

# METROPOLITAN PLANNING ORGANIZATION

## MINUTES

**Regular Meeting - November 20, 2019 - 4:20 p.m.**

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

### **Members Present:**

Mr. Dale Strong, Chairman	Chairman, Madison County Commission
Mr. Shane Davis (Proxy for Mayor Battle)	City of Huntsville
Ms. Frances Akridge	Huntsville City Council
Mr. Curtis W. Vincent	ALDOT/Guntersville

### **Members Absent:**

Mayor Mary Caudle	Town of Triana
Mayor Tony Craig	Town of Owens Cross Roads
Mayor Paul Finley	City of Madison

### **MPO Staff Present:**

Ms. Shontrill Lowe  
Ms. Paige Colburn  
Mr. James Moore  
Mr. James Vandiver  
Mr. Steve Dinges

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

Chairman Strong stated that the first item on the agenda was Approval of the Minutes of the August 28, 2019, meeting of the MPO.

Ms. Akridge moved for approval of the Minutes of the MPO meeting on August 28, 2019, which motion was duly seconded by Mr. Davis.

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on the above motion, and it was

unanimously approved by the MPO members present.

Chairman Strong stated that the next item on the agenda was Discussion of TRiP2045, Long-Range Transportation Plan (LRTP) Update. He stated that this update was to be presented by Croy Engineering.

Mr. Andy Somers appeared before the MPO, stating that he was with Croy Engineering, and that present with him was Mr. Rob Schiffer of FuturePlan, their subconsultant, who was handling the heavy lifting with the Transportation Modeling effort, and Mr. Houston Matthews, who was also with Croy Engineering.

(Mr. Somers made a PowerPoint presentation.)

Mr. Somers stated that for the Transportation Plan update they had settled on the name "TRiP2045," noting that that stood for "Transportation Regionally Innovative Projects 2045.

Mr. Somers stated, concerning the who, what, when, and why of the LRTP, why they were present and how they were progressing with the task presented to them, that he would go through their efforts to date, and then he would hand the microphone over to Rob Schiffer, who would go through the heavy lifting of the Transportation Modeling effort he had conducted and provide some details on that for their information, as to where they were with that process and task.

Mr. Somers stated that they had consulted all the partners within the MPO, the two counties, Madison and Limestone counties; and incorporated areas in Madison County; the City of Madison; the City of Huntsville; the Town of Triana; and the Town of Owens Cross Roads. He continued that they had all collaborated in this effort.

Mr. Somers displayed a slide asking "What is the Long-Range

Transportation Plan?" He stated that this was a 20-year outlook that identified deficiencies they were projecting in the transportation network in the plan year, and he stated that they were starting to recommend some improvements to address those deficiencies. He stated that the crux of their effort was the Transportation Model, which Mr. Schiffer would discuss. He stated that this took in all the anticipated growth they were experiencing, in population, in terms of workforce, and it looked at the transportation network and threw all of that new traffic onto the network and identified where there would be deficiencies. He continued that it included the Committed projects that were in the TIP and the Financially Constrained projects that were in the long-term plan.

Mr. Somers displayed a slide with the question "Why do we need the update?" He stated that FHWA mandated that every four years they would go back through this. He continued that they had looked at this effort as an opportunity to really make a more user-friendly version with this edition of the plan. He stated that what persons had historically been used to seeing was a more technical document, with a lot of spreadsheets and graphs and fine print and details. He continued that their vision, which they had identified early on with the MPO staff, was to make something that was more user friendly, more of a coffee-table-type book that one could have at one's desk or on a bookshelf, that one could quickly refer to in order to better guide transportation decisions, a book that persons would have at their fingertips, with the technical appendices and the fine print also available, in a technical appendix, on the bookshelf, should someone want to go into details.

Mr. Somers stated that the next slide indicated where they were in this process. He stated that they had had a Project Kick-off; they had gone through

two of three Engineers and Leadership Meetings, and they had gone through a lot of model updates and calibration. He continued that they had submitted that for approval. He stated that they had worked through the model results, which they would get into shortly. He stated that these model results would identify critical links in the transportation network that they projected to be over capacity in the outlook year. He stated that one of the results they would get into at this time was that they had identified what they saw as the Top 20 most critical links where they were anticipating the most congestion in the 2045 Plan year. He continued that the rest of the plan would focus on alleviating those anticipated issues.

Mr. Somers stated that as part of this effort, they had done a fairly comprehensive literature review of other plans that were being used across the nation. He continued that two models they liked and suggested were the state of Michigan and the state of California. He continued that the entire state of California had a Transportation Plan that consisted of about 25 or 30 pages, and it was in the coffee-table format he had mentioned earlier, which they were striving toward, along with the technical appendices to go with it. He stated that they thought that would be a much more useful format, particularly for the MPO to look at at the policy level, to guide them in their decisions in day-to-day operations. He stated that he was not saying they were not going to include the requisite components persons had seen in other transportation plans. He continued that this was not just a vehicular plan, that it also addressed Freight, Multi-Modal, Transit, the Financial Constraints, and all of the other required components FHWA would want to see, and their specifications for how the plan would be put together.

Mr. Somers stated that the backbone of their plan was based on the

model, with that identifying and leading them toward projects to identify for the future.

Mr. Somers stated that at this time he would turn the microphone over to Mr. Schiffer with FuturePlan, their subconsultant with the model, and he would go into the specifics of his efforts to date. He continued that there would be a spreadsheet that would identify the links he had identified as being the most critical to date.

Mr. Rob Schiffer stated that he was with FuturePlan Consulting, and he had been working with Croy and with the MPO staff on refining their model and making adjustments, getting it to better match and show how to represent existing traffic patterns within the area.

(Mr. Schiffer made a PowerPoint presentation.)

Mr. Schiffer stated that 2015 was the base year, as they were calling it, for the model, noting it was a year that they had demographic data and traffic count data throughout the region. He continued that that was what they had been using to essentially calibrate this model.

Mr. Schiffer stated that the slide he was displaying showed the growth they were anticipating over the 30-year period of 2015 to 2045. He stated that one could look at this and see the levels of growth. He continued that the key demographics were Population, Households, Employment, and School Enrollment, with some growing faster than others. He stated that they had looked at the percentage change overall, as well as the compounded annual average growth.

Mr. Schiffer displayed the next slide, stating that demographics then got turned into trips, as part of the model. He continued that they also looked at the growth in terms of trips in the future. He stated that there were a lot of

ways this could be broken down, but they had simplified it into kind of three different types. He stated that there was what they called "Routine Person Trips," which were the daily activities of going to work, to school, shopping, doctors' appointments, and whatnot. He continued that there was "Truck Trips," which were freight and delivery and service vehicles. He continued that there was "External Trips," which were trips that originated or ended outside the MPO study area, which was Madison County and the eastern part of Limestone County. He stated that these were mostly trips that were destined for locations within Huntsville, such as the Arsenal and UAH, but this also included some trips that might be passing through the region as well. He stated that one could see how these trips were increasing over time, noting that the increase in trips was actually greater than the increase in demographics. He continued that this was not surprising, that trip making had continued to increase over time.

Mr. Schiffer stated that the External Trips were anticipated to grow the highest, or fastest, noting that this was based on looking at historic ALDOT traffic counts at these locations, as well as some of the anticipated growth in the adjacent counties.

Mr. Schiffer displayed another slide, stating that from there they started looking at Performance Metrics, and how this translated into how the transportation system performed as a result of the growth in persons and employees and trips, et cetera. He stated that here they had three different metrics, with one being "Vehicle-Miles Traveled." He stated that one could look at that as to how long the trips were, in terms of miles. He stated that there was also "Vehicle-Hours Traveled," which was how much time it would take to make a trip. He stated that they also looked at "Congested Speeds,"

which was looking at during the peak periods of congestion what was the actual travel speed people were doing on the road. He stated that one could look at how these compared, both in terms of 2015 and 2045, and they could also look at two 2045 scenarios, with one being what was called the "E+C," which was "Existing + Committed." He stated that these were projects that were in the TIP that were funded for implementation. He stated that they would put those into the model with 2045 growth, and they could look at what happened. He stated that, of course, as one would expect, the Vehicle-Miles Traveled and the Vehicle-Hours Traveled would both grow a lot, while the Congested Speed went down, because it was more congested.

Mr. Schiffer stated that they also looked at the Financially Constrained scenario for 2045, where they actually included projects that were planned to be included in the Financially Constrained network. He stated that what was seen here then was a slight leveling off in some of the matrix. He stated that they would notice that the "Vehicle-Hours Traveled" was better in the Financially Constrained scenario than in the Existing + Committed scenario. He continued that the Congested Speed was higher in the Financially Constrained scenario than it was in the Existing + Committed scenario.

Mr. Schiffer stated that he would emphasize that these were based upon a preliminary set of Financially Constrained projects, not a final set, and they were anticipating some more revisions to this as they got more feedback on the projects to include.

Mr. Schiffer stated that the next slide was kind of a visual representation of congestion. He stated that the map on the left was 2015, and the map on the right was 2045, the Committed Transportation Network. He stated that the darker and thicker the lines, the more congestion there was. He stated that

what one would immediately see, for example, when one went from 2015 to 2045 was the red on 565. He stated that there was a lot of traffic there in 2015, but in 2045 it was way more, and one could see the extreme congestion that resulted. He stated that others he had noted were an increase in congestion on 72, and a section of 431, out to the Monte Sano area, and then 431 to the north, as well as Alabama 53. He stated that these were just some examples.

Mr. Schiffer stated that on the next slide, they zoomed in a little more, and one could see into the internal network of Huntsville, some additional roads that were congested. He stated that the Arsenal entrance of Patton Road got very congested. He continued that one could see more congestion along sections of 72 and 565. He stated that even Holmes Avenue had some borderline congestion that was not there in the year 2015.

Mr. Schiffer stated that the next slide depicted a list of segments within the area that had the highest what they called "Volume Over Capacity Ratio." He stated that they looked at the volume, and they looked at the roadway capacity, and what he was indicating was a calculation of the ratio between the two. He stated that anything over 1.0 meant there was a congestion issue. He stated that there were more corridors than what were being shown that were over 1.0, but these were kind of the 20 worst offenders, they could say. He stated that the East Arsenal connector was actually in this, and that had both positive and negative impacts as well. He continued that he would show some of that later. He stated that he would not go through each of these projects, but if anyone had any questions about specifics, they could do that.

Mr. Schiffer stated that on the next slide, they would look at the two 2045 scenarios. He stated this was the scenario they had just looked at, the 2045 E+C, versus the Financially Constrained scenario. He stated that what



was seen here was the elimination of some of the congestion. He stated that 565 looked pretty bad in the Existing + Committed scenario, but the Financially Constrained scenario showed a lot of that congestion being relieved because it was assumed that the six-laning of 565 in the Limestone County area would be done at that point, so one could see the improvement that would happen there.

Mr. Davis asked if he could ask a question at this time.

Mr. Schiffer replied in the affirmative.

Mr. Davis stated that when they were modeling with the E+C, for instance, there were some projects and some streets that were shown on the map that were in red in 2045. He continued that he would assume they were not modeling improvements that were currently in the MPO plan but that were funded past 2045.

Mr. Schiffer stated that was correct.

Mr. Davis stated that, for instance, I-565 had some projects that were 2052, so they would not model those improvements into that scenario.

Mr. Schiffer stated that was correct. He continued that at this point, they were only looking at projects through 2045.

Mr. Davis stated that Alabama 53 was very similar to that, also, so it would not be modeled with those improvements.

Mr. Schiffer stated that there had been some discussion of a visionary plan which would be more illustrative, but that would be a different scenario from what was being displayed at this time.

Mr. Schiffer stated that the next slide being displayed zoomed in more, and one could see some additional changes, with some being positive and some being negative. He stated that, for example, with the eastern Arsenal

connector coming in where he was indicating, one would notice an E+C scenario and would notice some red where he was indicating. He continued that one would notice that that was relieved on Patton Road in the future because there would be this new corridor. He continued that the down side of that was that there was the potential for congestion around the 565 interchange because all this added traffic would be coming to the point he was indicating on the display.

Mr. Schiffer stated that, of course, they did not have any design as to what this was going to look like yet. He stated that, inevitably, as the project moved forward, there would probably have to be some more ramps into 565, and whatnot, which they could not anticipate at this time, that would hopefully take care of some of this congestion as well. He stated that one could see some improvements on 231 and on Governors Drive, where some of the projects that were in the Financially Constrained model actually created some improvements.

Mr. Schiffer stated that the next slide was another Top 20 list. He stated that a lot of these projects were the same ones, but what they had found was that in most cases the Volume Over Capacity ratio was a little bit better. He stated that, also, there were some projects that made this list that were not on the earlier list, just because they were corridors where no improvements were proposed through 2045. He stated that this kind of summarized what these additional corridors did.

Mr. Schiffer asked Mr. Somers if he would like to summarize at this time. He stated that, of course, they would have some more time for questions.

Mr. Somers stated that they were on schedule, and that the next time they would get together as a group would be the January 29 MPO meeting. He

stated that they were on track to release the drafts of the Plan by that point. He continued that that would initiate a Public Comment period of 45 days. He stated that they were on schedule to have a Final Report back to ALDOT and FHWA toward the end of March. He stated that that was their goal, and that everything was running on schedule. He stated that he had gone through that very briefly with the flow chart, and that so far they were working well according to plan.

Chairman Strong asked if there were any questions.

Mr. Davis stated that with Mayor Finley and Mayor Battle being unavailable at this time, he would suggest that they might have an additional MPO meeting before the date that had just been mentioned so that they could share this data with the City of Madison and also Mayor Battle.

Chairman Strong stated that, also, if they could have the staff forward it by PDF file, or however they might want to do it, just so they could read through it a little more thoroughly and be sure that everything was what they thought.

Mr. Somers stated that if there was anything special they needed to do, they would be glad to do so.

Chairman Strong asked if there were any further questions.

There was no response.

Chairman Strong asked that the record reflect that in attendance at this meeting were Mr. Davis, Ms. Akridge, Mr. Vincent, and Chairman Strong.

Chairman Strong stated that the next item on the agenda was Discussion of the Regional Commuter Study.

Chairman Strong recognized Ms. Colburn.

Ms. Colburn stated that the Regional Commuter Study was

commissioned by the MPO staff to update the Congestion Management Plan and the Congestion Management Process that was currently Chapter 7 of the Year 2040 Long-Range Transportation Plan. She stated that they had just heard that Croy Engineering was updating the Year 2040 Long-Range Transportation Plan into TRiP2045. She continued that this Commuter Study would be integral to that process and would update a portion of the Plan that was not going to be updated by Croy.

Mr. Rob Schiffer again appeared before the MPO. He stated that he was managing this contract, but he was doing it through a different company, Metro Analytics, which he was also affiliated with.

(Mr. Schiffer made a PowerPoint presentation.)

Mr. Schiffer stated that they were kicking this off at this time. He stated that he wanted to talk with them about why they were doing this Study, what some of the key tasks were, and what some of the data options were. He stated that, also, they would talk about the schedule, and then they would open the floor for any questions the MPO members might have.

Mr. Schiffer stated that the idea was to conduct the Study to understand worker travel patterns within Madison County and, obviously, eastern Limestone County, as well as between the MPO area and adjacent counties. He stated that congestion was continuing to increase going between this area and adjacent counties.

Mr. Schiffer displayed a slide, and he stated that this would be used as input into the Congestion Management Plan, as well as refining the Travel Model. He stated that they had the best information they had available at this time on worker flows, and that as they went through this project, they would have better information. He stated that, obviously, it was a continuing process

of refinement.

Mr. Schiffer stated that the slide he was displaying at this time showed the three key tasks. He continued that the first one was Data Collection. He stated that they wanted to fill in existing gaps in data, that they wanted to look at commuter flows, travel times, leaving home. He stated that this helped them identify what periods of time were most critical for commuter trips, looking at travel patterns and the routing patterns persons were using.

Mr. Schiffer stated that they were going to focus a lot of this on federal workers. He stated that they had been discussing this on this date with some of the Planning staff from the Arsenal, talking with them about what kind of information they had and what information he could derive from them to get a better feel for that. He stated that this had a tremendous impact, obviously, on the region as a whole.

Mr. Schiffer stated that if one looked at the color-shaded areas he was indicating, it would show the level of detail they would be getting into, for the most part. He stated that they would be looking at trips between these areas, as well as from adjacent counties into these areas. He stated that they hoped to work with the Arsenal and get this area more, he would say "disaggregated," so they could look at what gates people were using, and, in general, where they were going to within the Arsenal. He continued that at this time they just knew this at a very aggregate level.

Mr. Davis stated that he would suggest that they reach out, with the MPO staff, to the Huntsville/Madison County Chamber, noting that with the top employers within the metro area, they got ZIP Code data, as to where persons actually lived, and they could give them data on, most likely, the corridors they were using to come into the community, to work, and leave the

community, and kind of give them some trip patterns for commuter traffic.

Mr. Schiffer stated that that would be great. He stated that if there were sources that had already done some of this, they wanted to start out with some of that, to use it as kind of a starting point. He stated that they would work with the MPO staff on getting with them to get that information.

Mr. Schiffer stated that there were a lot of data sources they could use to research this dynamic. He continued that they were very fortunate to be living in this high-tech data age, noting that 12 years prior, it would have been really hard to get some of this information, but at this time, with everybody's cellular devices, there was a wealth of information that was being provided on flows of people between locations. He stated that all of this was at a very aggregate anonymized level, noting that they would not know that Joe Smith was going from his house to the convenience store, but they would know that, in aggregate, there were "this many" trips coming into the Arsenal, and "this many" going to UAH, and so on.

Mr. Schiffer stated that they called this "Big Data," or "Passive Data," however one would want to call it. He stated that there were a number of different sources and methodologies for this. He continued that, for example, some companies used triangulated cellular data, and other companies used vehicle navigation or fleet navigation. He continued that a lot of them were now using what they called "Location-Based Services Data," which when one was on one's cell phone, one would say, "I'm here," or "I'm there." He continued that it looked at those cellular devices and their MAC address and kind of matched them up between locations, to find out what those patterns were like.

Mr. Schiffer stated that in addition to that, there was proprietary

employment data. He continued that the MPO staff had some of that, as well as some of the federal data on employment. He stated that they would be looking at that, as well as the data that Mr. Davis had just mentioned, from the Chamber. He stated that they also wanted to work with the Arsenal to see what information of this nature they already had and see if they could maybe do a survey of some sort of the gates, potentially doing a postcard handout survey, where as people were leaving, they would just be handed this postcard, and when they came back, they could have it filled out and hand it in, and then they could tabulate what they found.

Mr. Schiffer stated that there would just be some general questions about where persons were coming from, where they were going within the site, and what their trip purpose was. He continued that, in general, it was going to be for work, but it could be visitor trips, that it could be vendors or consultants, that sort of thing. He stated that they would be working with the Arsenal on determining the best way to do that. He stated that it could even be part of an internet survey, or something of that nature.

Mr. Schiffer displayed the next slide, and he stated that from there they would move on to the Data Presentation phase, where they would actually visualize this information. He stated that the diagram he was indicating on the display was one he had done for another MPO, showing data flow between areas, based on Big/Passive Data. He stated that these were called "Origin-Destination Matrices." He stated that they would be looking at intra MPO, between, like, the subareas that he had shown previously. He continued that they would also be looking at, again, the 12 surrounding counties, what kind of trip making would be going on there, and looking at the travel times by time period, looking at what the commuter routes were to the

different Arsenal gates. He stated that they also had other graphical ways of displaying this information.

Mr. Schiffer stated that then they would move on to the last task, which was Data Analysis and Presentation of Conclusions. He stated that they would be presenting on their findings, in terms of the various aggregate measures he had just talked about. He stated that they would also be looking at trying to connect this to the Congestion Management Plan. He continued that they would know that "X" number of people were going to the Arsenal, and they would be asking what routes they would be taking, or what routes were going to be deficient in the future, or were deficient at this time. He stated that they would be looking at the East Arsenal Connector project, for example, noting that this would help determine how many of those folks coming into the Arsenal would be coming from 565, for example. He continued that this would help to stimulate a discussion about the need for that project as well. He stated that it would help to prioritize where congestion was in relation to commuter patterns.

Mr. Schiffer stated that they would also look for what other data they would still be lacking when they were done with this, what data in the future could be potentially useful, going further down the road. He stated that, also, there were some alternative commuter routes, either new facilities or some areas where trip lengths were short enough where they might be eligible to be met with non-motorized transportation improvements or possibly increased bus density, or what have you.

Mr. Schiffer displayed a slide showing the Project Schedule. He stated that this was basically a one-year project. He stated that in February they would be coming back again with their initial data findings. He stated that



they hoped that at that point they would know what data they were going to get and how they were going to get it, and they would present that information.

Mr. Schiffer stated that from there, they would actually start obtaining the data, and that in May 2020, they would be able to do a presentation on what data they had and what their preliminary findings were. He stated that in August 2020, they would come back with a draft report and some of their more refined findings from the analyses. He stated that there would then be a comment period, and then they would be back in approximately a year from this date with a Final Report.

Mr. Schiffer asked if anyone had any questions or comments.

Chairman Strong asked if there were any questions for Mr. Schiffer.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge asked why they needed this much granularity to tell them what they knew intuitively.

Mr. Schiffer stated that this area had never had what they called a "Travel Survey." He continued that, certainly, large MPO areas had done Travel Surveys, where people actually filled out trip diaries, and the model was then developed based upon the responses of the people, in terms of how many work trips they were taking, and how many school trips, and whatnot. He continued that they did not have any good data on that, that, basically, the model they had was based on a lot of national and statewide statistics, as opposed to MPO area specifics, so they were trying to get more localized information than what they had at this time.

Mr. Schiffer stated that they had identified that a big shortcoming was that they did not know a lot about the federal employees, particularly where they were going to once they got inside the Arsenal gate. He continued that

that did matter to the model because it determined what roadways would be used for these employees to get to the Arsenal. He stated that that was, in general, why they were doing this. He stated that he did not know if anyone from the MPO staff had anything to add, in terms of what he had just said.

Mr. Davis stated that he would quickly add to this. He stated to Ms. Akridge that in order to continue to get the federal aid through the MPO that they got annually, they were required to do these studies and keep them updated. He stated that the amount of money they received, even on a state level, was not enough to take care of all the needs of transportation, not just in Huntsville, Alabama, and in the metro area, but throughout the state. He continued that they put all these studies together, and it gave them a roadmap to create a priority zone, as to where would be the best bang for the buck, of what limited resources they had, that would benefit the citizens and the transportation network. He stated that that was the end result.

Mr. Schiffer stated that the MPO was required to do a Congestion Management Plan, that the feds required that for funding. He continued that this was going to be a key component of that, in terms of trying to figure out where the commuters would be generating the congestion in the future.

Chairman Strong asked if there were any further questions.

Chairman Strong thanked Mr. Schiffer for the presentation. He asked that this also be forwarded to all the MPO members.

Chairman Strong stated that the next item was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 27-19 adopted and supported decreasing funding for Project #100070087 (CN) SR-1, Memorial Parkway, from 0.31 mile south of CR-75, Mastin Lake Road, to CR-65, Winchester Road, structure removal and

selective clearing and grubbing, as approved by ALDOT, into the Adopted FY 2020-2023 TIP. He stated that the TCC had recommended that the MPO Board support and adopt this resolution.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this project was coming before the MPO for a project funding decrease. She stated that originally the Engineer's Estimate was approximately \$2 million, and the estimate at this time was approximately half a million. She stated that this particular project was for selective clearing and grubbing.

Ms. Lowe stated that at this time she was displaying the project location map.

Mr. Davis read and introduced a resolution amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP with Project SR-1, Memorial Parkway, from 0.31 mile south of CR-75, Mastin Lake Road, to CR-65, Winchester Road, structure removal and selective clearing and grubbing funding decreased, as follows:

(RESOLUTION NO. 27-19)

Mr. Davis moved for approval of the foregoing resolution, which motion was duly seconded by Mr. Vincent.

Chairman Strong asked if there was any discussion.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge stated that it was very unusual to have such a big change in the cost. She asked if the scope of work had changed.

Ms. Lowe replied in the affirmative. She stated that this was just for the clearing and grubbing of that particular piece, from a little bit south of

Mastin Lake Road up to Winchester Road. She stated that they had put it in initially as an estimate because they were looking at further-out inflation, but at this time it was what it was.

Ms. Akridge stated that, then, they were ready to start at this time, so they could have a tighter estimate.

Ms. Lowe stated that was correct.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 27-19, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 28-19 adopted and supported deleting Project #100070604 (CN) greenway at the northeast corner and southeast corner of the intersection of Browns Ferry Road and Balch Road, as approved by ALDOT, into the Adopted FY 2020-2023 TIP. He stated that the TCC recommended that the MPO Board support and adopt this resolution.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 28-19 was before the MPO because the project was being deleted from the TIP. She stated that this project was Phase 2 of the Mill Creek Greenway. She stated that the City of Madison had decided that using Federal funds would only increase the timeline, so they had taken it upon themselves to go ahead and use their funding to initiate the project and complete it.

Mr. Davis read and introduced a resolution amending the National Highway System/Interstate Maintenance Section of the Adopted

FY 2020-2023 TIP by deleting a project, “Greenway at the northeast corner and southeast corner of the intersection of Browns Ferry Road and Balch Road,” as follows:

(RESOLUTION NO. 28-19)

Mr. Davis moved for approval of the foregoing resolution, which motion was duly seconded by Mr. Vincent.

Chairman Strong asked if there was any discussion.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge stated that, then, they were eliminating it from the plan but not eliminating the project, that they were moving the project to a different entity.

Ms. Lowe stated that the project was in the City of Madison's Capital Improvement Plan. She stated that they were taking the project out of the TIP because the federal portion of that money was being reallocated to other projects.

Chairman Strong stated that with the cost of the project, it was cheaper for the City of Madison to do it in-house than to follow the guidelines of the federal government.

Chairman Strong asked if that was a safe assumption.

Ms. Lowe replied in the affirmative.

Chairman Strong stated that what they had done was they had said they could do it internally a lot cheaper and reprogram those monies to another project that maybe was a little bit larger that would be more effective.

Chairman Strong asked if there was any further discussion.

Chairman Strong called for the vote on Resolution No. 28-19, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 29-19 adopted and supported increasing funds for Project #100070584 (PE) Redstone Arsenal East Connector from I-565 to Redstone Arsenal Gate 10, Patton Road Gate, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 29-19 was before the MPO to increase the funds on this particular project. She stated that the old Engineer's Estimate was approximately \$2 million, and the new cost was approximately \$2.8 million.

Ms. Lowe stated that she was displaying a location map of that particular project.

Mr. Davis stated that he would like to add some background to this. He stated that this was what was referred to many years prior as a portion of the Southern Bypass. He stated that to get this project to continue to move forward, the City had elected to champion this and break out a totally new project, which they were calling the "East Arsenal Connector," with conversation they had had with Redstone Arsenal, to advance a portion of what could be in the future the full connection of the Southern Bypass.

Mr. Davis stated that they did not have the final route, and that what this project would do would be a Corridor Study, to do environmental phases and actually select a route that would be the least impactful to the Space & Rocket Center, Botanical Garden, Redstone Arsenal, and all the entities in the general area. He stated that that was what they would be moving forward on, and also

to get into an alignment and a 30 percent design as they moved forward. He stated, as to the purpose of this, that they believed it would be impactful to the community, as the traffic model shown was to provide a new access to the Arsenal to a gate that was being underutilized, and with the growth of the Arsenal, to try to spread out the impact it was having on the Transportation network and give people alternate access to the Arsenal, in a way to more balance the influx in and out during peak travel times.

Chairman Strong stated that he believed one of the last studies showed that 48 percent of all traffic going into Redstone Arsenal was using Gate 9, 7 percent was using Gate 7, and then they were breaking the rest of it up, so that any time they could divert traffic to another gate was definitely going to help the process.

Chairman Strong recognized Mr. Vincent.

Mr. Vincent stated that he would like to note that these funds became available because of the old project, that at ALDOT, they had decided they would try to work with the City of Huntsville to get some use out of these funds, so the funds were transferred to this project. He stated that they could have gone somewhere else, but ALDOT had elected to do this project, where it was the City of Huntsville.

Mr. Davis stated that they were very appreciative of that.

Mr. Davis read and introduced a resolution amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, with project funds increased for Redstone Arsenal East Connector from I-565 to Redstone Arsenal Gate 10, Patton Road Gate, as follows:

(RESOLUTION NO. 29-19)

Mr. Davis moved for approval of the foregoing resolution, which motion was duly seconded by Ms. Akridge.

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 29-19, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 30-19 adopted and supported moving fiscal years for Project #100066585 (CN) DOT #736-007H-Railroad Crossing Improvements on CR-11, Martin Road, and James Record Road at the Huntsville-Madison County Airport, as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that this project was before the MPO to move fiscal years within the TIP. She stated that the railroad crossing improvements consisted of adding the cantilever mounted signals with two bells, gates, and markings. She stated that this particular crossing was one of those that was going into the intermodal facility at the Huntsville-Madison County Airport.

Ms. Lowe stated that she was displaying a project location map of the project.

Mr. Davis read and introduced a resolution amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, moving the fiscal years for DOT #736-007H - Railroad Crossing Improvements on CR-11, Martin Road, and James Record Road at the Huntsville-Madison County Airport, as follows:



(RESOLUTION NO. 30-19)

Mr. Davis moved for approval of the foregoing resolution, which motion was duly seconded by Mr. Vincent.

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 30-19, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was an amendment to the FY 2020-2023 Transportation Improvement Program (TIP). He stated that Resolution No. 31-19 adopted and supported adding Project #100070491 (CN) Scour Repair at West Abutment (BIN 003254) on CR-44, Nick Davis Road, over Limestone Creek; Abutment is undermined, replace backfill material, place riprap and shotcrete; FHWA Disaster #AL 2019-01 (DDIR# Limestone-01), as approved by ALDOT, into the Adopted FY 2020-2023 TIP.

Chairman Strong recognized Ms. Lowe.

(Ms. Lowe made a PowerPoint presentation.)

Ms. Lowe stated that Resolution No. 31-19 was before the MPO because it was also moving fiscal years within the TIP. She stated that this particular project was a maintenance project, over Limestone Creek. She stated that they would be replacing the backfill materials and riprap and whatnot.

Ms. Lowe stated that she was displaying the project location map, which would kind of orient the MPO members as to where this was.

Chairman Strong asked how this was being funded. He asked if they were using local MPO dollars for this.

Ms. Lowe replied in the negative, stating that these were federal dollars. She stated that she believed that was another reason why it was definitely

brought into the TIP.

Chairman Strong recognized Mr. Vincent.

Mr. Vincent stated that that was based on some heavy rainfall events, that they had gotten special funding to make some corrections.

Mr. Davis read and introduced a resolution amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, with project moving fiscal years, for Scour Repair at West Abutment (BIN 003254) on CR-44, Nick Davis Road, over Limestone Creek; Abutment is undermined, replace backfill material, place riprap and shotcrete; FHWA Disaster #AL 2019-01 (DDIR # Limestone-01), as follows:

(RESOLUTION NO. 31-19)

Mr. Davis moved for approval of the foregoing resolution, which motion was duly seconded by Ms. Akridge.

Chairman Strong asked if there was any discussion.

Chairman Strong called for the vote on Resolution No. 31-19, and it was unanimously adopted by the MPO members present.

Chairman Strong stated that the next item on the agenda was Jurisdiction Reports. He stated that if there was anyone from Madison County, the City of Huntsville, the City of Madison, the Town of Triana, or the Town of Owens Cross Roads who would like to address the MPO Board, they should go to a microphone, and they could address the Board.

There was no response.

Chairman Strong stated that the next item on the agenda was Agency Reports.

Chairman Strong asked if there was anyone present who would like to give an Agency Report for the Federal Highway Administration.

There was no response.

Chairman Strong asked if there was anyone present who would like to give an Agency Report for the FTA.

There was no response.

Chairman Strong recognized Mr. Rodney Ellis of the Alabama Department of Transportation.

Mr. Ellis presented the Huntsville MPO Project Update for November 20, 2019.

Mr. Ellis stated that the first project was the Church Street, Phase 1, Project, between Pratt Avenue and Monroe Street. He stated that this project was approximately 55 percent complete, and the cost was approximately \$12.8 million. He stated that it had been started in November of 2018, and it was currently anticipated to be completed in the summer of 2020.

Mr. Ellis stated that the next project was the Northern Bypass, from Pulaski Pike to US Highway 231/431. He stated that the plans were approximately 85 percent complete, and right-of-way acquisition should hopefully be completed by the end of the current year. He stated that the current cost estimate was approximately \$40 million. He continued that it was anticipated to let the contract sometime in the following fiscal year, and that it would take approximately two years for construction.

Mr. Ellis stated that the next project was Martin Road, between Zierdt Road and Laracy Drive. He stated that this was in two separate phases, and that Phase I was under construction and was approximately 40 percent complete. He stated that it was anticipated to be finished sometime later in the upcoming summer or early fall. He stated that Phase II was currently scheduled for the next fiscal year. He stated that the total project cost, for both

phases, was approximately \$25 million.

Mr. Ellis stated that the next project was Memorial Parkway at Mastin Lake Road. He stated that these plans were approximately 90 percent complete. He continued that the right-of-way acquisition should be completed very soon, and the clearing and grubbing phase and structure removal should be bid in January 2020. He stated that the total project cost was approximately \$42.6 million.

Mr. Ellis stated that the next project was Access Management on US 231 between Weatherly Road and Hobbs Island Road. He stated that these plans were approximately 30 percent complete, and they anticipated having public involvement meetings probably early in the following year. He stated that the project cost was approximately \$15 million. He continued that the anticipated start date was hopefully the summer of 2020, and it would take approximately one year to complete.

Mr. Ellis stated that the next project was the Cecil Ashburn Drive Improvements. He stated that the first two lanes had been opened to traffic in October of the current year, and they anticipated another 8 to 10 months to complete the project. He stated that the total cost was approximately \$22 million.

Mr. Ellis stated that the next project was Winchester Road Improvements, from Dominion Road to Naugher Road. He stated that these plans were approximately 90 percent complete, and the right-of-way acquisition was under way. He stated that the projected cost was \$15.5 million, and the anticipated start date was sometime in the following fiscal year.

Mr. Ellis stated that the next project was State Route 255, Research Park Boulevard, widening from US 72 to south of Old Madison Pike. He stated that

this project was under way and was approximately 10 percent complete. He stated that the cost was approximately \$23.4 million, and it was anticipated to be finished sometime in late Fiscal Year 2021.

Mr. Ellis stated that the next project was US 72 West widening from Providence Main to County Line Road. He stated that the plans were approximately 30 percent complete. He continued that they were looking at different funding sources, as the budget had increased quite a bit, to \$60 million. He stated that the right-of-way acquisition was anticipated to start sometime in the calendar year 2021, and hopefully construction would begin sometime in the next fiscal year, and it would take approximately two years for construction.

Mr. Ellis stated that the next project was Zierdt Road between Madison Boulevard and Martin Road. He stated that Phase IV of the project was under way, and it was the final phase. He stated that it was about 20 percent complete, and it was projected to be completed sometime in early 2021. He stated that the total cost was approximately \$27 million.

Mr. Ellis stated that the next project was Winchester Road, from Naugher Road to Riverton Road. He stated that this project was under construction, and it was approximately 25 percent complete. He stated that the budget was approximately \$6.6 million. He stated that it was started in February of 2019, and it was anticipated to be completed sometime later in the upcoming year.

Mr. Ellis stated that the next project was the interchange at Blake Bottom Road and SR 255, Research Park Boulevard. He stated that construction was approximately 95 percent complete, and the budget was approximately \$7.8 million. He stated that this was started in November of

2017, and it was anticipated to be completed the following month.

Mr. Ellis stated that the next project was bridge replacements on Old Highway 431, of four bridges. He stated that this project was bid in September of 2019, at a cost of \$13.5 million, and it was projected to be completed by the fall of 2021.

Mr. Ellis stated that the next project was the I-565 interchange improvements at Greenbrier Road. He stated that this was under construction, and it was 65 percent complete. He stated that the cost was approximately \$10.2 million. He stated that it was anticipated to be completed early in the upcoming year.

Mr. Ellis stated that the next project was I-565 Additional Lanes from I-65 to near County Line Road. He stated that this was in the design phase, and it was currently scheduled to be bid early in the following year, with a cost of \$17 million.

Mr. Ellis stated that the next project was Jeff Road Additional Lanes, from south of Capshaw Road to north of Douglass Road. He stated that this was in the design phase, and it was currently projected to be completed in Fiscal Year 2021, with a budget of approximately \$13.5 million.

Mr. Ellis stated that the total amount of work in design and construction was approximately \$352 million.

Chairman Strong stated that that sounded good. He asked if there were any questions for Mr. Ellis.

Chairman Strong recognized Ms. Akridge.

Ms. Akridge stated that some residents in the Cove had asked if there was even more that could be done to improve 431. She stated that she did not believe there was any wiggle room, but she had told these persons she would

ask.

Mr. Ellis stated that they were not working on anything currently to make improvements beyond the resurfacing they had just finished. He stated that Ms. Akridge was correct, noting that there was development along the entire corridor, on both sides. He stated that, obviously, it could be done, but it would be very costly.

Mr. Davis stated that the City and the County were working on the Eastern Bypass, for the last phase, to get it to 72. He stated that they had to train people to take alternate routes that were just as efficient as what they may have been taking over the last 20 years. He stated that they would continue to do that with Cecil Ashburn and the Eastern Bypass and hopefully mitigate traffic in a balanced way.

Chairman Strong stated that Cecil Ashburn had taken a lot of the stress off, that there was no doubt about it. He stated that one could look at the old 431 bridges, and those were single-lane bridges. He continued that those four would be repaired, noting that he believed they had found every snail they could find out there and had gotten them relocated, so at this time they could continue to move forward with that project, hopefully.

Chairman Strong asked if there were any further questions for ALDOT.

Ms. Akridge stated that there had been a recent announcement about a Balch Road project. She stated to Mr. Ellis that the one he had mentioned was almost done, and she asked where the new one was.

Chairman Strong stated that the new project on Balch Road was the intersection upgrade at the intersection of Balch and 72, where there was the development of 600 acres. He stated that there was an agreement with the County and the Developer to create 13.5 mills of additional tax, and that tax

was for public improvements. He stated that that intersection was in need of upgrades, and the construction was under way at this time. He stated that there was also a widening on Highway 72, and there could be a joint venture at a later date for the five-laning of Wall Triana. He stated that there was some money generated from that property to address some of those traffic issues.

Chairman Strong stated that this would also include a traffic signal. He stated that at one point, Huntsville Hospital had been trying to get a traffic signal to get into the hospital, and he thought that based upon the standard that denied that with it being within 500 feet, it was denied. He continued that in this traffic upgrade, it included a traffic signal to get into the hospital just a little bit farther to the east, where there was an access road, and that was acceptable to Huntsville Hospital.

Chairman Strong stated that this had been very favorable to the traffic and the widening of 72. He stated that all of that was under construction at this time on Highway 72 and Balch Road.

Chairman Strong asked Mr. Vincent if that was the way he understood it.

Mr. Vincent replied in the affirmative.

Chairman Strong asked if anyone from Public Transit had a report.

There was no response.

Chairman Strong stated that the next item on the agenda was Public Comment. He stated that anyone in the audience who would like to address the MPO should go to a microphone, and when recognized, they should state their name and address, and they would have three minutes to address the MPO Board.

Mr. Morgan Andriulli, 1010 Humes, appeared before the MPO, stating that he served on the Bicycle Advisory and Safety Committee, and he was the



Membership Director for the Spring City Cycling Club. He stated that he would like to bring up some issues concerning recent and proposed changes for crossings of Highway 72 East in Madison County. He stated that he had some handouts, noting that it would be much easier to talk about this if the MPO members had some visual references.

Chairman Strong asked Ms. Lowe to get the documents from Mr. Andriulli.

(Submission by Mr. Andriulli.)

Mr. Andriulli stated that earlier in the year, there had been an open meeting for comments on improvements to Highway 72 East and the proposed closing of the two intersections of Wall Road, the eastern and western crossings on Highway 72. He stated that that had posed an issue to cyclists because they used that route quite frequently.

Mr. Andriulli stated that what the MPO members were looking at was a heat map, based on uploaded GPS data. He stated that as they could see, the white was highly used corridors for cyclists leaving North Huntsville, from downtown. He stated that the proposal was to close that intersection, the western intersection of Wall Road, where it was in the yellow box, as well as a recently closed crossing of Highway 72 at Dug Hill Road. He stated that those treatments, if they were to happen, would force cyclists into riding on higher traffic roads to get to the eastern part of Madison County, noting that that would be the County Lake area, Maysville, Gurley, and points east of there.

Mr. Andriulli stated that they had had a number of cyclists comment during the public comment period concerning the proposed closings of those crossings at Wall Road. He stated that that was early in the spring. He continued that recently they had done a quick closing of the Dug Hill Road

intersection there.

Mr. Andriulli stated that if the MPO members would turn to the next sheet in the handout, they would see a satellite map of that area.

Mr. Andriulli stated that if these were to be closed, they would cut off cycling access to the eastern part of the county and force cyclists to have to go north on busier roads to get to Ryland Pike, which he noted was a route that they did use but not very frequently because of the load of traffic there during certain times of the day.

Mr. Andriulli stated that if they were to deny cyclists access to Wall Road and points east of there and Dug Hill Road, they would have to cross 72 at other locations or actually have to get into traffic to negotiate the intersection there. He stated that the cyclists would like to see some action or downward pressure from the MPO, and possibly from higher levels, to see if they could maintain bicycle crossing access at those intersections.

Mr. Andriulli stated that if the MPO members would turn to the next sheet, they could see the crossing of Dug Hill Road northbound. He stated that this could be negotiated by a cyclist there, but what one saw there was kind of a sea of pogo sticks, which he noted made it difficult for a cyclist to pick a path across there.

Mr. Andriulli stated that the question here was not whether cyclists should cross the highway at those three locations, that it was that they would be crossing the highway at those locations regardless of the treatment, and they should provide accommodation there to allow them to do so safely.

Mr. Andriulli stated that if the MPO members would turn to the next sheet, they could see that there was a way across, as well as a safe haven, but that with the additional turning lanes they had added there to allow traffic to

make a left-hand turn instead of crossing directly at that intersection, cyclists now had two more lanes to negotiate where previously they had just had the intersection, the median safe space, where they could cross two lanes, wait for traffic to clear, and then cross two more lanes.

Mr. Andriulli stated that there had never been a bicycle or car collision at any of these intersections in the past, and they understood that they had closed Dug Hill Road because of a number of recent fatalities at that intersection. He stated that that was unfortunate, but he thought there should be provisions for allowing a cyclist to cross there, that it should be allowed to have that remain open to them.

Mr. Andriulli stated that his group had been in contact with ALDOT, and they had had some reassurance that there would be some provision there. He stated that for each of these three intersections, they would like to see a more concerted effort from the City and the County to make sure that these intersections would stay open.

Mr. Andriulli stated that if the MPO members would look at the next few sheets, they could see a few possible paths that cyclists had been using. He stated that there were ways around this, but still it was inherently more unsafe than it was previous to the closing of Dug Hill Road. He stated that there were ways to get to this island, and if they could have some input into the design process, he believed there should be a safe way for cyclists to negotiate these intersections, while maintaining the prohibition of vehicles turning left or crossing at that intersection.

Chairman Strong stated that the Board would take this information under advisement and communicate with the State. He stated that he did not know of any more deadly intersection related to commuter vehicles than

Dug Hill and Ryland Pike. He continued that they had gone in there and tried multiple efforts, everything from stop signs that were lit, rumble strips, and persons continued to run that, and they had had multiple fatalities there. He stated that he was aware that even many of the State Senators had been involved in this, just trying to solve it before someone else got killed, and now they had to find a solution for the bicycles.

Chairman Strong stated that this was some very informative information that had been presented. He asked if anyone had any comments related to this matter.

Mr. Davis stated that he would comment on behalf of the City of Huntsville. He stated that even though they did not have jurisdiction in this area, they would be happy to partner with ALDOT on a solution and help to provide funding assistance. He stated that they would get with the regional office, and certainly that office would take the lead, but the City of Huntsville would be happy to partner with ALDOT if needed.

Chairman Strong stated that he would encourage anyone riding a bicycle in that area to take extreme caution, and they needed to evaluate if that was a good place to ride a bike.

Mr. Andriulli stated that it was a great place because Wall Road was very lightly traveled.

Chairman Strong stated that he was talking about crossing Highway 72 at Ryland Pike. He stated that that was a very dangerous intersection.

Mr. Andriulli stated that they did not cross there. He stated that the issue there was that Old Gurley Road and Wall Road had a connector there, and cyclists came up Old Gurley Road and then went to Wall Road. He stated that they also came back through there eastbound, that they just sort of cut

through there, that there was, like, a driveway there, a pullout, for the mailbox, and they just came back up that way, traveling east and west.

Mr. Andriulli stated that they did not enter Highway 72 there, but if that were to be closed, cyclists would have to enter Highway 72 and head eastbound until they could get to that turn on Cut-Off Road. He stated that that was unacceptable. He stated that that road, Wall, was supposed to be a stub-out there, or a cul-de-sac, and if there could be a path maintained open there between Old Gurley Road and Wall Road, that would be a satisfactory solution that would exclude cars from exiting or crossing there at 72. He stated that cyclists did not cross there. He continued that in the past at some point, they might have, but they did not do that at this time. He stated that farther east of there there were very good cycling roads, but if Wall Road access were denied, cyclists would have to ride on a much busier Ryland Pike or over Monte Sano Mountain in order to get to that part of the county.

Chairman Strong recognized Mr. Vincent.

Mr. Vincent stated that he had talked with several cyclists about this. He stated that at Wall Road and Ryland Pike, there was a paved shoulder there and somewhat of a parking area. He stated that they had agreed that if indeed they ever closed that and put a cul-de-sac in, that maybe they could connect that shoulder to the cul-de-sac and have continual flow. He stated that that was not something that was going to happen immediately, that that was something that was in the long-range plan, a safety improvement corridor along 72. He stated that they had agreed that they would look at that once they got to that point, but that there was no immediate plan to close that there at 72.

Mr. Andriulli stated that that was a good thing to know. He stated that he appreciated the MPO's time on this matter.

Chairman Strong asked if there was anyone else in the audience who would like to address the MPO.

Ms. Jackie Reed appeared before the MPO, stating that she wanted to thank Mr. Andriulli for getting involved, noting that that was the only way one could get anything done, to get on them and stay with it. She stated that she was sorry, but she believed that was how citizens got things done.

Ms. Reed stated that she just wanted to know if the Southern Bypass had ever been built, noting that she had not seen it yet, and she had been in the city for a long time, and she kept looking for it. She asked what had happened to it, if anybody knew.

Chairman Strong stated to Ms. Reed that she could address the MPO members if she would like to.

Ms. Reed stated that she was just trying to find out some stuff. She stated that she saw "2045" up there listed, and she stated that the MPO members would not be here then, that she knew she would not, and she doubted if many of them would be sitting up there in 2045. She stated that she believed in long-range planning, and she believed in good economic development, be it City, County, or whatever, that she believed in that good stuff, but they should think with some common sense. She stated that one did not have to have a degree for common sense, that that was a fact, that she had learned that through politics. She stated that all anyone had to have was a little common sense. She stated that she would like to live long enough to see that happen in this city.

Ms. Reed stated that she knew they were doing a lot of work, that they were trying to build a lot of things, but she saw, in the city and in the state, that they were using transportation money for bicycle sidewalks and greenways.

She stated that her car was torn up because of the roads. She asked where they had been for 10 or 12 years. She stated that they should drive around, that everywhere in the city traffic was terrible, and the streets were terrible, and the speeders were outrageous. She stated that the State or the City should come up with some roads to take care of some of this traffic.

Ms. Reed stated that she had read, and she heard at every meeting, that Huntsville was going to be the biggest city in Alabama. She stated that that impressed her, that it really did, when she saw what they looked like at this time. She stated that she had been in the city since 1958. She stated that it was too fast, too soon, that they were developing too quickly. She stated that they had to slow this thing down and use some common sense. She stated that they should go look at the traffic in the afternoons. She continued that they were not doing anything about it, and she asked that they help.

Chairman Strong asked if there was anyone else anyone else in the audience who would like to address the MPO.

Ms. Janie Miermik, 1010 Humes Avenue, appeared before the MPO, stating she just wanted to make sure that the topic Mr. Andriulli had brought up had a little bit of action behind it. She stated that they had mentioned that the Wall Road proposed thing they had originally commented on was not going to happen for a long time, but then all of a sudden the Dug Hill Road crossing had happened, in the same manner that they were afraid it was going to happen in the first place over at Wall Road. She stated that all she was saying was that that was a "Hurry up, let's get this done because we have a very urgent need for vehicular control."

Ms. Miermik stated that she got it, that she understood. She continued that she understood that it had been very successful, that it had been a

successful treatment for cars, keeping them from t-boning each other. She stated that that was great, and she agreed, but the thing was that the way it was put down could be modified just slightly, and then it would be perfectly fine for the bikes, too. She stated that at this time, they had either cut off bike access or put cyclists in a pretty perilous situation.

Ms. Miermik stated that a small modification could actually do the job. She stated that she thought if they, or perhaps the engineer, perhaps Mr. Johnson, or whoever was instrumental in designing that, could go out there with someone on a bike and see what they were talking about, they would agree that it would not be a major issue, that it would not take any funds at all, that it would just take a little bit of rearrangement of those curbs, and then they could allow bikes to get through there and be in a safe place because there was a big, wide median. She stated that the third page of the handout the MPO members had showed the big, wide median in the middle of the road there.

Ms. Miermik asked Mr. Vincent if they could take a look at this, with an engineer.

Mr. Vincent stated that they would be more than welcome to come and talk to them at any time.

Ms. Miermik stated that she had put the word out to Mr. Johnson, noting that she understood he was the person who had been instrumental in designing that. She continued that she was hoping Mr. Johnson could respond to her.

Mr. Vincent stated that he would see that Mr. Johnson responded.

Ms. Miermik stated that she was asking Mr. Vincent for a response, if he did not mind. She stated that they would be happy to meet Mr. Johnson out there, just to see if it would be as easy as she thought it would be. She



continued that it might not be.

Mr. Vincent asked that Ms. Miermik to please take into consideration that they had jumped out there and done something as quickly as they could, without waiting on federal funds, that they had done it with State funds, so that they would not have another fatality out there.

Ms. Miermik stated that she agreed 100 percent with their actions, but sometimes when they did things quickly, they could only take so much into account. She stated that maybe with a little bit more input from the community and with a slight modification, it would be just as good as it was working at this time and would also work for bikes.

Chairman Strong asked if there was anyone else in the audience who would like to address the MPO.

There was no response.

Chairman Strong asked if there was anything further from any of the Board members or from Ms. Lowe.

Chairman Strong stated that with no further business to come before the MPO, the meeting was adjourned.

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Chairman, Metropolitan  
Planning Organization

ATTEST:

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Secretary, Metropolitan  
Planning Organization

**(Meeting adjourned on November 20, at 5:30 p.m.)**