

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

MINUTES

Regular Meeting - January 27, 2020 - 5 p.m.

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

Committee Members Present:

Mr. Taron Thorpe	Acting Chairman
Mr. Larry Mason	City of Madison
Mr. Russ McDonald	City of Huntsville
Mr. John Ofenloch	City of Huntsville
Mr. Todd Slyman	City of Huntsville
Mr. Gary Whitley	City of Huntsville

MPO Staff Members Present:

Ms. Shontrill Lowe
Ms. Paige Colburn
Mr. James Moore

ALSO PRESENT:

Mr. Dario Gonzalez,
Member of the Public

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

Acting Chairman Thorpe stated that the first item on the agenda was Approval of Agenda.

Mr. Ofenloch moved for approval of the agenda, which motion was duly seconded by Mr. Whitley and was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Thorpe stated that the next item on the agenda was

Approval of Minutes.

Mr. Mason moved for approval of the Minutes of the Regular Meeting of the Citizens Advisory Committee held on November 18, 2019, which motion was duly seconded by Mr. Ofenloch and was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Thorpe stated that the next item on the agenda was Jurisdiction Reports.

Acting Chairman Thorpe asked if there was a member present representing Madison County who wished to comment at this time.

There was no response.

Acting Chairman Thorpe asked if there was a member present representing the City of Huntsville who wished to comment at this time.

There was no response.

Acting Chairman Thorpe asked if there was a member present representing the City of Madison who wished to comment at this time.

Mr. Mason stated that Madison continued to have a lot of projects going on at this time. He stated that on Hughes Road, they were about ready to start breaking ground, that they had all the barrels there ready to go. He continued that Browns Ferry Road was another project that was about to take off. He stated that, also, he was not sure it was actually in Madison, but that work was continuing on Zierdt Road. He stated that there was also some road work going on for the new Town Madison, but it was not affecting traffic or anything like that because it was all brand-new.

Acting Chairman Thorpe asked if there was a member present representing the Town of Triana who wished to comment at this time.

There was no response.

Acting Chairman Thorpe asked if there was a member present representing the Town of Owens Cross Roads who wished to comment at this time.

There was no response.

Acting Chairman Thorpe stated that the next item on the agenda was Discussion of the Regional Commuter Study. He stated that this was being presented for information purposes only.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that they had selected the Metro Analytics team as their consultant for the Regional Commuter Study, which she noted would be their Chapter 7, their Congestion Management Plan for their Long-Range Transportation Plan for 2045. She stated that the Draft was due August 24, 2020, and then there would be a 45-day Public Comment period, and then they would try to get the Final before the Board by November 30, 2020. She stated that the consultants were currently working on data analysis.

Acting Chairman Thorpe stated that the next item on the agenda was the Adoption of the Draft TRiP2045, Resolution No. 01-20.

Acting Chairman Thorpe recognized Ms. Colburn.

Ms. Colburn made a PowerPoint presentation.

Ms. Colburn stated, concerning TriP2045, that their consultant, Croy Engineering, had planned on being present for this meeting but had conflicts that caused them to be unable to attend.

Ms. Colburn stated that Croy Engineering was putting together their Long-Range Transportation Plan Update. She continued that the last time they had seen an update of this magnitude was in 2015, that this Plan was updated

every five years.

Ms. Colburn stated that this was a 25-year document, and the current plan was the LRTP2040. She stated that it was the transportation plans that would be funded with federal dollars for the next 25 years. She continued that this was typically large road projects, large bridge projects, very rarely things that were down in the individual jurisdictional level.

Ms. Colburn stated that this covered how from 2040 to 2045 this document had transformed, how it was changing. She stated that the 2040 document, as persons might have seen it on the MPO website, huntsvillempo.org, was not a very user-friendly document. She stated that they had gone out with their RFP for the 2045 document, the TRiP2045, and their biggest push with that RFP was to make a user-friendly, visually appealing document, with public transparency, that would be easy for people to read and understand. She stated that public participation, public involvement, had been a big deal with the feds and with ALDOT for many years, and that just making a more understandable document was very important to Staff.

Ms. Colburn stated that the page that was displayed was an example of what the document might look like, and the next page was an example of how much it was changing. She stated that the 2040 document was about 360 pages, with more than 200 pages of appendices, for a total of 620 pages, without all the edits they had made in the last several years. She stated that at many MPO meetings, they had had to adopt changes to the LRTP. She continued that she often just said it was a 1,000 page document, with a little exaggeration, because it looked like it, and it was a binder that sat on a shelf. She stated that it was exactly the kind of thing they talked about that was not a living document, but it was what was required at the time.

Ms. Colburn stated that there had been a lot of changes at ALDOT since that time, as well as a lot of changes on the federal level, but especially at ALDOT, who were the first gatekeepers of this document. She stated that because the leadership had changed there, they had taken advantage of the opportunity to make a document that would look much more like one would see in other places around the country. She stated that at this time it was less than 100 pages of the actual document, plus a lot of appendices. She continued that it would be more than that, that she was guessing that it would be around 200 pages once they got all the maps and the project lists in there. She stated that that was why it said there were some components yet to be completed. She stated that it was a living document on the website at this time, and they were actively updating it each day as public comments came in and as new chapters were completed by Croy Engineering. She stated that one could see it at huntsvillempo.org.

Ms. Colburn stated that they were asking the Citizens Advisory Committee to recommend the Draft as it was at this time and to keep watching it and to give the Staff opportunities to come and present it in their respective districts. She stated that the biggest thing they were looking for was to show these differences, noting that one could see the differences even in the Table of Contents, noting that the language was much easier to understand, and it flowed a little better, in terms of what was in it, that it made sense, that the new Table of Contents seemed more like it was telling a story.

Ms. Colburn stated that a big edit, which would be what Croy Engineering would be talking about if they were present, was that they were basically rebuilding the model from the ground up. She stated that persons might recall that the prior year, or two years prior, the City of Madison had

done a Comprehensive Transportation Plan, and they had come before this Committee and talked about problems with the model. She stated that persons could go back in the archived Minutes and see that that was one of their big things, that there were a lot of problems with the MPO model. She continued that they had started from scratch with the MPO model for TRiP2045, and persons could see a lot of changes in it. She stated that Croy would be talking a lot about that at public outreach events and at the Final presentation.

Ms. Colburn stated that they had updated a lot of the data and content from 2015 numbers and 2020 numbers and had updated some maps and graphics, and that was still ongoing, that there was so much to be added in terms of maps and graphics to this document. She continued that they were going for making it visually appealing and user friendly. She stated that this was a work in progress, and that it would continue to be a work in progress, they believed, even after the Final would be adopted at the March MPO meeting. She stated they were expecting to be regularly editing it, that just as often as the agenda at this time was filled with TIP amendments, that after March there would be TIP amendments and LRTP amendments.

Ms. Colburn stated that they would appreciate any comments any members of the Citizens Advisory Committee had, and that they should email them to Ms. Lowe or to her or to the address shown on the MPO site just for comments. She stated that that was longrangeplanning@huntsvilleal.gov.

Acting Chairman Thorpe recognized Mr. Whitley.

Mr. Whitley asked if this was the document that Ms. Jennifer Nelson had sent them for comment.

Ms. Colburn replied in the affirmative.

Mr. Whitley asked if they had captured and incorporated all of

Ms. Nelson's comments.

Ms. Lowe stated that they had sent them to the consultant, that they were not up on the website at this time.

Mr. Whitley stated that he just wanted to make sure they had them and that they had sent them on.

Ms. Lowe stated that they had done so.

Mr. Whitley stated that he concurred with all of Ms. Nelson's recommendations.

Ms. Lowe stated that she had a lot of recommendations simply because the document had not been completed, that it was still in draft mode.

Ms. Colburn stated that some of the recommendations were things that Croy was already looking at changing, but some of them were things they had not yet thought about, but they were going to make them happen.

Mr. Mason stated that one of the things that Ms. Nelson had mentioned that he was kind of interested in was how this interfaced with project planning in the future. He stated that this included how they could incorporate more small area planning efforts into this, or the other way around, how they would narrate a long-range metropolitan plan with, say, a traffic improvement plan that a neighborhood wanted to do, how they could get those two to come together so that they could start checking off some boxes in some of these things.

Mr. Mason stated that for one thing, he really thought it was important that every transportation project they planned in the future had a way and a place to address pedestrian, bicycle, and alternative modes of transportation, and how this new project would affect that. He stated that going forward, he would like to be able to see how they brought this metropolitan plan together

with what was going on locally with traffic, things like that. He stated that Ms. Nelson had mentioned that, and he was curious as to how this plan would be used.

Ms. Lowe stated that she would first say that as they were giving information to their consultants to start with, they had started with a lot of what was already there, like the City of Madison's LRTP. She continued that in the LRTP Madison had done they should have incorporated some of those small plans that they had into their Long-Range Plan, and then their Long-Range Plan encompassed that. She continued that the process was still ongoing, that it was just going to take some time. She stated that each project was always a challenge because it would be different from other projects.

Mr. Mason stated that he guessed the flip side of that was how they would get, say, ALDOT or the traffic engineers, when they were beginning to plan a project, to address some of these concerns. He asked if there was a bureaucratic check-off system, or if there was any way, as a project was coming along, that they could get them to address those concerns.

Ms. Lowe stated that most times when a project came about, it was because a member of the public had said, "Hey, we really need to address this," such as the Mastin Lake turn lanes, or whatnot. She stated that that was addressed, and then somebody said, "We really need to look at this because we have heard it a couple of times. Why do we have to hear it so many times in order for it to get done?" And then "Who is the person that does it? Who is the organization that handles it?" She stated that she thought this was kind of a scatterbrain process at this time, but she thought it was still coming together because they were outlining those projects.

Mr. Mason stated that he guessed what he was saying was that it seemed

to him that they needed a few prompts, kind of like a computer, when it came up and said to address something. He stated he believed a lot of times when a traffic engineering project group went to citizens, and they laid out a plan, they might not talk about pedestrian or bicycle concerns at all, and the citizens didn't necessarily think of that right off the bat, but if there was a prompt that asked if they had talked about that, then at least they could say they did and they had decided there was nothing there, but at least it would be a prompt that they would have had to have gone through.

Ms. Lowe stated that they would note that.

Mr. Moore stated that there were always public hearings that people came to and made requests and recommendations. He stated that when they had been doing the overpass at Martin Road and Byrd Spring Road, there was an issue with how the traffic would get off at that particular point, and the neighborhood had kind of come together, and it was changed, modified, but after it was modified, the neighborhood still wasn't happy with it, but ALDOT had said that they could not go back and do it again because of the cost.

Mr. Moore stated that there had been public input that had made a difference, that it just depended on who the contact person was and how the issue was actually pushed forward, to make sure everybody was understanding what was going on. He stated that that particular intersection affected the whole southwest side, say, from Martin Road south to Redstone, roughly. He stated that there was input there, for the general public to say what they wanted to say.

Mr. Moore stated, concerning the bicycle plan, that most of the time there were bicycle people out there who were trying to get ALDOT to realize that they needed pedestrian and bicycle kinds of things. He stated that a lot of

times, the general public did not push those issues, that they were more interested in actual traffic issues versus pedestrian things. He continued that if they had more people at these meetings pushing those things, rather than just three or four cyclists, they would probably get more response. He stated that if there were persons doing that, that should be priority one, to talk about pedestrian safety first before they started talking about traffic and things of that nature.

Mr. Ofenloch stated that there were some common-sense things that should be considered in every design, and they should be in the design before they got to a public hearing, that they should not depend on the public hearing to point out deficiencies.

Mr. Moore stated that he understood what Mr. Ofenloch was saying, but that ALDOT had a way of just focusing on the road, per se. He stated that, however, things were changing.

Mr. Ofenloch asked if the City had no input into ALDOT, that they were just going to take whatever they gave them.

Ms. Lowe stated that each city had their own Engineering Department, and she could not speak for each one, but they should contribute.

Mr. Ofenloch asked if Huntsville should contribute to the design.

Ms. Lowe replied in the affirmative.

Mr. Moore stated that they did, but sometimes things happened along the way, things happened at the very last minute, and things changed.

Mr. Mason stated that he guessed he understood this, that he was aware that moving ALDOT was like moving a mountain, that it was kind of futile in some ways. He continued that at least if they brought it up and talked about it, and if they had a way of codifying it, then they could know that it would be

taken care of.

Mr. Moore stated that that was a good point.

Mr. Mason asked what they would be doing at this time, if they were going to approve this Draft as it was.

Ms. Lowe stated that was correct, as it was.

Mr. Mason asked if there would still be room for comment and modification before the Final.

Ms. Lowe replied in the affirmative.

Acting Chairman Thorpe asked if there was a motion to recommend approval of the Draft as presented, with still room for modification and still room that these were going to be adjusted every quarter.

Mr. Mason moved to recommend approval of Resolution No. 01-20, adopting the Draft TriP2045, the Long-Range Transportation Plan for the Huntsville Area MPO Region.

Said motion was duly seconded by Mr. Ofenloch.

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

Mr. Gonzalez, a member of the public, asked when the end of the review period would be. He asked if it had been said that it was this date.

Ms. Lowe stated that was somewhat correct. She stated that she was keeping it open simply because it was a draft. She stated that they would be taking all comments until the Final, or two weeks before the Final would be presented.

Ms. Colburn stated that there were overlapping review periods, noting that there was a review period that was federally required for the Draft, and there was a review period that was federally required for the Final. She stated

that the Draft review period ended on this date, and the Final review period would begin on this date, so that for their purposes, there would be a continuous, three-month review period. She stated that the last day of public review for the Final was Wednesday, March 25.

Mr. Mason asked when the next CAC meeting was.

Ms. Lowe stated that it was March 23.

Acting Chairman Thorpe asked if there was any further discussion.

Acting Chairman Thorpe called for the vote on the above motion, and it was unanimously approved by the Citizens Advisory Members present.

Acting Chairman Thorpe stated that the next item on the agenda was Amendment to the FY 2020-2023 Transportation Improvement Program (TIP), Resolution No. 02-20.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that this resolution was for a funding increase on the Intersection Modification on County Road 109, East Limestone Road, and County Road 36, Capshaw Road, to install a roundabout. She stated that project went from a total cost of \$52,000 to a total cost of \$300,000. She stated that the target date had changed on this particular project as well, that they had extended that to kind of help out with the bidding process.

Ms. Lowe stated that what was displayed was a location map to show the location of this project.

Mr. Ofenloch moved to recommend approval of Resolution No. 02-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP with funding changes to "Intersection Modification on CR-109, East Limestone Road, and CR-36, Capshaw Road, to install

roundabout” project.

Said motion was duly seconded by Mr. McDonald.

Mr. Gonzalez stated that that was a 600 percent increase and asked if there was any explanation for this.

Ms. Lowe stated that ALDOT said. She stated that they had added federal money.

Mr. Slyman asked if this was just an increase, if they were just putting more federal funds to it that the MPO could not use for something else anyway.

Mr. Gonzalez stated that normally when there was a 600 percent increase, there was at least the courtesy of an explanation. He stated that he would expect this of ALDOT, being sufficiently fiscally responsible. He stated that he did not know what their power was for this, but the courtesy would be appreciated.

Ms. Lowe stated that she would say that this project had probably been on the books for a while, the reason why it was probably increased, but that was just her personal opinion.

Ms. Colburn stated that they could find out about this and get back with the CAC members. She stated that they would email them the answer on this.

Mr. Moore stated that this was a roundabout, and if it was anything like the one at Providence and Monrovia, this would have had to be a bigger roundabout for that interchange. He stated that that would be just like Monrovia and Indian Creek before they put the roundabout there. He stated that this was to make it larger and safer, he was sure. He stated that he was certain that \$50,000 would not buy a roundabout.

Ms. Lowe stated that this was the Right-of-Way Phase.

Mr. Gonzalez stated that, then, it was acquisition. He stated that that

would be the courtesy.

Mr. Slyman asked if this was just right-of-way acquisition.

Ms. Lowe replied in the affirmative.

Mr. Moore stated that it possibly was.

Acting Chairman Thorpe asked if there was any further discussion of the above motion.

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

Acting Chairman Thorpe stated that the next item on the agenda was an amendment to the FY 2020-2023 TIP, Resolution No. 03-20.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that this was a funding decrease for the resurfacing and widening on I-565 from 1.62 miles east of Greenbrier Road to 0.25 mile west of County Line Road. She stated that as one could see on the screen, the total cost had gone down approximately \$500,000. She stated that this was in the Construction Phase. She stated that on the right of the screen, one could see the actual location of the project.

Mr. Whitley stated that it had gone up \$500,000, from \$5.4 million to \$5.9 million.

Ms. Lowe stated that this was one of the ones that had been changed earlier on this date. She stated that this was a \$500,000 increase.

Mr. Whitley asked if 1.6 miles was the total stretch.

Mr. Ofenloch stated that that was not correct, that it was from 1.62 miles east of Greenbrier, heading east, to 0.25 mile before getting to County Line

Road.

Mr. Whitley inquired as to the total length.

Ms. Lowe stated that what was displayed was the location map for the total project, noting that this had come directly from the TIP. She stated that she had not put in the inset map, noting that the inset map should have been just this project.

Mr. Moore stated that it was about 5.5 miles, that it was from mile marker 7.02 to mile marker 12.55, so that would be about 5.5 miles.

Ms. Lowe stated that this was the total project.

Mr. Whitley stated that it would be about \$1 million per mile, and that was what he was trying to check.

Ms. Colburn stated that resurfacing and restriping was very expensive.

Mr. Slyman inquired as to where the \$500,000 came from.

Mr. McDonald stated that it was five from the federal and eight from the state.

Ms. Lowe stated that there was an 80-20 split. She stated that she would have to get back with them concerning what pot they were digging out of.

Mr. Slyman asked if they were taking it away from other projects that were in the pipeline.

Ms. Lowe stated that she could not say for certain.

Mr. McDonald asked if this was the widening for three lanes and six lanes that the Governor had discussed about a year prior.

Ms. Lowe replied in the affirmative.

Ms. Colburn stated that this was National Highway System funds, if she recalled correctly. She stated that this would not be the MPO's federal money, that this was not their Surface Transportation Program, Huntsville money, that

they had any power over, that this would be their Federal National Highway System money. She stated that she was almost positive of this, but she would get back with the CAC members on this.

Ms. Colburn stated that they would follow up on the right-of-way acquisition phase on Resolution No. 02-20, and they would follow up on which pot of money Resolution No. 03-20 would be coming out of.

Mr. Ofenloch stated that he believed Resolution No. 03-20 and Resolution No. 04-20 were the same, that Resolution No. 04-20 was just the other half of the resurfacing and widening.

Ms. Lowe stated that the other one was the Right-of-Way Phase.

Mr. Slyman moved to recommend approval of Resolution No. 03-20, amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP with funding changes to “Resurfacing and widening on I-565 from 1.62 miles east of Greenbrier Road to 0.25 mile west of County Line Road” project.

Said motion was duly seconded by Mr. Mason.

Acting Chairman Thorpe asked if there was any further discussion.

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

Acting Chairman Thorpe stated that the next item on the agenda was an amendment to the FY 2020-2023 TIP, Resolution No. 04-20.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that Resolution No. 04-20 increased the funding for Resurfacing and Widening of I-565 from 0.545 mile west of I-65 to 1.62 miles

east of Greenbrier Road. She stated that this was the Construction Phase, and that the total cost had increased.

Mr. Ofenloch moved to recommend approval of Resolution No. 04-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP with funding changes to "Resurfacing and Widening on I-565 from 0.545 mile west of I-65 to 1.62 miles east of Greenbrier Road" project.

Said motion was duly seconded by Mr. Slyman.

Acting Chairman Thorpe asked if there was any discussion.

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

Acting Chairman Thorpe stated that the next item on the agenda was an amendment to the FY 2020-2023 TIP, Resolution No. 05-20.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that Resolution No. 05-20 would decrease the total cost of funding for the resurfacing project on State Route 53 from just north of County Road 122 to State Route 251 in Ardmore.

Ms. Lowe stated that these were federal maintenance funds that were being decreased, to resurface this particular portion of the project.

Mr. Ofenloch asked Ms. Lowe if she knew how this fit into the widening of 53. He stated that it seemed they were going to resurface something that within a few years they were going to widen.

Ms. Lowe stated that they had a lot of areas that just needed resurfacing and flattening out so that citizens would stop putting in those pothole requests.

She stated that they were going to do that, and then, as Mr. Ofenloch had said, come back and widen it later on.

Mr. Ofenloch stated that, then, they were going to spend \$1.5 million to quieten people down.

Mr. Whitley stated that he did not believe that section was subject to being widened.

Mr. Ofenloch asked if they knew how far 53 was supposed to go with the widening.

Ms. Lowe stated that she could check on that.

Mr. Ofenloch stated that that was all within the state of Alabama.

Ms. Lowe stated that she could definitely check on that for him.

Mr. Ofenloch stated that it was more of a curiosity question, that he was not going to vote against resurfacing, that it was just that it was one of those things where they would resurface, and then two weeks later they would dig a ditch through it.

Ms. Lowe stated that that was a good thing to get back to the group with, to make sure they had all of them in the know on this.

Ms. Colburn stated that they would find out what the to and from was on the Highway 53 widening, and when. She stated that it could be five years from this date.

Mr. Moore stated that that project had been in the Long-Range Plan since Fob James had been governor, back in 1993 and 1994. He stated that initially that was supposed to be the last segment of the whole project.

Mr. McDonald stated that it picked up at the Limestone/Madison County line, that it was all in Limestone County, it looked like. He stated that the city of Huntsville did not go out there, and Madison did not go out there, that that

was Limestone County, 100 percent.

Mr. Ofenloch asked if their Committee had oversight over Limestone County.

Ms. Colburn stated that it did over parts of it.

Mr. Ofenloch asked if it was that part.

Ms. Colburn stated that that was a good question. She stated that it might be in the rural area, that she knew it was not in the urban area.

Ms. Lowe stated that these were federal maintenance funds, so she guessed they were just making sure that the MPO area was in the loop.

Mr. Moore stated that it was in the Study Area so it would qualify. He stated that it was in the Study Area because it did cover Madison and part of Limestone County. He stated that it was in the Study Area, not in the urbanized area, that it would still qualify for funds.

Mr. McDonald stated that it was a rough road, that it was worth it, for safety.

Mr. Slyman moved to recommend approval of Resolution No. 05-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP with funding changes to "Resurface SR-53 from just north of CR-122 to SR-251 in Ardmore" project.

Said motion was duly seconded by Mr. Mason.

Acting Chairman Thorpe asked if there was any discussion.

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

Acting Chairman Thorpe stated that the next item on the agenda was an amendment to the FY 2020-2023 TIP, Resolution No. 06-20.

Mr. Ofenloch moved to consolidate item 10, Resolution No. 06-20; item 14, Resolution No. 10-20; and item 15, Resolution No. 11-20, on the agenda, noting that they all pertained to the same issue, that one was the PE Phase, one was the RW Phase, and one was the CN Phase, all of the same road.

Said motion was duly seconded by Mr. Mason.

Acting Chairman Thorpe asked if there was any discussion.

Acting Chairman Thorpe called for the vote on the above motion to consolidate, and it was unanimously approved by the Citizens Advisory members present.

Acting Chairman Thorpe recognized Ms. Lowe for an explanation of item 10, Resolution No. 06-20; item 14, Resolution No. 10-20; and item 15, Resolution No. 11-20.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that Resolution No. 06-20 adopted a new project, the widening, resurfacing, and restriping of Wall Triana Highway; the widening and resurfacing of Graphics Drive; and widening and realigning I-565 eastbound off-ramp at Wall Triana Highway. She stated that this portion was the PE Phase, and the total cost was approximately \$230,000, with a projected start date of January 1, 2020.

Ms. Lowe stated that Resolution No. 10-20 adopted the Right-of-Way Phase of this same project, with a total cost of approximately \$41,000, State funds.

Ms. Lowe stated that Resolution No. 11-20 was the Construction Phase of this same project, with a total cost of approximately \$1.6 million.

Mr. Ofenloch asked if there was a slide for Resolution No. 11-20 showing

a little more detail about the modification of the interchange.

Ms. Lowe replied in the negative. She continued that she could get something on that.

Mr. Ofenloch stated that he had worked out there 30 years, that he knew what they were talking about. He stated that this was the road through there, and it used to be Intergraph property, and it had turned commercial at this time. He stated that they were improving the road to get the commercial business in there, he was certain.

Mr. Ofenloch moved to recommend approval of Resolution No. 06-20, Resolution No. 10-20, and Resolution No. 11-20, as follows:

Resolution 06-20 amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP by adding project "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realignment I-565 eastbound off-ramp at Wall Triana Highway" (PE Phase);

Resolution No. 10-20, amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP by adding project "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realignment I-565 eastbound off-ramp at Wall Triana Highway" (RW Phase);

Resolution No. 11-20, amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP by adding project "Widening, Resurfacing, and Restriping Wall Triana Highway; Widening and Resurfacing Graphics Drive; Widening and Realignment I-565 eastbound off-ramp at Wall Triana Highway" (CN Phase).

Said motion was duly seconded by Mr. Mason.

Acting Chairman Thorpe asked if there was any further discussion.

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

Acting Chairman Thorpe stated that the next item on the agenda was an amendment to the FY 2020-2023 TIP, Resolution No. 07-20.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that Resolution No. 07-20 would delete the project of Safety Improvements at State Route 2, which she noted was US 72, and Burgreen Road/Dupree Worthey Road. She stated that this project had already been deleted from the STIP, and, therefore the MPO was doing its due diligence in removing it from the TIP. She stated that the project had a total cost of \$212,000, and that this was the PE Phase, the Design Phase, for this.

Mr. Mason moved to recommend approval of Resolution No. 07-20, amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP to delete "Safety Improvements at SR-2 (US-72) and Burgreen Road/Dupree Worthey Road" project.

Said motion was duly seconded by Mr. Ofenloch.

Acting Chairman Thorpe asked if there was any further discussion.

Mr. McDonald stated that this was where they had put the new red light. He continued that there had been several deadly wrecks at that location. He asked if they were doing something instead of something.

Ms. Lowe replied in the negative. She stated that this project was being removed because they had already put in what she believed was a caution light.

Mr. McDonald stated that it was an active, working signal.

Mr. Mason stated that it was a full red light.

Mr. McDonald stated that, then, that would replace the Safety Improvements.

Ms. Lowe replied in the affirmative.

Mr. Slyman asked if the red light was put in using MPO funds.

Ms. Lowe replied in the negative.

Mr. Slyman asked if it was a City project.

Ms. Lowe stated that she did not know whose funds had done this, but that it was not MPO funds.

Ms. Colburn stated that it was federal money.

Mr. Moore stated that it could have been a state project because it was a state highway.

Acting Chairman Thorpe asked if there was any further discussion.

Mr. Slyman asked if it was correct that they were just removing this project altogether.

Ms. Lowe replied in the affirmative.

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

Acting Chairman Thorpe stated that the next item on the agenda was an amendment to the FY 2020-2023 TIP, Resolution No. 08-20.

Mr. Ofenloch stated that this was the same thing, that they were just removing the other half of the funding.

Ms. Lowe stated that this was the Construction Phase of the Safety Improvements at US 72 and Burgreen Road/Dupree Worthey Road, at a total cost of \$1.4 million.

Mr. Mason moved to recommend approval of Resolution No. 08-20, amending the National Highway System/Interstate section of the Adopted FY 2020-2023 TIP to delete "Safety Improvements at SR-2 (US-72) and Burgreen Road/Dupree Worthey Road" project.

Said motion was duly seconded by Mr. McDonald.

Acting Chairman Thorpe asked if there was any further discussion.

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

Acting Chairman Thorpe stated that the next item on the agenda was an amendment to the FY 2020-2023 TIP, Resolution No. 09-20.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that Resolution No. 09-20 was the renaming of this particular project. She stated that the Committee members might know this project as the Kellner Road Extension. She stated that this project would now be named "Placement of Wearing Surface and Striping of Town Madison Boulevard from Zierdt Road to the City of Huntsville/Madison Boundary." She continued that this was the Construction Phase, and the total cost had been \$12 million, but at this time it was up to \$1.125 million. She stated that the location map, displayed to the right on the screen, showed the placement of this particular project.

Ms. Colburn stated that for a long time, this was the extension of Town Madison Boulevard, that they were going to exclude Dunlop Boulevard altogether and do an extension of Town Madison Boulevard all the way down to Kellner Road, which was farther south. She stated that originally the road off

Town Madison was going to skip Dunlop and go down to Kellner and connect to Wall Triana using Kellner, but now they were not going to build all that, through the trees and the floodway, where they were going to build it, but instead they were just improving Dunlop. She continued that that was why the cost had gone down, because they were not building anything new.

Mr. Ofenloch stated that he could not geographically get this in his head.

Mr. Moore stated that Kellner was supposed to go through where the current ballpark was. He stated that if one turned on Zierdt Road going south, one would go through that area where the apartments were at this time, and that was supposed to have been the original Kellner Road going south, going past Dunlop, where one could see it going down on the right side of the square on the display. He indicated the location on the map.

Mr. Moore stated that the issue was that there was a helicopter company there that was a huge issue, with the noise, and a safety issue for cars. He stated that the Dunlop approval was already for four lanes, he believed, and Kellner was the next choice to go south of there. He stated that this was about a six- or eight-year-old project, and that as time went on, it had just made more sense to do Dunlop versus creating a whole new road, Dunlop to Kellner, because with a subdivision nearby, with woods and things of that nature, it became a more feasible choice to do that.

Mr. Ofenloch stated that they had Dunlop turning north. He asked if that was in front of or behind the quarry.

Mr. Moore stated that it went back to the east.

Ms. Colburn indicated on the display the quarry, and the lake.

Mr. Moore stated that Dunlop turned east just south of the driving range. He stated that it still tied into that, the driving range and the water tower. He

stated that the Kellner Road project was supposed to be connected to Wall Triana as a cut-through initially for the Town Madison project, but as things changed over time, that had become a more feasible option, for Dunlop, being that it was in existence already.

Mr. Gonzalez asked if there was, like, a network system that was going to miss that segment since the project was now changed, since it was not extending all the way down to Kellner. He asked if there was anything that was going to miss that segment.

Mr. Moore stated that there was not as far as he was aware. He stated that Kellner just kind of terminated into a dirt road. He stated that there was a subdivision there, and the idea of building a five-lane connector down through there became an issue of cost, and noise, and things of that nature. He stated that there had been an issue with the helicopter company that was there, which he thought was noise and a safety issue, that that was the biggest issue at that time, seven or eight years prior. He stated that since then, they had driven out there and looked at it, and it had made more sense to use Dunlop.

Mr. McDonald asked if Kellner was just going to remain a dead-end.

Mr. Moore replied in the affirmative.

Mr. Slyman asked if they was saying that the total cost of the project was going to go from \$12 million down to \$1.125 million.

Mr. Moore replied in the affirmative.

Ms. Lowe stated that this was just placement of wearing surface for that portion of the road.

Mr. Slyman inquired as to what the \$12 million had included.

Ms. Colburn stated that that was ATRIP funding, that that was the City of Madison and Madison County ATRIP.

Mr. Moore stated that the \$12 million was for the Kellner connection, that whole thing.

Mr. Slyman asked if that was all being deleted.

Mr. Moore replied in the affirmative.

Mr. Slyman asked if, then, basically, there was a little under \$11 million that was available at this time for other projects.

Ms. Colburn stated that it was Madison County's ATRIP, which was only theirs, that it was not something the MPO had any authority or responsibility over. She continued that they could not tell anyone what to do with their ATRIP money.

Mr. Slyman asked if they could maybe move it to Capshaw and Old Monrovia.

Ms. Colburn stated that the MPO staff was going to stay out of that.

Mr. Slyman asked if it was Madison County or the City of Madison.

Ms. Colburn stated that it was both, that Kellner road was a joint project with the County of Madison and the City of Madison, that they were working together on it.

Mr. Slyman asked if Ms. Colburn knew what the percentages were.

Ms. Colburn replied in the negative, stating that she believed they were paying for different phases, that she believed somebody was doing PEs, somebody was doing Right-of-Way, and she was confident that the County was doing Construction. She stated that Mr. Slyman should probably talk to the County first.

Mr. Mason moved to recommend approval of Resolution No. 09-20, amending the National Highway System/Interstate Maintenance section of the Adopted 2020-2023 TIP, renaming "Kellner Road Extension" project to

“Placement of Wearing Surface and striping of Town Madison Boulevard from Zierdt Road to the City of Huntsville/Madison Boundary” project.

Said motion was duly seconded by Mr. McDonald.

Acting Chairman Thorpe asked if there was any further discussion.

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

Acting Chairman Thorpe stated that the next item on the agenda was an amendment to the FY 2020-2023 TIP, Resolution No. 12-20.

Mr. Ofenloch moved to consolidate item 16, Resolution No. 12-20, and item 17, Resolution No. 13-20, on the agenda.

Said motion was duly seconded by Mr. Slyman.

Acting Chairman Thorpe asked if there was any discussion on the consolidation of these two resolutions.

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

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that Resolution No. 12-20 was a project addition, the "Widening of Old Monrovia Road to four lanes from 500' east of King Road to 300' west of Jeff Road." She stated that this was for the PE Phase, that it was slated for FY 2023, and the total cost would be approximately \$450,000, for this particular phase of the project.

Ms. Lowe stated that Resolution No. 13-20 was also for the widening of Old Monrovia Road. She stated that this would be the Right-of-Way Phase, and

that \$450,000 would be added for this project phase as well.

There was an off-the-record discussion concerning the updated agenda.

Mr. Ofenloch moved to recommend approval of Resolution No. 12-20 and Resolution No. 13-20, as follows:

Resolution No. 12-20, amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP, adding "Widening of Old Monrovia Road to four lanes from 500' east of King Road to 300' west of Jeff Road"(PE Phase) project;

Resolution No. 13-20, amending the National Highway System/Interstate Maintenance section of the Adopted FY 2020-2023 TIP, adding "Widening of Old Monrovia Road to four lanes from 500' east of King Road to 300' west of Jeff Road" (RW Phase) project.

Said motion was duly seconded by Mr. Slyman.

Acting Chairman Thorpe asked if there was any further discussion.

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

Acting Chairman Thorpe stated that the next item on the agenda was an amendment to the FY 2020-2023 TIP, Resolution No. 14-20.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that Resolution No. 14-20 adopted the Performance Measures. She stated that it appeared that every year they were going to have to update their Safety Performance Measures, which she noted was the PM1 Target. She stated that the prior year they had adopted ALDOT's targets, and that because they had not sat down and confirmed their own targets, they were

again updating and adopting the Safety Performance Measures from ALDOT, as they appeared on the screen.

Mr. Ofenloch asked if ALDOT was going to give them their target goal of fatalities.

Ms. Colburn stated that this was statewide, that these were ALDOT's numbers.

Mr. Ofenloch asked if they would need to meet their goal.

Mr. Mason asked if there was any way they could see what the Safety Performance Measures were.

Ms. Colburn stated that they could absolutely share them with them. She stated that it was the State Highway Safety Improvement Program.

Ms. Lowe stated that probably throughout this year they would see more Performance Measures come before them because it was a year out from when they had been adopted originally. She stated that she believed PM2 was National Highway and Bridge Safety Measures, and she believed 3 or 4 was Transit, or something of that nature. She stated that each one of these would be coming back before the Committee, to say that ALDOT was updating their Safety Targets, and they needed to update theirs because they followed behind them in updating them.

Mr. Mason asked if these were just the numbers or the criteria. He asked where he could find the criteria for what the Safety Performance was.

Ms. Colburn stated that she would send the Committee members this from the Highway Safety Improvement Program.

Mr. Ofenloch inquired if they could amend this for the number of fatalities to be 500.

Ms. Lowe stated that that would be a different process because they

would then be creating their own Safety Target.

Mr. Gonzalez asked if they tried to improve on what ALDOT was doing and set the bar a little bit higher, if ALDOT's funding would help them get to that mark.

Ms. Colburn stated that there was no funding connected with the Federal Highway Performance Measurement Program, that it was an unfunded mandate. She continued that there were also no penalties associated with it at this time, at the federal regulatory level. She stated that, therefore, it was not only an unfunded mandate, but they also would not get into trouble if they did not meet the targets.

Mr. Gonzalez stated that, then, there was no money attached for, say, crosswalks or signal lights, et cetera.

Ms. Colburn stated that was correct. She stated that Performance Measures were entirely performative.

Mr. Gonzalez asked what if they did not approve these goals, that if there was no money, if the bar was low, what if they did not approve them. He asked if it was entirely performative, must they commit to the charade.

Mr. Slyman asked if they should have a target of zero fatalities.

Ms. Lowe stated that this was statewide Performance Measures.

Mr. McDonald stated that was the target and asked what was the actual occurring number. He asked if it was, like, they were killing off 2,000 people and was 964 cutting it in half. He stated that those numbers by themselves did not mean anything, that it was what they were comparing them to.

Mr. Slyman stated he would have to admit that he would be embarrassed to vote positively, to be happy with 964 fatalities.

Mr. Ofenloch stated that it was statewide fatalities.

Mr. Slyman stated that the target should be zero.

Acting Chairman Thorpe stated that for clarification, this was a statewide measure that they were voting on, and he was making the assumption that every other MPO group across the state was voting on this same measure.

Ms. Lowe stated that she was sure that would be correct.

Ms. Colburn stated that no one else was doing their own yet, not in Alabama.

Ms. Lowe stated that that was correct, that they knew of.

Mr. McDonald stated that they were trying to measure the rate of fatalities and serious injuries for 100 million miles traveled.

Mr. Moore stated that 100 million vehicle miles was usually the bar they used for that, and coming up with ratios of accidents per 100 million miles.

Mr. Moore stated that each classification road had a certain length of collectors, arterials, and that kind of thing, and they used that as a guide, per se.

Mr. Mason asked if these statistics were broken down in any way, if they knew what the pedestrian fatalities were, what the cyclist fatalities were. He stated that he agreed with Mr. Slyman that he could not say that this was acceptable, but if they were going to approve this, that, basically, if they could not at least talk about what some of these measurements were. He stated that he was aware that moving ALDOT was like moving a mountain, but he asked if they could say that they would like to have a lot better data than what ALDOT was providing them.

Mr. Moore stated that this was statewide. He stated that he would suggest perhaps looking at Florida and Georgia and see what they did, and see how they went about classifying this particular program, and then perhaps

addressing it again in March, maybe having a conversation about what they were doing there versus what was being done in Alabama. He stated that ALDOT was going by the bare minimum, that whatever they were going to have to do, that would be what they would do, that anything else would cost more money.

Mr. Mason moved to table consideration of Resolution No. 14-20 until the March meeting of the Citizens Advisory Committee.

Mr. Ofenloch stated that he was reading the footnote on the display, and he did not see anything that said that they were asking for this to be approved, that it said these were the State targets. He continued that they had 180 days to set their own performance targets. He stated that that was what he was reading in the footnote, so he did not see where it said they had to approve the State goal. He stated that, first of all, they were one MPO out of "X" number.

Acting Chairman Thorpe stated that they had a motion on the table which he believed was right in line with what Mr. Ofenloch was saying, if Mr. Ofenloch was agreeing to second the motion.

Mr. Ofenloch seconded the above motion. He stated that he would like to table it until they got a clarification concerning if this required a vote from them. He stated that if the "big boys" approved it in their meeting, it would be meaningless, anyway.

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

Mr. McDonald stated that 180 days from August 31, 2019, would make it February 29th. He stated that they would have until the end of February to set the performance targets.

Mr. Mason stated that he would like to bring this back up again in

March. He stated that they did not want to have a Performance Target of killing 954 people, that that was ridiculous. He stated that the target should be zero.

After further discussion, Mr. Moore stated that if this item were tabled until March, that would give them time to look into this.

Mr. Mason stated that the reason he would like to table this would be in order to do a little bit more studying about it and figure out what was going on.

After further discussion, Mr. Ofenloch asked the MPO Staff what made them think that this had to be approved, noting that on the bottom of the display it did not say anything like that.

Ms. Lowe stated that she believed the feds were handing down these performance measures, and each state was supposed to perform accordingly. She stated that they knew someone was going to get killed on the roads, and ALDOT was pushing that hopefully no one would be killed, but at the same time, somebody was going to die, and that they would just make it this figure, and that if they came in under it, they would have met their goal.

Mr. Ofenloch asked if they could just advise the MPO that they recommended tabling this item.

Mr. Slyman stated that the statewide was already set, that there was nothing they could do about that.

Mr. Ofenloch stated that the State wanted them to approve their goals, and that did not make sense.

Acting Chairman Thorpe asked if there was a breakdown of geographical area, North Alabama, Central, South. He stated that that might be nice to see.

Ms. Colburn stated that she could send that information to the members.

Mr. Moore stated that that was what he was saying, that perhaps they

could get that information from the University of Alabama or somewhere, as to how many people had died in the MPO area, and then if they looked at the projects that had taken place in, say, five years, the widening of a highway, or whatever, a safety project, and see if that had had an impact. He stated that the performance measures were basically used to determine if something was put at a location, what impact that would have over a period of time, if there would be fewer accidents or fatalities or whatever. He stated that, as Mr. Mason had stated, perhaps it would be best to table this item until March and get some additional information on it and then address it again.

Mr. Ofenloch moved to amend the above motion to include that a memo be sent to the MPO for their upcoming meeting of the Citizens Advisory Committee's logic concerning tabling this item.

After further discussion, Mr. Mason stated that he would accept Mr. Ofenloch's motion as a friendly amendment to his previous motion to table this item.

Acting Chairman Thorpe asked if there was any further discussion concerning the above motion.

Acting Chairman Thorpe called for the vote on Mr. Mason's motion to table, as amended to include that a memo be sent to the MPO for their upcoming meeting of the Citizens Advisory Committee's logic concerning tabling this item, and it was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Thorpe stated that the next item on the agenda was an Amendment to the Functional Class of Roadway Network and Updating the Huntsville Area MPO Functionally Classified Map, Resolution No. 15-20.

Acting Chairman Thorpe recognized Ms. Lowe.

Ms. Lowe made a PowerPoint presentation.

Ms. Lowe stated that Resolution No. 15-20 referred back to Resolution No.09-20, which renamed the Kellner Road Extension project to the "Placement of Wearing Surface."

Ms. Lowe stated that this amendment was to change a local route to a major collector route. She stated that the entire route was actually from Zierdt Road to Wall Triana, which was going to be upgraded, and not just the project limits that she had. She stated that the description should include the portion of Dunlop/Town Madison, from Zierdt to Wall Triana.

Mr. Mason asked if the Town Madison area was where she was indicating on the display.

Ms. Lowe replied in the affirmative. She stated that this was basically what they had discussed earlier, that they were going to not only do the striping and surfacing of that particular portion, that they were going to redo the functional class for the entire portion of that project, that entire road.

Mr. Gonzalez asked what the current speed limit was and what the new speed limit was going to be with the functional classification change.

Mr. Moore stated that initially he believed the collector was, before the ballpark showed up, about 35 to 40, but he believed it would be at least 35 miles an hour, but not for the entire segment. He stated that there were apartments in there, and there was the ballpark, so this would be in spots.

Mr. Moore stated that the volume would have to go up to be reclassified. He stated that if they made it five lanes, and it was at a speed of 35, and it was less than 12,000 cars a day, it would probably be more than 35 miles per hour.

Ms. Lowe stated that this resolution was just a portion of what would be needed to functionally reclassify this particular road. She stated that this was

just one checkmark off of a list of things the City would need to do in order to reclassify this road.

Mr. Ofenloch asked if the ball field was right above the "T" in "Town" on the display.

Ms. Lowe replied in the affirmative.

Mr. Mason stated that he was going to oppose this because of speed limit questions and things such as that.

Mr. Moore stated that it would be at least 40 miles an hour, that if it was a major collector, it had to be at least 40.

Mr. Mason stated that he did not think they needed to be driving at that kind of speed, and that he did not think they really needed a collector there, that he thought it was fine as a neighborhood street. He stated that there were going to be apartments there and a lot of activity going on. He stated that he would like to see it as a complete street, that he would like to see it have bicycle lanes, pedestrian activity, and active mobility options.

Mr. Moore stated that they had considered bicycle lanes initially, but that was some time ago.

Mr. Ofenloch asked what the advantage to Madison would be to change the classification of the road.

Mr. Moore stated that he was sure it was based on the usage change, noting that initially there had not been a ballpark scheduled to be at that location. He stated that this might allow better control of the access, that he was not sure, that he had not seen the layout. He stated that if there were fewer points of access, the speed would increase pretty quickly, and that might be why they were doing that, to try to get traffic in and out of the ballpark.

Mr. Ofenloch stated that before the ballpark, none of this had existed,

that the interchange did not exist and Town Madison Boulevard did not exist.

Mr. Moore stated that they had scheduled development there prior to that, seven or eight years prior.

Mr. McDonald stated that this was going to be the only way to get from Zierdt Road to Wall Triana other than going all the way down to Martin Road.

Mr. Moore stated that apparently with the connection of the Interstate, they were anticipating that traffic was going to be pretty fast, because one could go right on, going eastbound, on 565. He stated that he was sure there would be a dead stop at the end of that, and then one would accelerate going through there.

After further discussion, Acting Chairman Thorpe stated that this was an entry and exit point to that area, so in addition to the ballpark, there were other businesses and other residential areas in there, so that it was an entry and exit point.

Mr. Mason stated that there would be event traffic, and that would slow things down. He stated that the problem with Madison was that they tended to overbuild all their infrastructure for those two or three or four hours, a small percentage of the time, and then when the overcapacity was being used, people would speed, because it was wide and it was open, and persons would go as fast as they could. He stated that during those peak times, they could make it two lanes, or four lanes, that it did not have to be a collector.

Mr. Ofenloch stated that he thought it was a collector no matter what they called it. He stated that there was a ball field there, and there would be special events and rock concerts, and the hotels, and everything else that was right there.

Mr. Moore stated that he thought the key thing was that if they

controlled the access points, they could really control the flow of traffic better, versus having access points every so often, people trying to get in and out. He stated that if they designed it right, it might function better, and speed might not be an issue.

Mr. Mason asked where people were going to walk, how they were going to get from the apartments to the ball field, if they wanted a walkable neighborhood in that area. He stated that they were building all those apartments there, and it would be expected that all the people living in those apartments would not have to get in their cars and drive over to the ballpark.

Mr. Ofenloch stated that this road was south of the apartments.

Mr. Ofenloch moved to recommend approval of Resolution No. 15-20, adopting and supporting the request of the City of Madison to modify Roadway Classification and the Functional Classification Map, as approved by ALDOT, into the Adopted Huntsville Area MPO Functional Classification Map.

Said motion was duly seconded by Mr. Whitley.

Acting Chairman Thorpe called for the vote on the above motion, and the following vote resulted:

AYES: McDonald, Ofenloch, Slyman, Whitley, Thorpe

NAYS: Mason

Acting Chairman Thorpe stated that the next item on the agenda was CAC Member Comments.

Acting Chairman Thorpe asked if there were any comments from any member of the Committee.

Mr. Ofenloch stated that at the last meeting, he had asked for some details, sketches, of the new I-565/Jordan Lane Interchange, whatever it was being called, the Western Bypass, and he had not seen anything on that. He

continued that when he had been notified of this meeting, he had responded, asking for some information about that I-565/Jordan Lane Interchange, and he still had not seen anything.

Acting Chairman Thorpe asked the MPO Staff if that was noted.

Ms. Colburn replied in the affirmative.

Mr. McDonald stated that he also had a question. He referred to County Line Road/Old Highway 20, and he stated that Old Highway 20 was being four-laned, as persons were aware, from County Line Road to Mooresville Road, and he asked if there was any plan for a red light there, noting that that was a very dangerous place. He stated that, also, it needed to be lit because one could not see where Old Highway 20 was. He stated that this was County Line Road and Old Highway 20, noting that Old Highway 20 went east and west, and it was going to go to the Toyota Plant, at Greenbrier.

Acting Chairman Thorpe stated that it was his understanding that there was a traffic light going there, and that while it would not connect over to Production Boulevard, that light would slow the traffic toward Production as well. He stated that there was a little offset there, if he was in the right spot.

Mr. McDonald stated that at Segars Road, right in there, that was dancing between Huntsville and Madison. He stated that Segars Road was a heavily populated road that ran into Old 20 also. He stated that that was highly populated there, and it was going to be the next dangerous place, or it was really already dangerous.

Mr. Slyman stated that he would think as they were making all those improvements for Toyota-Mazda, they would take all that into consideration. He stated that they were widening all that area down through there anyway.

Mr. McDonald stated that Segars Road was not that critical at this time,

but as far as County Line Road and Old 20, that at least they could put lights around that intersection so people could see.

Mr. Slyman stated that he had a question about the project of Old Monrovia. He asked why they were stopping short of Jeff Road rather than widening all the way to the intersection.

Ms. Lowe stated that she wanted to say there were intersection improvements planned for later on, and that was the reason why they were stopping short.

Mr. Slyman asked Ms. Lowe if she could check on that for them.

Ms. Lowe replied in the affirmative.

Acting Chairman Thorpe asked if there were any further comments from any of the CAC members.

There was no response.

Acting Chairman Thorpe stated that the next item on the agenda was Opportunity for Public Comment.

Acting Chairman Thorpe asked if there were any members of the public who would like to comment at this time.

There was no response.

Acting Chairman Thorpe stated that the meeting was adjourned.

Meeting adjourned at 6:30 p.m.