In addition, Section 13.09, Pedestrian and Bicycle Path Standards, of the Gallatin Zoning Ordinance should be revised to reference the adopted Greenway Concept Master Plan.
- ❑ The City's Planning and Engineering staff should undertake a review of Subdivision Regulations and Zoning Ordinance to determine if any additional sections need to be revised.
- ❑ The Greenway Steering Committee should be appointed by the City Council upon the adoption of this Plan as the committee responsible for overseeing the implementation of the Plan. The City's Planning, Engineering, and Leisure Services Departments should serve as the primary staff support to the Committee. The Greenway Committee should meet regularly to achieve the following objectives:
 - Review all branch line corridors proposed in new developments and any proposed amendments to the Plan, and provide the Planning Commission with a recommendation on the proposed branch line corridor.
 - Identify and recommend potential funding and grant opportunities for greenway construction to the Planning Commission and City Council for approval.
 - Review proposed construction plans for greenways that have received funding and provide a recommendation to the Planning Commission and City Council. Prior to making its recommendations, the Steering Committee shall hold a public hearing on the proposed design of new greenway segments.
 - Evaluate the amount of progress being made in implementing the Greenway Plan and recommend amendments to the Plan to facilitate its implementation.
 - Provide periodic reports concerning the progress of the Steering Committee and any findings and recommendations to the Gallatin Municipal Regional Planning Commission and City Council.

APPENDIX

Resources and References used in compiling and drafting the Gallatin Greenway Master Concept Plan

Economic Impacts of Protecting Rivers, Trails, and Greenway Corridors, National Park Service, 1995. (available online at www.nps.gov)

The Impacts of Rail-Trails, A study of Users and Nearby Property Owners from Three Trails, National Park Service, Rivers, Trails and conservation Assistance Program, 1992. www.nps.gov/rtca

Rail—Trails and Safe Communities: The Experience on 372 Trails, Rails to Trails Conservancy, 1998. Available online at http://safety.fhwa.dot.gov/fourthlevel/pdf/rt_safecomm.pdf

National Survey of Fishing, Hunting, and Wildlife-Associated Recreation, U.S. Fish and Wildlife Service, 2001.

Virginia Greenways and Trails Toolbox, Greenways – www.dcr.virginia.gov/prt/greenway.htm

Tennessee Trails Association – www.tn-trails.org/

Tennessee Greenways and Trails Plan, 1999, TDEC Recreation Resources Division – www.state.tn.us/environment/recreation

Bicycle and Pedestrian Master Plan, Sumner County, Nashville Area Metropolitan Planning Organization, 2000.

Managed Growth for Rural Communities, American Farmland Trust, 2000 – www.farmland.org

Planning Trails with Wildlife in Mind, Colorado State Parks – www.dnr.state.co.us/trails/

Benefits of Trails and Greenways, Trails and Greenways Clearinghouse, American Trails – www.americantrails.org/resources/benefits/BenefitsGrnwy.html

GREENWAY FUNDING SOURCES

Projects identified in this plan that may be eligible for Federal or State grant funding should be programmed through the MPO in accordance with the appropriate MPO, TDOT, and/or TEA 21 guidelines. Typically federal funding is available through the following programs:

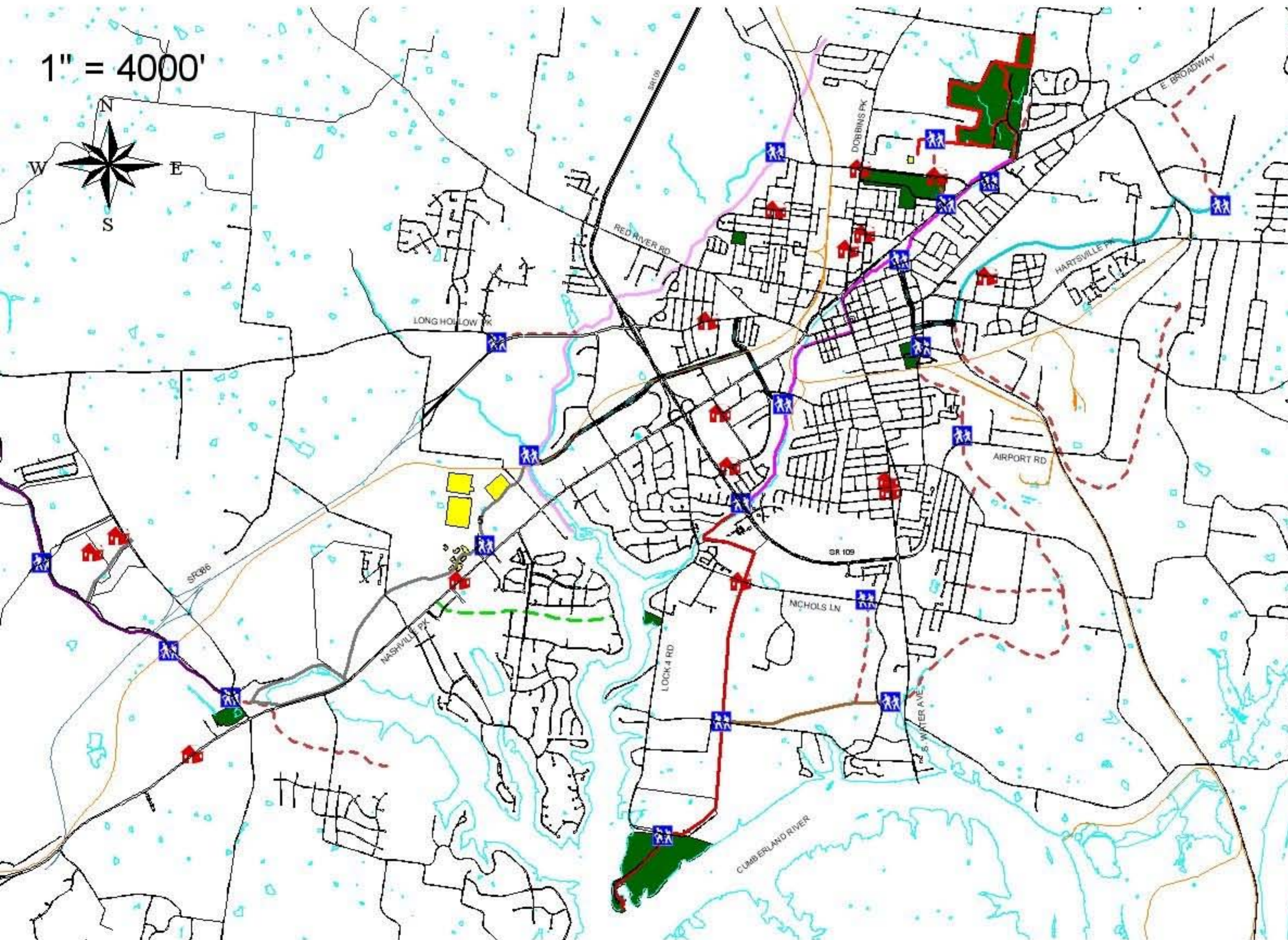
- **Surface Transportation Program**, SAFETEA-LU, formerly TEA-21.
- **Transportation Enhancement Program**, SAFETEA-LU.
- **Transit Enhancement Program**, SAFETEA-LU.
- **National Recreational Trails Fund Act**, SAFETEA-LU.
- **Congestion Mitigation and Air Quality Improvement Program**, SAFETEA-LU.

- **Rails-to Trails**, SAFETEA-LU funds to convert unused railroad corridors into bike and pedestrian trails.
- **Fair Share for Safety**, Improve pedestrian and bicycle safety.
- **Safe Routes to Schools**, Program aimed at making it safer for children to walk and bicycle to school.
- **Recreational Trails Program**, Funds trails by using Federal gas taxes attributable to off-road recreation.
- **Non-Motorized Transportation Pilot Program**, Assists cities to complete seamless transportation networks demonstrating that communities will use alternate modes of transportation if available.
- **Land and Water Conservation Fund**, NPS funds trails and greenways by using money from the sale or lease of nonrenewable resources and surplus federal land sales.
- **Community Development Block Grant**, HUD funds to develop greenways in low and moderate-income areas.
- **Transportation and Community and System Preservation Pilot Program**, FHWA funds to reduce impacts of transportation on the environment and the need for costly infrastructure.

Other potential sources of grant funds include:

- **State of Tennessee Recreation Grants**
- **City of Gallatin Sidewalk Construction Funds**
- **Approved Alternate Sidewalk Plans** (constructed by the Developer)
- **City of Gallatin annual budget** (ongoing development, operation, and maintenance of the facilities)
- **Private and corporate donations**

GALLATIN GREENWAY MASTER PLAN



Legend

-  SR 386
-  Trailheads
-  Schools
-  Triple Creek Trails - 3.80 miles
-  Water Courses
-  City Parks
-  Buildings.shp
- Greenway**
-  Town Creek - 3.57 miles
-  Lock 4 - 4.09 miles
-  Station Camp Creek - 3.28 miles
-  Bledsoe Creek - 2.49 miles
-  Rails-to-Trails - 0.93 mile
-  East Camp Creek - 4.72 miles
-  Vol State/GAP - 4.62 miles
-  Bay Point - 1.34 miles
-  Bull's Run - 0.94 mile
-  Minor Corridor - 17.10 miles
-  10' Sidewalk - 3.47 miles