

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

MINUTES

Regular Meeting - June 15, 2020 - 5 p.m.

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

Committee Members Present:

Mr. Taron Thorpe	Acting Chairman - City of Huntsville
Mr. Trent Griffin	City of Huntsville
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, Jr.	City of Huntsville

MPO Staff Members Present:

Mr. Dennis Madsen
Ms. Shontrill Lowe
Mr. James Moore

ALSO PRESENT:

Mr. John Autry,
City of Huntsville, Public Transit Manager

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

Acting Chairman Thorpe stated that the members should have the agenda before them.

Acting Chairman Thorpe stated that if persons wished to speak, they should go to a microphone and state their name clearly so that it could be of record. He stated that they would have public comments at the end of the meeting.

Acting Chairman Thorpe stated that the first item on the agenda was Approval of the Minutes of the Web Meeting held on April 20, 2020.

Mr. Whitley moved for approval of the Minutes of the Web Meeting of the Citizens Advisory Committee held on April 20, 2020, 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. He stated that he would not call each one of them out individually but asked if there was anyone present who would like to report on their area of jurisdiction.

Acting Chairman Thorpe stated that hearing none, they would move on to the next item on the agenda, Discussion of the Regional Commuter Study.

Acting Chairman Thorpe recognized Mr. Dennis Madsen.

Mr. Madsen stated that he was with the Huntsville-Area MPO. He stated that he would first like to note their standard disclaimer.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen read as follows: "The Huntsville-Area MPO holds all public hearings in compliance with Titles VI and VIII of the Civil Rights Act. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status."

Mr. Madsen stated that the first item was the Regional Commuter Study. He stated that this was an information item, and it would not require Board action. He stated that Metro Analytics, out of Atlanta, was conducting the Study for them. He continued that they had a Draft due on August 24, 2020, followed by a public comment period. He stated that the Regional Commuter Study Final was due November 30, 2020. He stated that this would inform the

Congestion Management Plan. He stated that the CAC members who would recall the LRTP would remember that one chapter was left open pending the completion of this Study. He stated that they were currently working on the Data Analysis, and that to that end, he was going to do his best at pretending he was a Transportation Data Consultant.

Mr. Madsen stated that he would walk the CAC members through this presentation. He stated that the consultants themselves would be in town on the upcoming Wednesday, and they would present to the TCC and the MPO Board. He stated that if there was anything particularly detail-oriented about this presentation that he could not answer, which would be almost guaranteed, they could read such questions into the record, and have them answered by Wednesday in time for the MPO Board meeting. He stated that this should at least give the CAC kind of an overview of what the consultants had been working on.

Mr. Madsen stated that one of the big progress pieces since they had last met was the gathering of Redstone Arsenal information. He stated that he would give a little bit of an overview of StreetLight Data, the Project Schedule, and then he would be open for some questions and comments.

Mr. Madsen stated that the purpose of the Regional Commuter Study was to give them a more detailed look at commuting patterns, especially worker travel patterns, around the region. He stated that the MPO had access to data, but it was not the most refined data, and in many cases it missed federal workers, which obviously made up a big part of their travel model. He stated that having a consultant would provide them a little more detail on how they were mapping travel to work around the region.

Mr. Madsen stated that the consultant had started this with

Data Collection, and then there was Data Presentation, and then Analysis. He stated that the first two presentations, in earlier meetings, had focused on Collection and Presentation, and this one would focus on Data Analysis.

Mr. Madsen stated that Redstone Arsenal had been very helpful over the last few months. He stated that the consultant had made a presentation to the Arsenal staff in January, and they had shared a great deal of data regarding 14 internal sites, including number of employees who accessed those sites, by ZIP Code, traffic counts at each Arsenal gate, as well as visitor estimates. He stated that they had talked a little bit about doing a postcard survey or an on-line survey, but the folks on the Arsenal had felt that that was not needed at this time, so they had basically stuck with the data the Arsenal had provided to the consultant.

Mr. Madsen stated that they would go through this in a lot more detail when the Draft Report was presented in August.

Mr. Madsen stated that this began to show, as they could see on the display on some of the mapping, some of the preliminary ZIP Codes where a lot of folks would be coming from. He stated that some of these would probably need a little bit more refinement because bigger ZIP Codes tended to read darker, naturally, simply because they had more population, which would lead one to believe that there was an outsized commute from that point of origin, which would not necessarily be the case.

Mr. Madsen stated that what was displayed was an example of some of the data that the consultant was sampling from around the region. He stated that this was broken down not only to the Arsenal but to a lot of commuter zones within the MPO and around the MPO. He stated that there were a lot of analytic services and data services out there. He continued that this consultant

used StreetLight Data, and they created 50 analysis districts, a little finer grain within the MPO and a little broader bordering the MPO. He stated that although what he was indicating on the display was cut off, this looked at Daily Trip Activity, AM and PM Traffic Flows, and Truck Traffic, which he noted was a great addition, particularly when doing a Freight Study.

Mr. Madsen stated that some more data that showed up was some of the most populous zones coming into and out of the work area. He stated that the first one that was displayed looked a little misleading, mainly because there were some very large zones. He stated that Lauderdale County was a very large zone, so it looked as if it was providing more workers than it was. He stated that as this was refined, they would get to see a little bit more as to how those folks were actually moving around. He stated that this gave them an idea of all the different data that the consultant was looking at, both external and internal to the MPO.

Mr. Madsen stated that some of the mapping and the graphics the consultant did kind of provided weighted commute data, in a graphic format, to illustrate where a lot of the folks were coming from and headed to. He stated that, as would be no surprise, there were a lot of folks from Morgan County and from Decatur. He stated that that was where they saw a lot of the darker lines on the display. He stated that what was a little bit of a point of insight was that they would start to see a little less heavy commuter traffic to the east. He stated that he believed a lot of that had to do with the relatively low residential density to the east.

Mr. Madsen stated that these were the sorts of graphics that were used to help shape their Congestion Management Plan. He stated that they even broke this down internal to the MPO, noting that these would be when the graphics

really started illustrating what some of their challenges were. He stated that this showed that it was not just about getting folks on the Arsenal, that there were a lot of movements happening across the region, that people were commuting from east to west or from southwest to northeast. He stated that using graphics such as this would help them to prioritize some of their Congestion Management projects in the future.

Mr. Ofenloch inquired if this concerned the number of street lights.

Mr. Madsen stated that "StreetLight" was actually just the name of the consultant, noting that that could be a little misleading. He stated that he believed a lot of their data modeling came from this. He stated that the consultants could speak to that in a little bit more detail. He stated that there was a lot of personal data out there that showed how people were moving around the region, and they basically mapped that.

Mr. Madsen stated that they would actually start ranking trips into and out, where the destinations were, especially around trucks. He stated that the big zone within the MPO was the Jetplex, which was a huge generator of truck traffic in the region, noting that there was not any kind of surprise there.

Mr. Madsen stated that they would go into this in a little more detail at the August meeting, and they would also be able to take more detailed questions at the TCC and MPO Board meetings.

Mr. Madsen stated, concerning the Project Schedule, that at this time they were at the Data Presentation, and that the consultant would issue the Draft Report in August 2020, at the next MPO series of meetings. He continued that after that, there would be a 45-day Comment Period, and then in November 2020, they hoped to adopt the Final Report.

Mr. Madsen asked if there were any questions from the CAC members.

Mr. Whitley asked Mr. Madsen to go back one slide. He stated that he was going to ask him what the Study period was of this project, but it appeared that it was between November and February. He asked if that was correct.

Mr. Madsen stated that he did not know exactly when they took their data sets. He stated that that was a great question.

Mr. Whitley stated that he just wanted to make sure they had taken their data before they had started with COVID.

Mr. Madsen stated that he believed they had, because the early data mining they had done was before the Arsenal went on sequestration, or shutdown. He stated that he believed they had some flexibility of when they took that data. He continued that the consultants could address that in more detail. He stated that they had started the Study well before the pandemic shutdown had occurred.

Mr. Whitley stated to Mr. Madsen that he would like for him to confirm that.

Mr. Madsen stated that he would do so. He stated that that would absolutely skew the results.

Acting Chairman Thorpe stated that the next item on the agenda was the Adoption of the Draft FY 2021 Unified Planning Work Program, Resolution No. 15-20.

Acting Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that the members of the Citizens Advisory Committee who had been serving on this Committee for any length of time saw this annually. He stated that this was the Work Program for the MPO, that it basically laid out what staff would be doing over the course of the next Budget

year. He stated that it laid out all the tasks and all the special projects, typically broken into, roughly, four to six different work areas.

Mr. Madsen stated that the first one was the Administrative Task, which was basically overseeing invoicing, making sure that contract management was met, and handling public outreach. He stated that the second task was the Data Management Task, a little bit like what they had seen previously when they talked about the model in the LRTP. He stated that this was something that was not done just when the LRTP was done, that it was constantly maintained. He continued that part of that maintenance was a staff directive. He stated that they also did a lot of socioeconomic forecasts at the same time, to predict where growth areas might be. He stated that this was something that was done on a constant basis.

Mr. Madsen stated that Tasks III and IV was the Short and Long Range Planning, and in some cases updating the TIP, and, obviously, keeping UPWP up to date. He continued that it also had Air Quality Planning and Planning for Bike and Pedestrian Facilities. He stated that they were just getting ready to update their Bike Plan, and also looking at Transit Planning.

Mr. Madsen stated that the last one was Special Studies, which was not unlike the Commuter Study which they would be wrapping up later in the year, but also looking at Freight Planning and Congestion Management.

Mr. Madsen stated that the 2020-2021 Budget was a little different from the prior year, noting that that was basically because of the Special Studies that occurred every year. He stated that the prior year, they had \$726,266 of planning activities included in the UPWP, noting that some of the special planning funds included a Madison County Transportation Master Plan, as well as the Memorial Parkway Intersections Safety Study, which they had just

recently started. He stated that that would actually continue through the end of the current year and into the following year. He stated that the next year he believed one of the things that might jump out, as they looked through the UPWP, or some of the upcoming special projects, was TMA Certification. He stated that for those members who had not been through this before, the feds came in every four to five years and made sure that the MPO was conducting its business the way it was supposed to be, so they re-certified their program. He stated that preparing for that took a good bit of work, so they would be doing that at the end of the current year and early in the following year.

Mr. Madsen stated that there was also ADA Transition planning elements, noting that that was sort of a mandate from the feds. He stated that ALDOT and the MPOs were still kind of getting their heads around what exactly that meant and what an MPO-wide ADA Transition Plan looked like. He stated that they wanted to be prepared to work with the State and Federal agencies when that directive finally came down.

Mr. Madsen stated that the last thing, which he noted they were kind of excited about, was looking at Comprehensive Regional Transit, whether that would be rail, BRT, or whatever the mode would be. He stated that they had identified some potential consultants to assist them with that, that they wanted to do a Regional Transit Study, and they would like to start that later in the current year.

Mr. Madsen stated that that concluded the presentation for the UPWP.

Mr. Ofenloch asked, concerning the Bridge Street parking lot being built as a transit point out to the Airport, if that was in that Study.

Mr. Madsen stated that he believed what they would probably do would be to expand it even more. He stated that they would look at everything in the

MPO. He stated that it was really a very high-level Study, what were their initial corridors that made sense, what were modes that made sense. He stated that rail was one of those things that was frequently talked about, but he believed that many of them recognized that supporting rail with their level of density at this time would be rather difficult, so were there other modes that made sense, like bus rapid transit. He stated that he thought a big part of this Study would be looking at what were the viabilities, what, based upon their development patterns, would make sense for near-term transit development and longer term transit development.

Mr. Whitley asked Mr. Madsen if, for the sake of the audience, he could explain the reduction in funding from FY20 to FY21.

Mr. Madsen stated that all that was was a difference in those special planning tasks, that they had certain allocations dedicated to the two PL Fund projects in 2020, and they were slightly more than what had been dedicated for the special projects in 2021.

Mr. Whitley stated, concerning the Disadvantaged Business Enterprises, item 4.2, in the Plan, there was only \$250 allocated for that. He asked if that was just so they could make phone calls, social media, to kind of meet the 10 percent goal of contracting with DBEs.

Mr. Madsen stated that the only reason it was so small was because they did not do a whole lot of that contracting, noting that a lot of that was kind of built into their process anyway.

Mr. Whitley stated that, then, they were trying to reach them to let them know that the opportunity was available.

Mr. Madsen stated that was correct.

Mr. Ofenloch moved to recommend approval of Resolution No. 15-20,

adopting the Draft Unified Planning Work Program for Fiscal Year 2021.

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 Transportation Improvement Program (TIP), Resolution No. 16-20.

Acting Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 16-20 would move an existing project into the TIP. He stated that a lot of data was shown on the slide being displayed, but what they were focusing on, really, were the red highlighted numbers. He stated that this was the widening of Blake Bottom Road from Research Park Boulevard to County Road 19, also known as Jeff Road. He stated that this included all phases, and that what they were doing was moving this into the short-range TIP now that funding had been allocated. He stated that they could see in the highlights fiscal years, where 2027, 2028, 2030, and 2031 were now being moved to start PE later in the current year, in 2020, and to begin construction in 2023.

Mr. Madsen stated that on the slide being displayed at this time, for a little bit of context, there was the yellow line, and that the vertical line was 255, and then on the other side was Jeff Road, and there was Blake Bottom.

Mr. Slyman asked why this project was moved ahead of Capshaw and Old Monrovia.

Mr. Madsen stated that was at the State's discretion.

Mr. Slyman asked if they did not see Capshaw and Old Monrovia as a necessity.

Mr. Madsen stated that they did see Capshaw and Old Monrovia as a necessity. He stated that he was aware that that was a particular point of interest, and they were still having discussions around that. He stated that they advocated for that, as well. He stated that they were considering this one separately.

Mr. Slyman stated that that would take a lot of pressure off of Highway 72 as well.

Mr. Madsen stated that they agreed.

Mr. Ofenloch moved to recommend approval of Resolution No. 16-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP with the "Widening for Additional Lanes on CR-47 (Blake Bottom Road) from CR-19 (Jeff Road) to SR-255 (Research Park Boulevard)" project.

Said motion was duly seconded by Mr. Griffin.

Acting Chairman Thorpe asked if there was any discussion.

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

AYES: Griffin, Mason, McDonald, Ofenloch,
Whitley, Thorpe

NAYS: None

ABSTAIN: Slyman

Acting Chairman Thorpe stated that the next item on the agenda was an Amendment to the FY 2020-2023 Transportation Improvement Program (TIP),

Resolution No. 17-20.

Acting Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 17-20 addressed cost distribution for Greenbrier Parkway. He stated that persons could see the map display. He stated that the main change was shifting from local funding to the State carrying the entirety of the funding.

Mr. Whitley moved to recommend approval of Resolution No. 17-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP with "Greenbrier Parkway from east of Limestone Creek to Huntsville Browns Ferry Road, consisting of approximately 2700' of divided four-lane roadway, 8400' of five-lane roadway, and 1560' of divided four-lane bridge over Limestone Creek (CN Phase)."

Said motion was duly seconded by Mr. McDonald.

Acting Chairman Thorpe asked if there was any discussion.

Acting Chairman Thorpe recognized Mr. McDonald.

Mr. McDonald asked if it was correct that the State was going to take over the entire highlighted section as displayed.

Mr. Madsen stated that they were going to take over the funding.

Mr. McDonald inquired as to the funding for the widening of Browns Ferry from where the intersection was going to be over to 565.

Mr. Madsen stated that he did not know, but they could follow up on it.

Mr. McDonald asked if it was correct that the State was going to take care of widening Browns Ferry from west of 565 to 31.

Mr. Madsen stated that he believed so.

Mr. Ofenloch asked Mr. McDonald if he did not mean an extension of 65.

Mr. McDonald replied in the negative. He stated that Governor Ivey had said in the prior year that the State had added a project on their own, to widen Browns Ferry from 65 west to 31. He stated that that had been in all the papers and everything, that it was well advertised.

Mr. McDonald asked Mr. Madsen if it was correct that this section was just going to Browns Ferry and stopping.

Mr. Madsen stated that that was correct.

Mr. McDonald stated that it was not going west from there.

Mr. Madsen stated that it was really not changing it, that it was just changing who was responsible for the funding.

Mr. Slyman asked if this was a limited-access road.

Mr. Madsen stated that he believed it was a divided four-lane.

Mr. McDonald asked if when it crossed Mooresville Road, there was going to be a red light, a stop sign, an overpass, or what.

Mr. Madsen stated that he did not believe it would be an overpass, but he did not have the construction details in front of him. He stated that they could find that out and get that to them.

Mr. McDonald stated that that would be a busy intersection.

Mr. Madsen stated that it absolutely would be.

Acting Chairman Thorpe called for the vote on the motion to recommend approval of Resolution No. 17-20, 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 Transportation Improvement Program (TIP), Resolution No. 18-20.

Acting Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that this was a new project, that it was resurfacing, striping, and operational improvements on US 231, from the Tennessee River Bridge to just north of Veterans Drive. He stated that there was a related project later on on this agenda. He stated that this was doing, basically, operational improvements as they were doing access management to the subsequent project. He stated that they really wanted to continue these improvements all the way down to the river. He stated that this was a new project, to carry this design all the way to the county border.

Mr. Mason moved to recommend approval of Resolution No. 18-20, amending the National Highway System/Interstate Maintenance Section of the Adopted FY 2020-2023 TIP, adding project "Resurfacing, Traffic Striping and Operational Improvements on SR-53 (US-231) from the Tennessee River Bridge north to Veterans Drive."

Said motion was duly seconded by Mr. Ofenloch.

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 Transportation Improvement Program (TIP), Resolution No. 19-20.

Acting Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 19-20 was adding new projects to the TIP, for the purchase of five vans for Arc of Madison, adding to their

Capital Rolling Stock. He stated that the reason this was in two pieces was because they were using parts of two separate grants, consolidating them as one, and that as one expired, the next one would pick up the differential. He stated that the two together would help them purchase five minivans.

Mr. Mason asked if these were replacement vans.

Mr. Madsen stated that he did not believe there was anyone present from the Arc of Madison, but his understanding was that they were not replacement vans, that they were new vans.

Mr. Mason moved to recommend approval of Resolution No. 19-20, amending the Transit Section of the Adopted FY 2020-2023 TIP, adding project, "Section 5310 Transit Arc of Madison Capital Rolling Stock (5 minivans - Split in Another Award 2017-009) FY 2020 and Section 5310 Transit Arc of Madison Capital Rolling Stock (5 minivans - Split in Another Award AL16X007) FY 2020."

Said motion was duly seconded by Mr. Ofenloch.

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 Transportation Improvement Program (TIP), Resolution No. 20-20.

Acting Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 20-20 was very similar to the previous resolution, where they had one grant rolling into another one. He

stated that in this case, while it was for Transit, it was for Transit Management Systems that UAH did in concert with ALDOT. He stated that with the State Administration, as one grant was expiring, the next one was picking up the difference. He stated that this would supplement the agreement between the State of Alabama and UAH on continuing the Transportation Systems software.

Mr. Whitley moved to recommend approval of Resolution No. 20-20, amending the Transit Section of the Adopted 2020-2023 TIP, adding project "Section 5311 Transit University of Alabama Huntsville Transit Management Systems (State Admin)."

Mr. Mason stated that he had a question, and he asked if UAH had a transit system at this time.

Mr. Madsen stated that he did not believe this was concerning their own internal transit, that he believed it was about maintaining some software.

Ms. Lowe stated that this was maintaining the transportation modeling software. She stated that Dr. Anderson helped out with the transportation software that they used to help with their Long-Range Transportation Plan modeling.

Mr. Mason asked if this pertained to the local transit, the Huntsville transit.

Ms. Lowe stated that it was not "transit," that it was the transportation software itself.

Mr. Madsen stated that while it was Transit funding, it was transportation modeling software. He stated that maybe that was where the confusion was.

Acting Chairman Thorpe stated that there was a motion on the floor and asked if there was a second.

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 Transportation Improvement Program (TIP), Resolution No. 21-20.

Acting Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that he would offer his apologies to the Committee, noting that this was a late add, so if any of the members had an old agenda, this item might not be included. He stated that this did have to get in to support Transit's request for a grant. He stated that this was for the development of a downtown transit multimodal facility, as well as redesign and renovation of the existing operations facility.

Mr. Ofenloch asked if this was the design of the transportation facility they had at this time.

Mr. Madsen stated that it was of the existing one, and also to add a new one. He stated that John Autry of Huntsville Transit was present at the meeting, and he might be able to take more detailed questions.

Mr. John Autry appeared before the Committee, stating that he was the Public Transit Manager for the City of Huntsville.

Mr. Autry stated he believed the question was if this was an expansion or a replacement. He stated that they would be expanding the current facility, to increase the number of bus bays from 9 to 14. He stated that the project would

also expand the bus bays themselves, to accommodate 30-foot buses up to 45-foot buses. He continued that there would also be an on-site fuel station, as well as expanding all the passenger amenities, waiting rooms, restrooms, and accommodations for intercity bus service connections, TNCs, Uber, Lyft, and taxis.

Mr. Mason asked if this would be in the same location as the current bus operations or if they were thinking of moving to another location.

Mr. Autry stated that it would be an expansion, so they would keep the footprint where they currently were and expand to the other side of the overpass, on what used to be the Sherman Concrete Plant. He stated that adding this project to the TIP and the STIP would allow them to be considered for the grant award by FTA.

Mr. Mason asked if there was any discussion of any kind of a downtown transit facility at this point.

Mr. Autry stated that this would be downtown.

Mr. Mason stated that it was a little outside of the downtown corridor.

Mr. Ofenloch asked if the City of Huntsville owned the land where the concrete plant was. He stated that there was a new one there at this time, for that construction, but he guessed it was a portable plant.

Mr. Madsen stated that he believed the City ended up owing that at the end of the day.

Mr. Mason moved to recommend approval of Resolution No. 21-20, amending the Transit Section of the Adopted FY 2020-2023 TIP, to add "Section 5339(b) City of Huntsville, Public Transit Multimodal Transit Station and Renovation of Operating Facility."

Said motion was duly seconded by Mr. Ofenloch.

Acting Chairman Thorpe asked if there was any discussion.

Acting Chairman Thorpe called for the vote on Resolution No. 21-20, 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 Transportation Improvement Program (TIP), Resolution No. 22-20.

Acting Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that Resolution No. 22-20 would add a new project phase, noting that it was a Utility phase for the second phase of the project, noting that the first phase was currently ongoing. He stated that they had moved some of the Construction funds out of the first phase to create a Utility phase for the second phase of the project.

Mr. Whitley moved to recommend approval of Resolution No. 22-20, amending the National Highway System/Interstate Maintenance Section of the Adopted 2020-2023 TIP, adding "Additional Lanes on CR-11 (Martin Road) from Wall-Triana Highway to Old Jim Williams 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, and it was unanimously approved by the Citizens Advisory Committee members present.

Acting Chairman Thorpe stated that the next item on the agenda was the Adoption of the Huntsville Area MPO Functional Classification Map, Resolution No. 23-20.

Acting Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that this was a Functional Classification Map that the state and the feds required them to maintain. He stated that they had updated it most recently with a new Functional Classification for Town Madison Boulevard, he believed, coming in as a major collector, if he remembered correctly. He stated that once it was ALDOT approved, it had to be then passed by the MPO.

Mr. Mason stated that he was going to vote against this, and he would give the reason why. He read from a prepared statement as follows:

“This map is old, this map is tired, this map should be retired. The current functional classification schema has been around since the 1970s. In its current form, it only details speed, mobility, and access, or the raw throughput of traffic. While this map is meant to be a reflection of what is really on the ground, we know all too well that codification of reality makes planning and visioning more difficult.

"In recent years, transportation researchers and planners have looked for a better way to put the transportation network into the context of other concerns, such as land use and economic development. When taken in total, the right-of-way of the Huntsville-Area MPO constitutes the largest real estate holding of any group, jurisdiction, or institution in our area. Yet the only way we seem to be able to classify any of that land is in how it relates to motorized vehicles, not people.

"For example, does a major arterial link look and function the same if it is in a rural agricultural setting, as opposed to a rural town, a suburban or an urban environment? How would the design of a multimodal minor arterial

differ in a dense urban neighborhood rather than a sparsely populated suburban neighborhood? If we plan on a given street as being a good candidate for complete street designation, how will that be evident on a map such as this one? What about bicycle networks, and do they have a place in the current functional classification schema, pedestrians, buses?

"Shouldn't we make functional differences between highways that are meant to be traveled at speed to quickly get to a destination, as opposed to a function that makes a network segment a place for shops, entertainment, and economic activity? University Drive, Lee Highway, Highway 72 have the same classification, but I would argue that many sections differ in function, widely, and those competing functions create a witches' brew, and yet you would not know it by looking at this map.

"The biggest problem with this map is that it puts classification in the hands of traffic engineers, and traffic engineers by their very role are only going to see the traffic aspects. The current pandemic and COVID-19 have caused many cities and jurisdictions around the country and the globe to reconsider and re-imagine streets and the public right-of-way as a place to get out and exercise while being socially distant. While the pandemic may not last for years, certainly a healthy lifestyle with more choice to exercise mobility in many active forms hopefully will be a long-lasting change. Let us look to the totality of functions that can be utilized by this huge real estate holding. Let's involve citizens, planners, designers, as well as traffic engineers, in looking at the redesign of a new functional classification scheme that puts the context in a matrix and gives us more design options."

Mr. Mason stated he was going to provide his statement to be read into the record. He stated that he also had five different examples from around the

country of cities and jurisdictions that were looking at multimodal classifications for street hierarchies, and he would encourage ALDOT and the MPO to not throw out the current functional classification but to expand upon it and to look for context and to understand the context of these different links and what implications they had on design. He stated that, therefore, he was wanting to mostly make a statement about functional classifications.

The following are the sources that Mr. Mason set out in his documentation for considering a new functional classification scheme:

An Expanded Functional Classification System for Highways and Streets
<http://www.trb.org/Publications/Blurbs/176004.aspx>

Design Standards & Policy - Multimodal Street Classification Systems
<https://www.mdt.mt.gov/research/toolkit/m1/pptools/ds/mscs.shtml>

FDOT Context Classification
https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf?sfvrsn=12be90da_2

Raleigh, North Carolina, Street Design Manual
<https://lorimerroadraleighdotcom.files.wordpress.com/2017/02/city-of-raleigh-street-design-manual3.pdf>

APPENDIX C. Street Typology Additions to Functional Classifications
Anchorage Bowl 2025 Long-Range Transportation Plan
https://www.muni.org/Departments/OCPD/Planning/AMATS/2025LRTP/2025_2027AppendixC.pdf

Acting Chairman Thorpe thanked Mr. Mason for his statement.

Acting Chairman Thorpe asked if there was a motion.

Mr. McDonald moved to recommend approval of Resolution No. 23-20, adopting the Functional Classification Map of the Federal Aid System for the Huntsville-Area MPO.

Said motion was duly seconded by Mr. Ofenloch.

Acting Chairman Thorpe asked if there was any discussion.

Mr. Whitley stated to Mr. Madsen that he had also looked at this earlier

and had thought some of the same comments as made by Mr. Mason. He stated, regarding the square, that he could not figure the rhyme or reason as to how it was decided that that was to be the precise square because some of it took up Arsenal property and South Huntsville that were not necessarily usable roads to the general public. He asked if there was any way to get this modified so that it was truly functional.

Mr. Madsen stated that the only reason that rough square was in the middle was just to highlight kind of the core area, where there was more road density. He stated that to address both his comments and Mr. Mason's comments, this provided kind of an overlaying framework of general functional classification, but the municipalities themselves were allowed to do a little more design and to provide some level of refinement underneath that. He stated that the City of Huntsville, as an example, having adopted a Complete Streets Ordinance, was currently in the early phases of looking at doing its own Complete Streets Plan, which would do exactly as was suggested, add a little bit more context sensitivity to its underlying road network.

Mr. Madsen stated that this was something that spoke to ALDOT in ALDOT's language, but he would submit that it still allowed for some level of flexibility underneath it for municipalities to set their own agenda.

Mr. Mason stated that he appreciated that, and he understood that. He continued that he guessed his biggest problem was, particularly with what they had in Madison, where they might adopt something locally, and they would send it to ALDOT, to do something on Triana Highway, for example, and ALDOT would come back with, "Well, that is classified as this, and this is the design." He stated that he guessed what he was trying to say was he thought ALDOT should look a little bit more at its classification.

Mr. Madsen stated that he understood.

Acting Chairman Thorpe asked if there was any further discussion.

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

AYES: McDonald, Ofenloch, Whitley, Thorpe

NAYS: Mason, Slyman, Griffin

Acting Chairman Thorpe stated that the motion had passed.

Acting Chairman Thorpe stated that the next item on the agenda was Administrative Modifications. He stated that these would not require any action.

Acting Chairman Thorpe recognized Mr. Madsen.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that these were things that could be handled, typically, internally by staff, but they did like to report on them so that the Committee and the Board were apprised as to what edits were being made to projects.

Mr. Madsen stated that, for example, they had some text edits to the LRTP that came in after the editing deadline. He stated that most of these revolved around matching up designations of narrative to tables. He stated that in some cases, the City of Madison had offered comments, making sure that the Sullivan Street widening was properly shown as three lanes, not five, and, likewise, Eastview Drive widening being three lanes, not five. He stated that that had been shown in the narrative but not on the tables.

Mr. Madsen stated that Mr. Turochy from Auburn University, by way of ALDOT, had a few questions, including one part where they talked about the 2019 Air Quality Report being scheduled to be delivered in January 2020, and

that actually did not happen, and there was no timeline for that to be delivered. He stated that they had wanted to clarify that. He stated that most of the rest were basically text edits, and they wanted to make sure the Committee was aware of these.

Mr. Madsen stated that they did make an Administrative Modification on delaying work of continuing the Indian Creek Greenway project. He stated that he believed the developer was continuing to refine their design adjacent to the greenway. He stated that this did not change any state appropriation or federal appropriation, but it did change a little bit of the extent. He stated that, in green, they could see the original alignment, which ran from Indian Creek Greenway across Gates Mill, and then back down, carrying it past Providence Green, and there was an additional alignment that carried it up to the trailhead, Town Center Drive and Ross Street.

Mr. Madsen stated that the next Administrative Modification was some intersection improvements, including a roundabout at Jordan Road and Homer Nance Road.

Mr. Madsen stated that there was a change in the funding estimate and the target start date for some resurfacing on US 72, near Gurley, moving the target start date from February 28, 2020, to April 3, 2020, and with the new estimate going from \$17.2 million to \$17.95 million.

Mr. Madsen stated that there was a Funding Adjustment for the Access Management piece just to the north of one they had recommended for approval earlier on the agenda. He stated that this was adjusting down from \$11.6 million to \$9 million. He stated that this actually allowed them to do more of the piece, all the way down to the river.

Mr. Madsen stated that they had made minor adjustments to the

Rolling Stock, with the Capital estimate going from \$363,000 to \$315,000.

Mr. Madsen stated that, also, there was a Funding Adjustment for additional lanes on County Road 11, Martin Road, going from \$12.9 million to \$11.6 million. He stated that that change had actually allowed them to fund the Utility Phase that the Committee had adopted earlier on the agenda.

Mr. Ofenloch stated that that was a question he had. He stated that Resolution No. 22-20 adopted and supported a new project for Additional Lanes on Martin Road. He asked if they had just approved it and were already cutting it back.

Mr. Madsen replied in the negative. He stated that this was a movement from the Construction costs, that had taken those funds to put them in the Utility Phase. He stated that that was basically where those were coming from. He stated that they had to adopt a new Utility Phase, and that adopting that phase had to go through the approval process.

Mr. Madsen stated that another piece was adding \$190,000 to County Road 7, to a current budget of \$12 million.

Mr. Madsen stated that there was more on Zierdt Road, to the Madison city limits, upping the Preliminary Engineering Phase. He stated that this was to cover an overrun amount.

Mr. Madsen stated that also covering an overrun, on Right-of-Way acquisition, was the next one. He stated that this was a case where the Airport was going to donate land for this project, and as it turned out, because they had purchased that land with federal funds, they could not donate it, and the project ended up having to buy that land, so this was to cover an overrun for that change in the Right-of-Way agreement.

Mr. Ofenloch stated that Zierdt Road from downtown Madison to the

river was going to be a four-lane, with restricted access. He asked how many resolutions had been passed on that one street.

Mr. Madsen stated that he believed it was working toward setting a record.

Mr. Madsen stated that that completed the Administrative Modifications, so they could move into Agency Reports. He stated that this was flipped, that he believed there was Public Transit first on this one.

Mr. John Autry again appeared before the Committee, stating that he was the Public Transit Manager for the City of Huntsville. He stated that this report was just for information, with no action required by the Citizens Advisory Committee, the TCC, or the MPO Board. He stated that they just needed to make the MPO aware of this.

Mr. Autry stated that the City of Huntsville Department of Parking and Public Transit had developed a new Public Transit Agency Safety Plan, as required by FTA, the Federal Transit Administration, under 49 CFR, Part 673. He stated that the City of Huntsville provided the PTASP to the MPO, as required by FTA. He stated that the plan had been adopted by the City of Huntsville on the prior Thursday, June 11, 2020. He stated that it defined the processes for promoting safety, identifying, assessing, and mitigating risks, as well as measuring and monitoring Safety Data through regular reporting. He stated that the Plan also described strategies for employee communications and training.

Mr. Autry asked if there were any questions.

There was no response.

Mr. Madsen stated that the second Agency Report was the ALDOT Project Overview. He stated that this was typically presented by ALDOT, and

although he was not ALDOT, he would walk them through this because there was a lot of very good information included. He stated that this would be presented by ALDOT at the Wednesday MPO Board meeting, but for those persons who would not be able to attend that meeting, he thought it would be helpful to go through this at this time. He stated that all this did was to go through the active projects, providing an updated timeline and budget on them.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that the first one was Church Street, Phase 1, between Pratt Avenue and Monroe Street. He stated that this was under construction and about 60 percent complete, with a projected completion date of Winter 2020/2021.

Mr. Madsen stated that next was the Northern Bypass from Pulaski Pike to US Highway 231/431. He stated that the plans were 85 percent complete, and Right-of-Way acquisition was to be completed in the current year, with an anticipated completion date in FY 2023.

Mr. Madsen stated that next was Martin Road between Zierdt Road and Laracy Drive. He stated that this was two separate projects, built in phases. He stated that action had been taken on parts of this already, and that Phase 2 was scheduled for FY 2023.

Mr. Madsen stated that next was North Parkway at Mastin Lake Road, with a Project Cost of \$523,000, in the Preliminary Phase. He stated that plans were 90 percent complete, and the Right-of-Way acquisition was complete. He stated that the project cost overall, for construction, was \$42,600,000. He stated that this stretched from Mastin Lake north to Winchester, he believed.

Mr. Griffin asked if this was going to clear up the junction prior to getting to Mastin Lake, coming from south to north.

Mr. Madsen stated that he was not sure how far south the design extended, but the idea should be to eliminate a lot of those movements. He stated that this would create a new overpass at that point. He stated that at this time a lot of folks would come out of, say, that shopping center and make a mad dash across, for a U-turn. He stated that that would go away, that this would operate much like the overpasses that were seen on South Parkway. He stated that a big part of this was not just capacity, that it was safety. He stated that he believed they had recognized that for a while.

Mr. Madsen stated that next was the Access Management piece that they had talked about, continuing down to the river. He stated that this was 231, from Weatherly Road to Hobbs Road. He stated that the plans were 30 percent complete, and there would probably be a public involvement meeting later in the year. He continued that, hopefully, there would be a completion date in 2024.

Mr. Madsen stated that next was Cecil Ashburn Drive Improvements. He stated that, obviously, they had opened two lanes the prior year, and he believed they were on track to get this completed a little earlier this summer, but as dry as it was for the two-lane phase, it had been wet for the four-lane phase. He stated that he believed they were hoping in late summer to have the entire segment open, as designed.

Mr. Madsen stated that next was Winchester Road from Dominion to Naugher. He stated that this was 90 percent complete in terms of plans, and Right-of-Way acquisition had begun in 2017. He stated that, hopefully, this would be completed in 2024.

Mr. Madsen stated that next was State Road 255, also known as Research Park Boulevard, widening from US 72 to Old Madison Pike. He stated

that if persons had driven around in that area, they had obviously driven through that. He stated that that was very much active, looking toward a completion date of late 2021.

Mr. Madsen stated that next was 72 West, between Providence Main and County Line Road. He stated that the plans were 30 percent complete, and they were looking at multiple funding sources and project phases. He stated that there was an anticipated start date in FY 2024 and an anticipated completion date in FY 2027. He stated that this was ALDOT talking.

Mr. Madsen stated that next was Zierdt Road, between Madison Boulevard and Martin Road. He stated that there were four project phases, and work had started in 2018, and it was 35 percent complete, with an anticipated completion date in mid 2021.

Mr. Madsen stated that next was Winchester Road from Naugher to Riverton, which was under construction and about 65 percent complete, with an anticipated completion date of fall of 2020.

Mr. Madsen stated that next was an Interchange at Blake Bottom, which had been completed.

Mr. Madsen stated that next was Four Bridge Replacements on Old Highway 431, which were under construction and approximately 5 percent complete, with a target completion date of FY 2022.

Mr. Madsen stated that next was I-565 Interchange Improvements at Greenbrier, and that these were under construction and 85 percent complete, with an anticipated completion date of summer of 2020.

Mr. Madsen stated that next was I-565 Additional Lanes from I-65 to County Line Road. He stated that work had begun on this in the current week, and he stated that persons should be careful if they were driving west. He

stated that the anticipated completion date was fall of 2021.

Mr. Madsen stated that next was Jeff Road, Additional Lanes from south of Capshaw Road to north of Douglass Road. He stated that this was under design, with a projected start date of FY 2021.

Mr. Madsen stated that this was a Total Amount of Work in Design and Construction of approximately \$357,000,000.

Mr. Madsen stated to Acting Chairman Thorpe that with that presentation, he believed their part of the presentation was complete.

Acting Chairman Thorpe thanked Mr. Madsen for the update. He asked if it was correct that ALDOT would be presenting this on the following Wednesday.

Mr. Madsen stated that was correct, at the Board meeting.

Acting Chairman Thorpe inquired as to the time for that meeting.

Mr. Madsen stated that it would be at 4 p.m.

Acting Chairman Thorpe stated that at this time, he would open the floor for public comment. He stated that persons should state their name prior to speaking.

Ms. Constance Wilson appeared before the Citizens Advisory Committee, stating that she resided in Hidden Creek Subdivision, which would be impacted by the widening of Blake Bottom Road. She stated that she currently served as HOA President.

Ms. Wilson stated that, of course, there were a lot of questions about what was happening and when it was going to happen, so she had decided to just come to this meeting to see the presentation. She stated that she had learned that 2023 would be the start date, for the construction to begin. She asked, with that in mind, if there were other scheduled times for the different

phases. She asked when the environmental review would be completed.

(Mr. Madsen made a PowerPoint presentation.)

Mr. Madsen stated that what was displayed was the different phases, noting that there was PE, Preliminary Engineering, starting in the current year, with Right-of-Way acquisition in 2021, Utilities in 2022, and Construction in 2023.

Ms. Wilson asked if that was PowerPoint, and if that slide was available.

Mr. Madsen stated that they could absolutely make it available. He stated that he believed it was usually posted on the MPO website. He stated that they would make it available.

Ms. Wilson stated that that was her concern, just so they could take this to the residents. She stated that misinformation of different sorts was coming out, and she wanted to make sure she was telling them as much as she knew from them. She stated that there was a lot of concern about the design features. She stated that the frontage of several of the homes that fronted on Blake Bottom was going to be impacted, so she knew the residents were very concerned about that. She stated that, as a community, their gateway would be impacted, given the encroachment of the right-of-way into that. She stated that they wanted to know when they would have opportunities to talk about the design elements of that.

Ms. Wilson asked if there would be a continuous turning lane, or a de-acceleration lane, as persons got to that subdivision. She stated that these were the kinds of things they wanted to talk about, in terms of their having ease of access and safety of access to the subdivision. She stated that those were the critical things.

Ms. Wilson asked if it was in the schedule as to when the public review

would be.

Mr. Madsen stated to Ms. Wilson that they would reach out to her when that was scheduled.

Ms. Wilson stated that that would probably answer a lot of questions, and then they could set up further conversations with them as time moved on.

Ms. Wilson thanked the Committee for the opportunity to speak.

Ms. Shontrill Lowe stated that she was with the MPO staff, and she had a comment about the Blake Bottom project. She stated that the County had sent out letters to the residents, and she believed they stated that the environmental impacts were being evaluated. She stated that that was another piece of information that they could consider as well.

Ms. Paige Colburn appeared before the Committee, stating that she had a question for Mr. Madsen on CAC Item Nos. 3 and 4, and prior CAC conversations on the Regional Commuter Study. She stated that they had talked about Transit Park & Ride locations being part of the Commuter Study. She continued that Mr. Madsen had mentioned, in Item No. 4, the Regional Transit Study that would be coming up in FY 2021. She stated that there was not any mention of the Park & Ride locations in the presentation on Item 3, and she wondered if those were maybe being rolled into the Regional Transit Study in the UPWP.

Mr. Madsen stated that that was an excellent question that he did not know the answer to. He stated that when the presentation came to the Board on the following Wednesday, he would make sure that the presenter addressed whatever overlaps had to happen.

Ms. Colburn stated that that would be great. She stated that she believed it would be really cool to see those Regional Park & Ride Transit options that

could be finished as soon as November and the Commuter Study inform the 2021 Regional Transit Study that was taking place.

Mr. Robby Koester appeared before the Committee, stating that he was part of the Hidden Creek Subdivision as well. He stated that he was actually the Committee Chair for Hidden Creek, under Ms. Wilson. He stated that he just wanted to again mention the fact of their community being very impacted, and, like had been mentioned previously, to comment as to why Jeff Road was bumped, with Blake Bottom, inquiring where they were going to dump all that traffic to, and stating that that would be to Jeff Road.

Mr. Koester stated that their concern was safety reasons, going in and out of the subdivision. He stated that they were going from a two-lane to a five-lane, based on what the projections were, and that was very concerning, coming out of a subdivision with 170 homes, as to what kind of safety regulations were going to be put into play in that area, like Ms. Wilson had talked about.

Mr. Koester stated that the second thing was that a lot of the homeowners on Blake Bottom had received a letter, but not everyone had received that letter. He inquired as to what impact they would have in regard to receiving those letters and when they could be publicly heard, or how they could take that letter and contact the County, whether it be Mr. Vandiver or whoever needed to be talked to about that.

Ms. Lowe again appeared before the Committee, stating that one bit of information she had left out was that this was part of the 2019 BUILD Grant that the County had received.

Mr. Koester again stated that only some persons had gotten the letters, and he asked if anyone had any idea about that.

Mr. Madsen stated that that would be impossible to say, noting that he did not know how they did the distribution. He stated that they would have to ask the County Engineer.

Mr. Koester stated that they had also had three, and now there was a fourth, homes for sale right there. He stated that some of that might be in the mixed communication of one homeowner selling and another one not receiving anything. He stated that they needed to make sure that they were informed. He stated that as an HOA, they were asking them to do that, but that was not really their jurisdiction.

Mr. Mason asked if there was any way to increase their outreach, besides just sending letters, news feeds or anything like that.

Mr. Madsen stated that that would be up to the municipality. He stated that they could work with the Commissioner. He stated that he thought the Chairman was fairly active in that as well. He stated that he did not know exactly what the County did for the outreach pieces.

Mr. Koester asked if there would be the possibility of having someone come to, like, an HOA meeting.

Mr. Madsen stated that he would suggest contacting their Commissioner. He asked if Commissioner Vandiver was their commissioner.

Mr. Koester replied in the affirmative.

Mr. Madsen stated that he would suggest contacting him.

Mr. Koester stated that theirs was really the only community that was directly impacted by that entire stretch of construction, in taking over those lanes.

Acting Chairman Thorpe stated that if there were no further public comments, they would move to CAC Member Comments.

Mr. Griffin stated that he was not just representing the Committee, that he was also representing the community in which he lived. He stated that in March of 2018, an issue was first brought to ALDOT concerning some simple lines at the corner of Mastin Lake Road and Jordan Lane, to keep people safe. He stated that ALDOT said they were concerned with safety, and he saw that they were willing to spend \$357 million to improve road projects for safety, but here it was 2020, and those lines had still not been placed at the intersection, and he still saw people being run off the road.

Mr. Griffin stated that the note he had received at the time, in March, was "Thank you for contacting ALDOT to share your concern. As you are probably aware, this area was recently resurfaced. Due to temperature and weather requirements for the placement of permanent thermoplastic striping, placement of the final stripes and markings on the project was delayed during late fall and most of the winter. Thanks to warmer conditions of the last couple of weeks, the striping contractor has been able to apply a significant portion of the striping, but that work is being frequently interrupted by rain and cold snaps. It has been wet this week, but when the striping subcontractor remobilizes, they are going to place a dotted line through the intersection to delineate between the dual left-turn lanes coming from Mastin Lake Road to southbound Jordan Lane."

Mr. Griffin stated that this promise had been made in 2018. He stated that he did not know what the problem was, but they understood the problem in 2018. He stated that there had been a lot of warm years since 2018, and they still did not have those lines. He stated that he would like to understand why something that was so simple and mundane that could save lives would not get addressed when millions of dollars were being spent on all these construction

things. He stated that they were promised that those lines would be there, and they were still not there. He stated that he had brought this up in MPO meetings, that he had asked the City to address it, and that it got handed around like some hot potato, and, meanwhile, they still did not have those lines.

Mr. Ofenloch asked if that was the intersection of a city road, Mastin Lake, and a state highway.

Mr. Madsen stated that it was ALDOT's purview, and he could not speak to the delays on it.

Mr. Madsen asked Mr. Griffin to send that to him again, and they would see if they could take another shot at nudging, just to try.

Acting Chairman Thorpe asked if there were any further Committee comments.

There was no response.

Upon motion, duly seconded, the meeting was adjourned.

Meeting adjourned at 6:15 p.m. on June 15, 2020.