

**CITIZENS ADVISORY COMMITTEE OF THE
HUNTSVILLE AREA METROPOLITAN PLANNING ORGANIZATION
MINUTES**

Regular Meeting - August 27, 2018 - 5 p.m.

**City Council Chambers, Municipal Building
Huntsville, Alabama**

Committee Members Present:

Mr. John Ofenloch	Chairman-City of Huntsville
Mr. Bob Devlin	Madison County
Mr. Bill Dear	Town of Gurley
Ms. Jennifer Nelson	City of Huntsville
Mr. Larry Mason	City of Madison
Mr. Gary T. Whitley, Jr.	City of Huntsville

Staff Members Present:

Ms. Paige Colburn	MPO Staff
Mr. James Moore	MPO Staff
Mr. James Vandiver	MPO Staff
Ms. Shontrill Lowe	MPO Staff

The meeting was called to order by Chairman Ofenloch at the time and place noted above.

Chairman Ofenloch stated that the first item on the agenda was Approval of minutes.

Mr. Whitley moved for approval of the minutes of the Regular meeting of the Citizens Advisory Committee held on May 21, 2018.

Said motion was duly seconded by Mr. Devlin.

Chairman Ofenloch asked if there was any discussion.

Chairman Ofenloch called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Ofenloch stated that the next item on the agenda was

Jurisdiction Reports.

Ms. Colburn stated that this was something new that had been added to the agenda. She stated that at this time she would like to introduce their new MPO employee, Ms. Shontrill Lowe. She stated that Ms. Lowe had come from the Transit Authority in Nashville, and she was an Elder Transit Advocate.

Ms. Colburn stated that this would be the last meeting at which she would officiate, but she would be attending all the meetings, just as she had always done when Ms. Tanjie Kling had run the meetings. She stated that Ms. Lowe would be taking Ms. Kling's place in the Planning Department.

Ms. Colburn stated that the Jurisdiction Reports were actually Ms. Lowe's idea, especially considering the prior meeting of the CAC where they had discussed that all the jurisdictions were not participating in the CAC. She stated that the MPO staff had previously discussed making the CAC and the TCC more active, working committees than they currently were, and that with these reports, they would have the opportunity to create a working dialogue within the CAC, the TCC, and the MPO.

Ms. Colburn stated that they would like for jurisdiction representatives from each jurisdiction to talk about transportation issues in their areas. She stated that the city of Madison could feel free to punt because later in the meeting there would be a presentation from the City of Madison concerning their 2040 Transportation Master Plan. She urged representatives from other districts to take a minute or two to comment on what was happening in their district transportationwise, things that one might want to share with the CAC, with the MPO staff, and things one might want to carry forward to the TCC and the MPO. She stated that persons should not feel pressured to comment at this time, noting that this could be something they could prepare in advance for the December meeting.

Chairman Ofenloch asked if there were any comments from representatives of Madison County.

Mr. Bill Dear of the Town of Gurley stated that as he understood from second-hand information, Rock Cut Road, located on the west border of Gurley, had been designated by the MPO as a future Eastern Bypass. He stated that if that was true, Gurley had some concerns. He continued that a trivial concern was that that road was partially in the Town of Gurley, and if that had happened, they would certainly have liked to have been notified that something that significant would be going on. He continued that the Town of Gurley had been working with the County to close Rock Cut going north and make it southbound only because where it intersected with Highway 72 was in a big curve, and there was a high fatality rate, that it was a very, very dangerous intersection. He continued that it really concerned them if there was an effort to make that part of the Eastern Bypass unless there was a major restructuring of that intersection.

Chairman Ofenloch asked if Rock Cut was the road that went back to Hampton Cove.

Mr. Dear stated that Rock Cut was the little cut-off between Highway 72 and down to Little Cove Road.

Mr. Dear stated that their third concern was that they work with ALDOT to do a study within the town limits, along Highway 72.

Ms. Colburn indicated the area on the screen.

Mr. Dear stated that the dot was indicating Little Cove Road, the horizontal running along the bottom, and Rock Cut was right there. He continued that it extended farther south, He stated that to the east of Rock Cut was the Town of Gurley, and to the west was the County. He stated that they were working with several property owners who wanted to come into the Town of Gurley, so they would

be on both sides of that road in the near future if their plans worked out as anticipated.

Mr. Dear stated that from the boundary of right about Rock Cut Road, going east to the County line, or just a few hundred feet before the County line, was the town limits. He stated that the State had done a study a few years prior, and their recommendation was to close Little Cove Road and redirect it about halfway between where the red dot was displayed on the screen and where it would intersect with Highway 72 and go north and south and intersect with a new road that would be out of the curve and that would provide the visibility needed, and also put a light at that intersection. He stated that that initial study had been done, that they had the drawings for it, and it made much more sense.

Mr. Dear stated that if they were going to do an Eastern Bypass to come across at that location, they could tie into Gurley Pike.

Mr. Dear indicated on the display the location of the new road and stated that their proposal would be to come across as he was indicating on the display and come behind some land where a low-income subdivision was located and tie into Gurley Pike, which he noted already belonged to the County, so they would not have to buy any property, which would make it a much better deal for the County and the State if they went that route for any future Eastern Bypass.

Mr. Dear stated that those were his concerns, and that they needed to get it on paper. He stated that they needed a connector between Little Cove Road and Highway 72, and they desperately needed a red light, due to the number of wrecks at that location. He stated that there was no traffic control along that area. He continued that it would be a lot better for the citizens when they saw blue lights flashing there.

Mr. Whitley asked if it was correct that there was a rail crossing there.

Mr. Dear stated that was correct, that the railroad track was up north, on the other side of the highway.

Mr. Dear stated that north of where Rock Cut currently intersected was a quarry, and it was extremely low, so they would still have to do some kind of curve and cross the railroad tracks and head north, unless they were going to have the Eastern Bypass terminate at Highway 72. He stated that Rock Cut was absolutely the wrong place to terminate due to the high incidence of traffic accidents at that location.

Chairman Ofenloch stated that the Northern Bypass was going to be built to the Parkway, and it would come around and intersect Highway 72, or what might be 565 by then. He asked where this intersection was supposed to be into 72, if it was above or below Gurley.

Mr. Moore indicated on the display the area, noting that it was between Shields Road and Ryland Pike.

Chairman Ofenloch stated that it was several miles from Gurley.

Ms. Colburn stated that there had been an original plan at one point to take it all the way out to Gurley, that it was going to come all the way down to a point she was indicating on the display, but that at this time it would make a much sharper turn.

Mr. Dear stated that that was fine.

Chairman Ofenloch stated, concerning Mr. Dear's proposal of the Eastern Bypass going up over the railroad tracks, that it would not be that far east.

Mr. Dear stated that regardless of whether they called it the Eastern Bypass, their challenge was that with the closing of Cecil Ashburn, they expected to see a lot more traffic coming through Hampton Cove on that road, and that was an extremely dangerous intersection because it was a blind intersection. He continued that looking

right, one could not see, and one would be looking over one's shoulder to see back to the left, to make that left-hand turn.

Chairman Ofenloch asked if that intersection would be part of the MPO and asked if it was correct that Cecil Ashburn was City only, that it was not part of the MPO.

Ms. Colburn stated that it was not federally funded in any way. She continued that this project was not either, that Rock Cut Road was the City of Huntsville. She stated that they had cited the MPO multiple times by citing the Congestion Management Plan. She stated that the Eastern Bypass was mentioned in the Congestion Management Plan, but there was nothing in the Plan that said where the Eastern Bypass would go or how it would help reduce congestion in that area. She stated that there was nothing directly referencing Rock Cut Road at all in any MPO document she had seen.

Chairman Ofenloch asked if there were any City plans to simplify the problem of the intersection there, knowing that all these cars out of Hampton Cove were going to hit 72 to come back into the city.

Mr. Moore stated that that particular part of 72 had been in the Long-Range Plan for the last 10 or 15 years. He stated that the Eastern Bypass would not terminate at a location he indicated on the display. He stated that there was not a final design for it.

Chairman Ofenloch asked if there was a schedule for it.

Mr. Moore replied in the negative.

Ms. Colburn stated that, fortunately, the City of Huntsville's engineers were all members of the TCC and did attend the TCC meetings, although they often did not come to the CAC meetings. She continued that the TCC agenda now had a Jurisdiction Reports item, and their goal was to forward the questions from the

CAC Jurisdiction Reports to the TCC's Jurisdiction Reports during that portion of their agenda, so they would have engineers from the various jurisdictions answering the CAC's questions, as well as reporting on major projects going on in their jurisdictions. She stated that that was their goal, and they would see how it worked out.

Chairman Ofenloch stated that he hoped they would consider that intersection based upon what they knew about Cecil Ashburn. He stated that people had to get into town, and either they were going to go to Hobbs Island or go there, or spend a couple of hours on Governors Drive.

Mr. Dear stated that he did not want to belabor the subject but stated that if persons lived out that way, they were aware that there was a significant amount of traffic in Hampton Cove and McMullen Cove, and they were going into town, so they would be coming that way. He stated that the next intersection down was where Little Cove Road intersected with Highway 72, and that was another high fatality intersection, and they needed to do something to solve that problem, in the near term versus the long term.

Chairman Ofenloch asked if there was anything else from Madison County.

Mr. Devlin stated that with the expansion of the FBI to about 6,000 people and the corresponding increase with families, there would be a population increase of perhaps 15,000 or so. He asked if the MPO or the City had modeled that, to see where those people would probably live and the access routes into the Arsenal. He stated that it seemed that that would be pretty significant. He stated that he was aware that the FBI had done studies for inside the Arsenal, how they were planning on running traffic into their site, and he knew that was causing some conflict with the roads on the Arsenal. He stated that Resolute Way would become a significant road then, as would the continuation of Zierdt Road and James Record Road, as feeder

roads coming into the Arsenal, and then the outlying feeder roads, depending on where the people would end up living, were probably pretty significant, as to how they were going to cross over. He stated that the FBI was the primary one because it was going to be such a big volume that was probably in the shorter term future, and where the MPO was going to model the feeder roads was important because that many people, 15,000, could significantly change traffic flows.

Chairman Ofenloch asked if that was in Gateway Park.

Mr. Devlin replied in the negative, stating that they were mostly in the middle of the Arsenal. He stated that if one went down Dodd Road to the NASA Test Area, that as one was going south, on the left-hand side, they had clear-cut several acres, and that it would come out to over 5,000 people on that site, and, also, they had other sites across the Arsenal, that it was fairly well distributed. He continued that that was a single population that was almost the same size as the Marshall Space Flight Center. He continued that they were increasing the student population by 15,000 a year. He stated that these were the numbers he had been hearing. He continued that there was also transit population that was going to need hotels, cars, and everything else, that would be coming in on a regular basis beyond that. He stated that then when they added to the permanent population the family members, there were going to be a lot of houses somewhere. He stated that he believed the last big rush was out to the west and out in the county.

Mr. Devlin stated that he did not know how that modeled. He stated that these persons would mostly be coming from northern Virginia, so houses would be cheap compared to where they lived. He stated that he did not know if they would buy in close, like they had done in the west or what. He stated that that modeling would probably be significant. He continued that that made Resolute Way more important, in terms of passing them through. He continued that Rideout Road was obviously

fairly important with that, and then the other piece that they had been hearing a lot about was Zierdt Road and also James Record Road, eventually widening it. He continued that Zierdt Road had not been completed. He stated that all the feeders to support that population, and then out to where they would be living, would probably be a significant issue.

Chairman Ofenloch stated that he believed when Boeing had come in, a lot of their people had moved outside Decatur. He stated that cars would be going both directions on I-565.

Mr. Devlin stated that he was not sure what the modeling was. He stated that they had not had the west side well developed just outside the gate, and that had quickly turned into a major area of congestion, with Zierdt Road, James Record Road, and Martin Road on that side, and a bunch of people had moved out to the county, causing some congestion to the farther-out feeder roads. He reiterated that he did not know what the modeling was for this group, but noted that it was significant, and that, in particular, it was all going to kind of come together going into the middle of the Arsenal.

Chairman Ofenloch asked if there were any comments from any representatives of the city of Huntsville. He stated that perhaps they had covered it, that they had talked about Gurley, and they had talked about to the west.

Ms. Nelson stated that she was in the Cove area of the city of Huntsville, and that because of Cecil Ashburn, they were getting a new civic group started. She continued that this would cover most of the geography of the Cove, and their concern was how they were going to deal with the effects of the road project in a manner that they would not be turning Governors Drive into a parking lot or having a ton of accidents out on Highway 72, and things such as that. She stated that they certainly had a number of unanswered questions.

Ms. Nelson stated that what she had heard about Rock Cut Road was that it was basically going to be kind of a modified signal there, not a full signal. She continued that she did not actually know what the definition of an "Alabama left" was, but that was what she was told was being put there, some type of partial signal at Rock Cut to allow people to come in and out.

Ms. Nelson stated that she did not know the details of that but stated that her group was meeting with the Engineering Department in the City in about a week and a half to try to figure out time lines, et cetera, because from her group's perspective, there was a Transit Study, there was a Commuter Study, that there were a number of things that they would like to have in place before they had only one major way in and out. She stated that they wanted assistance setting up carpools, advertising the commuter program to set up carpools and vanpools, having whatever level of incentivization or TMAs with area employees so that the people in the Cove could work on both ends so that they did not immediately turn into a parking lot, and they would have gotten the kids onto the buses, they would have gotten people into carpools, and they would have gotten maybe some park-and-ride spots, temporary or permanent, or whatnot, to get people back and forth easily, before the road was shut down.

Ms. Nelson stated that she was still having some trouble understanding what the actual timeline was. She stated that the last she saw at a City Council meeting, it seemed that there was some level of wanting to do a tree clearance, and things such as that, the coming fall, while Cecil Ashburn was open, on the side of it, and then either shutting it down or doing something major starting in January. She continued that then somewhere else, she had seen that it was June, following the school year. She stated that certainly from the perspective of people who had children in school, a mid-year change, especially since they had just gotten a new bus company for

Huntsville City Schools, was probably not optimal.

Ms. Nelson stated that her group certainly had the concern of wanting to conduct those studies, the Transit Study and the Commuter Study, putting things into a model to look at, such as "If this road is shut down, how does it route on different corridors?" "What is going to be the traffic volume over Green Mountain?" "What is going to be the traffic volume over Governors, and what small or big things need to be done to keep that flowing smoothly and safely?" She stated that Rock Cut was only a two-lane road, and she did not know, even getting past the safety thing, just from a congestion issue, with people getting in and out, whether it would work. She stated that their concern was wanting to make sure all that stuff was done first.

Chairman Ofenloch asked if it was correct that her group was going to have a separate meeting with Engineering and discuss this with them.

Ms. Nelson stated that the Cove group was getting together and trying to be organized in order to have that meeting with the City in about a week or two, and they were also looking to embark on BIG Picture planning efforts, kicking those off in the fall as well. She stated that from that area of the city that, certainly, they were looking forward to trying to push through some planning studies and seeing some results of that first.

Chairman Ofenloch asked if there was anything else from city of Huntsville representatives.

There was no response.

Chairman Ofenloch asked if there was anything from the city of Madison representatives. He asked if representatives were going to speak at this time or if they were going to talk about Madison's Transportation Plan.

Mr. Mason stated that they would have that presentation, but he also had some citizen concerns with the City of Madison. He stated that he believed there were a lot

of citizens who would like to see a lot more coordination and planning in terms of transit and transit options between the City of Madison and the City of Huntsville, which he noted were two different cities running two different bus systems, and they very seldom ever coordinated. He asked how the MPO could start getting more into some regional planning. He continued that the same thing would be with bicycling, how the bicycle trails in Madison and bicycle lanes and bicycle infrastructure could interact with the City of Huntsville, which he noted was making great strides in their biking infrastructure. He continued that there was still not a lot going on in Madison in that regard.

Mr. Mason stated that every time he tried to talk to planners in the individual cities, they all started spouting home rule and saying that they could not do this and that. He stated that it would be nice if the MPO could start to see how they could start putting together an overarching regional plan. He stated that he believed Mr. Devlin had kind of hit on this, in terms of needing a regional modeling system, where they could model traffic throughout the North Alabama area and attack this a little bit more in a regional manner rather than city by city.

Mr. Moore stated that he was working on an MPO Bicycle Plan that included the whole county, as well as Limestone. He stated that it might be later this year or the first of the upcoming year, but they were working toward that.

Mr. Moore stated, concerning the modeling, that the model they used was a regional model, and it incorporated a lot of roads in the whole area. He continued that this was looking at the Interstate, high-traveled roads, and not necessarily small collectors, for the region. He continued that it was not the answer to everything, that it was just a process of trying to decipher the best way to handle it, that that was what they used at this time to give a general idea of what traffic might be.

Mr. Mason inquired as to the name of the modeling system.

Mr. Moore stated that it was called "Cube."

Ms. Nelson stated that her understanding of Cube was that it did not currently have a transit split or any mode split built into it. She continued that she had heard that perhaps they might be switching over to a different regional travel demand model.

Ms. Colburn stated that the State was purchasing Streetlytics, which she noted would be much more accurate. She stated that Streetlytics was built by Cube, and ALDOT was going to purchase that for each of the MPOs. She continued that each of the MPOs was putting in as much information as they could to Citilabs, and then they were going to give them their Streetlytics data. She stated that she believed their date was February, that they were Group 2. She continued that they had to get all their data into Citilabs, which was ALDOT's contractor for Streetlytics. She stated that Streetlytics was an add-on to the model. She stated that Alabama would be the first state to adopt Streetlytics statewide, for each one of the MPOs, into their modeling software.

Ms. Mary Beth Broeren, Director of Development Services, City of Madison, inquired as to what kind of data they were talking about.

Mr. Vandiver stated that Streetlytics looked at origin/destination. He stated that it would give them origin/destination data, basically where people would come from and where they would go, for the entire MPO study area. He stated that it would use data such as cell phone captures, employment data, Census data, things such as that, to create origin/destination.

Ms. Colburn stated that that would be with their Cube model, effective in February, that they would get their Streetlytics output in February. She continued that they were going to put in everything they could by October 31st, and they would receive the output, or their input, in February, and then they would need to look at

that and see if it was accurate or if they liked it, et cetera.

Ms. Nelson asked if there would be a transit mode split when Streetlytics came in that they could model. She asked, also, how the current Transit Study was going, what the scope of it was, and if it was including shuttle buses over to the Cove, things beyond Saturday service. She asked what was going on with that.

Ms. Colburn stated that she had brought Transit Study flyers to the meeting, for the CAC members to attend the public meetings. She stated that there would be three public hearings on the following day related to the Transit Study, and there would be two stakeholder meetings on Wednesday. She stated that the laypeople were coming to meetings on the following day, and the CAC members, as relevant stakeholders, were invited to attend the stakeholder meetings on Wednesday. She stated that there would be stakeholder meetings in the morning and the afternoon, and that this would be an either/or, that the meetings would be exactly the same. She continued that they were being run by Nelson Nygaard, the consultant the MPO hired to run the study.

Ms. Colburn stated that the first portion of the Transit Study, what they had had to get out in their timeline more quickly, was specific to the City of Huntsville's fixed-route transit system, and it was specific to implementing an improvement of the existing routes in Huntsville, and expansion into nights and weekends, and that there were all sorts of other things that were on there. She stated that they would be playing the money game. She stated that she had brought some Bus Bucks to the meeting, noting that they might recall the BIG Picture Bucks. She continued that they would be giving people Bus Dollars to spend on different improvements to the system. She stated that many of the improvements were actually ones that were already in the works in some capacity. She continued that they would see which one the public and the major stakeholders wanted the most.

Ms. Colburn stated that between this date and December, the rest of the Transit Study would focus on some of the more regional things that needed to go into the Five-Year Implementation Plan. She stated that by December of 2018, Nelson Nygaard had to present a Five-Year Implementation Plan, funding sources suggested, and other activities suggested, for expanding and improving transit. She stated that one of the things that had been requested for that Five-Year Implementation Plan was expanded routes throughout the region, routes to the airport, routes to the Mazda facility. She continued that a route in Madison was even brought up. She stated that they were looking at their existing public transit infrastructure. She stated that there was also a route to Chase Industrial Park. She stated that those were the four big ones they had talked about the most.

Ms. Colburn stated that, additionally, as part of the Transit Study, there had been a lot of discussion about the Cecil Ashburn project, that there had been several meetings recently about alternatives, and that Parking and Public Transit was going to be supporting the carpooling and vanpooling effort, and supporting a lot of different options in helping the public with this situation, but they had not put together their public outreach materials yet because it was just as of the prior week that they were tasked with doing this. She stated that they had a lot of existing resources, that there was a contract in place with Enterprise, which did vanpools currently, to expand that to the Cove area, and things such as that.

Ms. Colburn stated that there had also been a lot of discussion amongst the MPO staff about alternative start times, start-of-work times, and end-of-work times, and alternative locations, with some of the major employers setting up temporary offices on the Cove side of the mountain, and setting up work-from-home schedules, and things like that. She continued that the City of Huntsville was working with the Chamber and the Arsenal in talking about things like that. She stated that the

Arsenal had typically been pretty reticent to change work schedules because that did not support the mission, but it was entirely possible that they could get some support because this project was so huge.

Ms. Colburn stated that there would be something coming from the City of Huntsville in the coming weeks, that she was sure they would talk about it in that meeting in 10 days or so.

Ms. Colburn stated that she believed that was everything on the Transit Study. Chairman Ofenloch asked if there was anything else from Madison.

There was no response.

Chairman Ofenloch asked if there was anything from Triana.

There was no response.

Chairman Ofenloch asked if there was anything from Owens Cross Roads.

There was no response.

Chairman Ofenloch stated, concerning bike trails, et cetera, that a year or so prior, they had built a parking lot next to I-565 so people could park their cars and ride their bikes over to the new complex. He stated that at the next meeting, he would like to know how many people were using this.

Mr. Moore stated that it was not yet finished. He stated that that was a separate project, connected with Rideout Road.

Mr. Devlin stated that there were really three or four different phases with it, that there was the parking lot, the passage under the bridge, the passage through the Gateway area, and there was a connection to the rest of the bike paths. He stated that the connection had not been finished. He stated that some of it was on the Arsenal and some of it was off the Arsenal.

Ms. Colburn stated that the parking lot was a separate project, in terms of federal funds.

Chairman Ofenloch stated that he was just curious as to how many people were going to utilize it.

Ms. Colburn stated that they could get numbers on that. She stated that they were going to have a new crossing system installed there, that ALDOT and the City of Huntsville Traffic Engineering had worked together to get Rectangular Rapid Flashing Beacons installed there at that crossing, so it would be a pilot crossing, and they would definitely be doing counts.

Chairman Ofenloch asked if that would go under the Interstate.

Ms. Colburn stated that it would be over Governors West, across Governors West.

Chairman Ofenloch stated that the next item on the agenda was a presentation on the City of Madison's 2040 Transportation Master Plan.

Ms. Mary Beth Broeren appeared before the CAC, stating that she was the Director of Development Services for the City of Madison. She stated that they had recently completed their 2040 Transportation Master Plan update, and she had been asked to come and give a brief talk about what that entailed.

Ms. Broeren made a PowerPoint presentation.

Ms. Broeren stated that Madison had last updated its Transportation Plan in early 2000, when it went out to the year 2025. She continued that, actually, they had done an unadopted study that went out to 2035, but with the MPO having recently done its projections out to the year 2040 and with all the development that had occurred in the last decade or so, it seemed time to do this update.

Ms. Broeren stated that they had retained a consultant, and they had a Steering Committee, which included some members of the MPO. She stated that Mr. James Moore was on their Steering Committee, and they had some Madison businesses and residents, as well as the Council and Planning Commission. She

stated that they had done detailed population and employment projections as part of this update. She stated that they had been talking about the model and some of the shortcomings of the State's MPO model, of which there were many.

Ms. Broeren stated that one of the things they had realized was that the land use data that was used in that model was very, very outdated, whether it was for Huntsville or for Madison, and it did not look like there had been any field level verification of what actually existed on the ground. She stated that she believed when the MPO got around to running the model again, they needed to actually spend quite a bit of time looking at the data, because none of the development that was forecast in the plan for the Redstone Gateway area was in the MPO model. She continued that that had been known for quite a while.

Mr. Moore stated that that was the consultant.

Ms. Broeren stated that she was just saying they could hire a consultant, but they had to check the consultant's work, or they had to give the data to the consultant. She stated that with all the development that was on the north side of Highway 72, a lot of that was not reflected in the model.

Ms. Broeren stated that they had spent a lot of time on this in Madison, that they had actually gone parcel by parcel, subdivision by subdivision, counting rooftops, literally counting rooftops, from aerials, estimating the amount of non-residential square footage they had in the city. She continued that, obviously, they were a smaller city, but stated that they had spent quite a bit of time doing that because it was a GIGO function, garbage in, garbage out, that if you did not put good information into your model, you were not going to get meaningful results out of your model.

Ms. Broeren stated that one of the other shortcomings of the model they had found was that the model assumed seven trips per household, and that was really

outdated information. She stated that the 12th edition of the Transportation Engineers generally recommended 10 to 12 trips per household, depending upon income levels. She continued that Madison had higher incomes, so one would expect more trips per household, that there might be more persons coming in, that there might be more deliveries and there might be someone coming in to clean houses, et cetera. She stated that, again, there was a huge shortcoming in that model in terms of how many trips were generated by each housing unit.

Ms. Broeren stated that they had actually tasked their model consultant to come up with a different number, so they had done some research in terms of what the federal government was using in certain aspects, and they had updated that in their model. She stated that when a model was run, it should be calibrated to what was happening on the ground. She stated that one of the bullet points being displayed was traffic and turn movement counts, so just as they had counted rooftops and estimated their population employment, they also did traffic counts, as to what traffic they were actually experiencing on their various roadways. She continued that then they would run the model, and they would hope that those two kind of matched, but they didn't match, so that was when they had to go back and look at the model and see what the shortcomings were. She reiterated that it was a really outdated model. She continued that it was very simplistic in terms of how it treated non-residential development.

Ms. Broeren stated that in calibrating the model, they ended up having to increase the number of trips that were generated from households. She stated that they were limited in terms of what they could do because they needed to maintain consistency with the model but get it to be as accurate as they could. She stated that while the analytics the MPO was getting sounded like they might be useful, the model was fundamentally about 20 years behind the times.

Ms. Broeren stated that they had also done a detailed intersection analysis, that they had looked at 14 intersections, and then, of course, they had looked at previous studies.

Ms. Broeren stated that what was being displayed was an assessment tool that they used. She stated that ultimately they had looked at about 116 different possible improvements within their network, whether those were capacity improvements, operational improvements, bike improvements, that this was just an assessment tool that they used to evaluate everything.

Ms. Broeren stated that the MPO model looked out to 2040, so, of course, they were going to look out to 2040 as well, but they really needed a near-term target to identify improvements because 2040 was quite a ways away. She continued that they had picked 2025 as their interim target year, and they had looked at what their anticipated growth and traffic was going to be for 2025, and then for 2040. She stated that what was being displayed was just an example of a model output, showing where potential congestion would be in 2025. She stated that, of course, they had one for 2040 as well.

Chairman Ofenloch inquired as to the key being what to capacity.

Ms. Broeren stated that it was the volume to capacity ratio.

Chairman Ofenloch asked if it was correct that the green was the lower and the red was panic.

Ms. Broeren stated that the red indicated that you had a problem.

Mr. Devlin asked if the red right near the scale going south was Zierdt.

Ms. Broeren replied in the affirmative. She stated that, of course, Zierdt was being widened.

Ms. Broeren stated that the results of that study were a number of improvements. She stated that there were already some capacity improvements in

the ALDOT work program that affected Madison, that were partially within Madison's jurisdiction, Highway 72, Slaughter Road, and Zierdt Road. She continued that, of course, they were anticipating that those would go forward in their future model. She stated that in terms of roadways specific to Madison, they had capacity improvements to Hughes Road, Sullivan Street, Madison Boulevard, and Browns Ferry Road. She stated that they had identified 13 operational improvements, which consisted of right and left-turn lanes predominantly. She continued that they had also identified the need for multiple traffic signals.

Ms. Broeren stated that in terms of alternative modes, they had identified three corridors that could accommodate bike paths, or bike lanes, within the roadway, and they had identified 13 share-the-road corridors, and multiple areas for additional sidewalks. She stated that with the recent completion of County Line Road, they had a multi-use path on County Line Road, almost for the entire length of County Line Road, within the Madison jurisdiction. She stated that Hughes Road also had multi-use paths on it, and they had identified areas where they could add additional and augment what they had.

Ms. Broeren stated that some other aspects of their Transportation Master Plan were to more fully incorporate complete streets, and that that was sort of addressed by talking about sidewalks and bike paths, and so forth. She stated that they had identified segments where they could do that, to build on their existing greenway network. She stated that they had existing Mill Creek and Bradford Creek, both of which they had plans to expand, and then they had a third, a new greenway, which was the Oakland Springs Branch, for which they were in the process of acquiring land.

Mr. Mason asked when Ms. Broeren believed the traffic signal would go in at Gillespie Road and Balch Road.

Ms. Broeren stated that the funding from the State continued to be delayed, noting that they periodically got updates that it was going to be about three more months or six more months. She stated that at this time they were hopeful that they could at least start the project in 2019.

Mr. Mason asked if they had looked at the efficiency of a circle and could perhaps hopefully get away from traffic signals a little bit.

Ms. Broeren stated that as part of this Transportation Master Plan, they had looked at how to improve the operation of multiple intersections, noting that, as she had identified, there were 14 key intersections. She continued that whether traffic signals or roundabouts were the appropriate tools was basically what their consultants had looked at. She continued that they had actually identified four or five locations where they thought roundabouts, given the volume of traffic, would be the right solution. She stated that they thought that when they got the Balch and Gillespie roundabout installed and people kind of got used to that, then as funding became available, they definitely had several others where they would like to implement that.

Ms. Broeren stated that in terms of transit services, they had identified some roadways where they thought that made sense at some point in the future, according to funding and demand.

Ms. Broeren stated that she had talked a little bit about sidewalks. She continued that they had some areas where they needed some sidewalk components to tie in with some of their greenways, and then, of course, access management strategies, particularly on, like, Madison Boulevard and Hughes Road. She stated that when they got redevelopment, they had an opportunity to reduce the number of driveways or curb cuts.

Ms. Broeren stated that in terms of where they were with their plan, that their

Planning Commission had adopted it in April, and their Council had affirmed that action in May of the current year, and then the Council had adopted an updated CIP list, basically some of the bigger projects they were going to be tackling, such as widening Hughes Road, widening Sullivan Road, and doing some improvements to Browns Ferry Road. She stated that they currently had over 10 projects that were identified in the Master Plan that were funded for either design or construction. She stated that the Hughes Road widening, from the Plaza halfway up to 72, was in the design phase, and the Council had funded that project, and likewise Sullivan Road, from Madison Boulevard up to Kyser Boulevard, that they were funding the design for that, and they would put that out to bid, for its widening.

Ms. Broeren stated that they had five traffic signals that were funded, and four of them would be complete in September, and another one would be done the following year. She continued that it just took a while to get everything manufactured.

Ms. Broeren stated that they had about four operational improvements at intersections for right-turn lanes. She continued that they had one right-turn lane under construction at this time, and another one in the works, and two more that were planned.

Ms. Broeren stated that they were really happy with the overall planning efforts that had gone into this, and they really appreciated MPO's input, and everyone's input on it. She stated that this was one of those cases where they had a plan, and at this time they were actually implementing the plan, and they were always happy to have that happen.

Ms. Broeren stated that she would be glad to answer any questions at this time, that that was the overview.

Mr. Mason asked if there was going to be a right-turn lane at Thomas Drive

and Hughes Road.

Ms. Broeren stated that there would not be, that she was aware of.

Mr. Mason stated that he always nearly got rear-ended there.

Ms. Broeren stated that there was probably not enough right-turn movement to warrant doing something like that. She continued that it would impede the overall operation of the roadway there. She stated that they were installing a right-turn lane from Hughes onto Eastview Drive.

Ms. Nelson stated that she had noticed a few years prior, when she was reading through long-range bike/ped transportation plans for the City of Huntsville and the City of Madison, that people tended to use different terminology for the types of facilities there were, depending upon jurisdiction, and she was curious if with this update the City of Madison had done the terminology was consistent across the region, as to different facility types. She continued that, also, she had just looked up the bike/ped plan, and there was one thing on there that she was curious as to what it was, where it said "Proposed Interconnectivity Routes." She asked what that was.

Ms. Broeren stated that related to the terminology question, that was always a challenge because jurisdictions typically needed to have their own terminology. She stated that she was assuming Ms. Nelson was talking about roadway terminology, whether it was a collector or an arterial.

Ms. Nelson replied in the negative, stating that she was talking about different bike/ped ones. She continued that there were things like "greenlinks" or "greenways," and it just kind of depended upon which jurisdiction was defining it, and there was a lot of inconsistency, and she did not know if that was something that was considered.

Ms. Broeren stated that it was not something that was addressed in this. She stated that in Madison they were called "greenways," that that was the terminology

they used.

Ms. Broeren stated that in terms of interconnectivity, that interconnectivity in general in Madison was what was mandated in their ordinances, that subdivisions had to be interconnected; in other words, that one could drive from one subdivision to another subdivision without getting on a collector road.

Ms. Nelson stated that, then, they were basically little road links, internal between subdivisions.

Ms. Broeren stated that that was typically correct. She continued that they did not exist, necessarily, in the east side because that was not how the east part of Madison was developed, but that was what was required for all the newer subdivisions.

Chairman Ofenloch asked if there were any other questions for Ms. Broeren.

There was no response.

Chairman Ofenloch stated that the next item on the agenda was discussion of upcoming PM₃ Performance Measures Tasks.

Ms. Colburn stated, concerning the PM₃ Performance Measures Tasks, that the CAC members had heard a lot about performance measures over the last year, and this was just more performance measures.

Ms. Colburn made a PowerPoint presentation.

Chairman Ofenloch asked if this was where they set their goals for how many people were going to die in the current year.

Ms. Colburn stated that that was a different performance measure, not to be confused with PM₃ Performance Measures. She stated that those were the Safety Performance Measures that they had adopted at the last meeting, and these would be the Travel Time Reliability Performance Targets.

Ms. Colburn stated that they would have a deadline in November for the

MPO Board to send another letter to ALDOT, similar to the letter the CAC members had seen at the last meeting which was specific to the fatalities, the Safety Performance Measures. She stated that this would be the same procedure as they had done with the Safety Performance Measures, that there would be an additional TCC meeting between this time and their December meeting, most likely in September or October, and they would have a speaker specific to this topic, just as they had done with the TCC with the Safety Performance Measures, and then based upon that meeting and that conversation, and anything that arose thereafter, the TCC would make a recommendation to the MPO Board, and the December MPO meeting would include resolutions to adopt both PM2 and PM3 Performance Measures.

Ms. Colburn stated that she had not included a slide concerning PM2 because PM2 was basically all of the prior Performance Measures that were adopted before they even started talking about Performance Measures at CAC meetings or MPO meetings. She stated that there was bridge stability, asphalt density, and all these other things in the PM2 Performance Measures that the TCC and the MPO and the CAC were going to have absolutely no relationship to, but they had to adopt a resolution pertaining to them. She continued that they were all things that fell under the purview of ALDOT, and the local MPOs were not going to have much of a say in any of the PM2 Performance Measures.

Ms. Colburn stated that at the December MPO meeting and on the December CAC agenda, they could look forward to the upcoming PM3 Performance Measures Tasks, description and conversation about that. She stated that, basically, they were looking for travel time reliability on non-National Highway System primary routes and National Highway System routes. She continued that how they were going to determine travel time reliability was between exits off of each of these routes, the average time that one could expect for it to take between exit 1 and exit 2.

Ms. Colburn stated that they had measured this nationwide, and they were using the same consultant they had used on everything else Performance Measures related, and they were using national standards for PM₃ Performance Measures. She stated that, basically, if it always took 25 minutes to get from exit 1 to exit 2, they were going to get a high score for reliability. She continued that it did not matter if 25 minutes was an irrational amount of time to get from exit 1 to exit 2, but it was if it always took 25 minutes for every car and every truck, that it was consistently reliable, not whether or not that time was good or bad, but that the time was consistent. She stated that this was for trucks, that it was for freight more than anything. She stated that it was if those vehicles could expect this route to take that much time at all times. She continued that if some days it was 25 minutes, and other days it was 55 minutes, then they would get a low reliability score because the trucks, vehicles, and everyone could not reliably use the Interstate system to get from point A to point B.

Chairman Ofenloch asked if it was correct that it was Interstate exits.

Ms. Colburn stated that it was mostly Interstate exits, and then there were some non-National Highway System roads also.

Ms. Colburn stated that at the next meeting they would have some slides, et cetera, from the TCC meeting. She continued that this was just an FYI for them, that it would be coming up.

Chairman Ofenloch stated that the next item on the agenda was the Adoption of the Final FY 2019 Unified Planning Work Program (UPWP).

Mr. Moore stated that this was the Final Fiscal Year 2019 Unified Planning Work Program. He stated that the purpose of the UPWP was to outline multimodal transportation planning activities, within a financially constrained budget, to be conducted in the Huntsville MPO Planning Area.

Mr. Moore stated that the UPWP was updated every year to provide citizens

and stakeholders the necessary transparency to see how Federal and State transportation planning dollars were expended by the Huntsville MPO and the Alabama Department of Transportation.

Mr. Moore stated that examples of tasks performed in the UPWP were as follows: Task I, Administration, covering the administrative support activities, such as financial management, contract management, public outreach, and the general management of the MPO; Task II, Data Development and Maintenance, covering the collection, maintenance, and analysis of transportation data, including the development of socioeconomic forecasts and travel demand models to determine where future transportation investments would be; Tasks III and IV, Short and Long-Range Planning, addressing planning for activities taking place within a 3 to 5-year time frame, including the management of the Transportation Improvement Program, the TIP; the Unified Planning Work Program, the UPWP; and covering planning activities for the long term, including the development of the 2045 Regional Transportation Plan, air quality planning, bicycle and pedestrian facilities, transit, and the promotion of sustainable development; and Task V, Special Studies, covering other planning issues and studies, including major corridor studies, planning, freight planning, congestion management, and safety management, as well as environmental justice and climate change.

Mr. Moore stated that the Final UPWP process was developed by the MPO staff, in consultation with partner agencies and input from local citizens and stakeholders. He stated that the document may be amended to account for changes in funding or project needs.

Mr. Moore stated that the budget the Huntsville MPO's current UPWP adopted in September 2017 extended through September 30, 2018. He stated that the Final FY 2018 UPWP total was \$745,816. He stated that as adopted, the 2019

program funded \$651,524 worth of planning activities and studies for the Huntsville MPO region.

Mr. Moore stated that the edits from the Draft to the Final UPWP were that Federal Highway and ALDOT edits were made throughout, that Performance Measures language was added throughout, and new employees were added to the membership pages. He continued that Appendix E, a Summary of Public Outreach Activities, provided details as to the dissemination of the Draft FY 2019 UPWP and the Final FY 2019 UPWP for two weeks of public review each. He stated that the Appendix included press releases and public notices.

Mr. Devlin moved to recommend approval of Resolution No. 08-18, adopting the Final FY 2019 Unified Planning Work Program.

Said motion was duly seconded by Mr. Mason

Ms. Nelson inquired as to why the budget had gone down between 2018 and 2019, if it was from retirements.

Ms. Colburn stated that 2018 had been closer in dollars to 2019 originally, that, in fact, she believed it was less, that she believed it was approximately even, but they had added all the money for the Transit Study in March and the Commuter Study in May, so that the rollover money was the difference, and there were no rollover funds in the 2019 program funds at this time. She stated that it was the addition of 2016 and 2017 rollover funds that made up the 2018 UPWP.

Chairman Ofenloch asked if it was correct that now they were going back to the base.

Ms. Colburn replied in the affirmative.

Chairman Ofenloch called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Ofenloch stated that the next item on the agenda was an

Amendment to the FY 2016-2019 Transportation Improvement Program (TIP).

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that they were amending the TIP for the first time in quite a while. She stated that the TIP amendments were out for public review, and they had received no comments. She stated that with the TIP amendments, they were adding two resurfacing projects, I-565 and US 431, noting that the resurfacing projects were entirely Federal and State funded, that there were no MPO funds involved, that it was Federal Maintenance project funds and State Highway Maintenance funds. She stated that there was no local funding involved in either of the projects. She stated that I-565 would be from Interstate 65 to mile marker 5.63, which was shown on the display. She stated that that one was to begin preliminary engineering in the current year, and construction was set to begin the upcoming year, for I-565 resurfacing. She stated that the cost was shown on the display. She continued that for 431, she did not have the cost breakdown on the slide, but it was a \$4 million project. She stated that US 431 was actually Governors Drive, the portion of US 431 that was Governors Drive, from Old Big Cove Road to Bassett Street, Southeast, as shown on the display. She stated that that construction would begin in FY 19, she believed in January or February.

Chairman Ofenloch asked if that was on the down side of the mountain.

Ms. Colburn stated that it was going over the mountain.

Ms. Nelson asked if this was going to be done while Cecil Ashburn was closed.

Ms. Colburn stated that when the MPO staff had seen this, they had specifically asked City of Huntsville Engineering about that, and they had said that all this work would be done very quickly and at night, so it should not affect the travel issues.

Mr. Devlin moved to recommend approval of Resolution No. 08-18, amending the National Highway System/Interstate Maintenance section of the 2016-2019 TIP

to add two resurfacing projects for I-565 and US 431.

Said motion was duly seconded by Mr. Mason.

Chairman Ofenloch asked if there was any discussion of the above motion.

Chairman Ofenloch called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Ofenloch asked if they could talk to the City and see if there could be some better timing on the US 431 project.

Ms. Colburn stated that that was something the MPO staff could bring to the City of Huntsville Engineers. She continued that ALDOT would also be available at the TCC and MPO meetings to answer questions related to this project, noting that this was their project, that it was not something the City had requested, that it was something she had previously referred to as an "ALDOT says" project, that they got the word from the feds that this was where the money was going and when it was happening, and they told the MPO.

Chairman Ofenloch asked if these bids went in to the State, and the City had nothing to do with it.

Ms. Colburn stated that that was correct. She stated that the City was affected by the I-565 one also. She stated that she believed a plea could be made to the ALDOT regional office related to the projects.

Ms. Nelson stated that Cecil Ashburn was 100 percent City of Huntsville, so if they were lower on the totem pole, perhaps that project should be pushed off for later.

Chairman Ofenloch stated that the next item on the agenda was an amendment to the FY 2016-2019 Transportation Improvement Program (TIP).

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that this would add two Transportation Alternatives grant projects.

Ms. Colburn stated that the first of these was the City of Huntsville Spring Branch Greenway, which was approximately 4,000 linear feet of greenway that would connect Brahan Spring Park and John Hunt Park, along Johnson Road, without adding anything to Johnson Road. She stated that there was an existing sidewalk, and they were connecting this sidewalk to an existing trail. She continued that there was a currently used pedestrian path from the Aquatic Center and Brahan Spring Park, there by the lake, that took people around that lake. She stated that there would be a bridge that crossed the creek, as she was displaying on the screen, and it would connect to that pedestrian path that people typically used around the lake. She stated that the greenway would begin at the end of the bridge.

Ms. Colburn stated that they were also adding a Transportation Alternatives project to the TIP for the City of Madison, that the City of Madison was getting the Bradford Farms sidewalk project as part of their Transportation Alternatives funds. She stated that this sidewalk was in the Bradford Farms Subdivision, east of Hughes Road and south of Gooch Road. She continued that this was a Safe-Route-to-School project, noting that these had been rolled up under the Transportation Alternatives Project Program by the State, that the Safe-Route-to-School did not really exist as its own separate grant program anymore.

Ms. Colburn stated that it was not noted, but the blue stop lights on the map were future stop lights, and the ones up on 72 were existing. She continued that there was a multi-use path that was displayed in brown, and people would be able to connect from this path, using a new crossing signalization there, onto a new sidewalk going up to the Rainbow Elementary School.

Ms. Colburn stated that both of these were funded out of the MPO Transportation Alternatives program grant that came up once a year, or actually twice a year. She continued that there was an ALDOT-funded Transportation Alternatives

program grant and an MPO-funded Transportation Alternatives program grant.

Mr. Devlin moved to recommend approval of Resolution No. 10-18, amending the Transportation Alternatives section of the 2016-2019 TIP to add two FY 2018 Transportation Alternatives grant projects for the City of Madison and the City of Huntsville.

Said motion was duly seconded by Mr. Mason.

Chairman Ofenloch asked if there was any further discussion.

Chairman Ofenloch called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Committee members present.

Chairman Ofenloch stated that the next item on the agenda was MPO, TCC, and CAC schedule dates.

Ms. Colburn stated that the CAC members should expect a stream of emails that would be calendar invites. She stated that they would be sending out all the CAC, TCC, and MPO meeting dates for the calendar year 2019. She stated that this would probably be done in the upcoming week. She stated that the only thing that had really changed from calendar year 2018 was that they had gotten it to where the meetings were not exactly eight weeks apart at the beginning of the year because that caused a big rush.

Mr. Mason begged the Chair's indulgence, stating that he had to leave the meeting.

Chairman Ofenloch stated that the next item on the agenda was Review of Administrative Modifications to MPO documents since the last MPO meeting.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated that as the CAC members would recall, Administrative Modifications were routine edits to the MPO documents, and that by ALDOT practice, they also included safety additions. She continued that they now reported to

the CAC, TCC, and MPO a list of the Administrative Modifications each quarter.

Ms. Colburn stated that the two Administrative Modifications on this agenda were an increase in the cost of construction for the Church Street and Zierdt Road projects and some City of Huntsville Public Transit FY 18 and FY 19 budget adjustments.

Ms. Colburn stated that the cost of construction for Church Street, Phase 1, had increased from \$9.8 million to approximately \$10.9 million when it was let in July. She continued that, similarly, the cost of Zierdt Road southbound lanes and greenway had increased from \$16.8 million to \$17.9 million when it was let in July. She stated that these were increases in costs that were not considered necessarily large enough to require resolutions and amendments, so no voting was required on these.

Ms. Colburn stated that the Public Transit project numbers within the TIP, as were displayed, 64126, 64141, 64138, and 64134, were changing. She continued that, basically, two of those project numbers were FY 2018 numbers, and two of them were FY 2019. She stated that Huntsville Transit had just not spent all their FY 2018 funds for two of those project numbers, and that ALDOT and FTA had allowed them to move the same funds forward to the other two FY 2019 project numbers, which resulted in a zero cost change, and no amount of change to FY 2019 that would require a resolution, amendment, public review, or anything like that.

Ms. Colburn stated that there was really nothing to be said about the Church Street and Zierdt Road improvements because they had already been let, that both projects were in the construction phase at this time.

Chairman Ofenloch asked Ms. Colburn if she could tell him where the Church Street project went from the tracks.

Ms. Colburn stated that she would email that information to

Chairman Ofenloch.

Chairman Ofenloch stated that he would like to have that information, as well as the schedule.

Chairman Ofenloch stated that the next item on the agenda was Opportunity for Public Comment. He asked if anyone from the public wished to address the CAC at this time.

There was no response.

Upon motion, duly seconded, the meeting was adjourned.

Meeting adjourned on August 27, 2018, at 6:20 p.m.