

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

MINUTES

Regular Meeting - February 13, 2023 - 5 p.m.

Huntsville, Alabama

Committee Members:

Mr. Taron Thorpe	Chairman
Mr. Trent Griffin	City of Huntsville
Mr. Russ McDonald	City of Huntsville
Mr. John Ofenloch	City of Huntsville

MPO Staff Members:

Mr. James Vandiver
Mr. James Moore

Also Present:

Mr. John Autry	Manager of Transportation, City of Huntsville
Ms. Jo Beth Gleason	Planning Department City of Huntsville

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

The Minutes of the meeting of the Citizens Advisory Committee on November 7, 2022, were approved as submitted.

Chairman Thorpe stated the next item on the agenda was Jurisdiction Reports. He asked if there was anything to be reported from Madison County, the city of Huntsville, the city of Madison, the town of Triana, or the town of Owens Cross Roads.

There was no response.

Chairman Thorpe stated the next item on the agenda was Resolution No. 01-23.

Chairman Thorpe recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 01-23 adopted and supported Statewide Safety Performance Measurement (PM1) Targets, as approved by ALDOT. He stated that PM1 set annual targets to measure the effectiveness of safety improvements along Alabama's roadways, that these were statewide targets, and the factors included Fatalities and Serious Injuries, both total and per 100 million vehicular miles traveled, and that this performance measurement included targets for both Motorists and Nonmotorists, and it was updated every year.

Mr. Ofenloch asked if there was any data from 2022.

Mr. Vandiver stated they did not have the 2022 data as of this time.

Mr. Vandiver stated this was a rolling average. He stated that since 2020 and 2021, and higher fatalities, the average had been going up, noting that this was a national trend and not just for Alabama.

Mr. McDonald asked if this was 1,000 per year.

Mr. Vandiver replied in the affirmative.

Mr. McDonald asked when Mr. Vandiver anticipated having the data from the prior year.

Mr. Vandiver stated he would have to check with ALDOT on that, noting that they usually had that later in the year.

Mr. Ofenloch asked if more people than that number got killed in the last year, the target would go up the next year. He continued that Mr. Vandiver had said it was a "rolling average," and he asked if it was correct that it was not

based on anything but actual data.

Mr. Vandiver stated this was a target, and it said that this target was adopted from a trend-line analysis of the 5-year moving average for fatalities, Alabama unemployment rate trends, and Alabama gross domestic products trends, so it was not just the number of fatalities on the roads, that it was also unemployment and GDP.

Mr. Ofenloch asked if it was correct that the big number had not changed from before.

Mr. Vandiver stated it had changed, that the 2022 target was 961.

Mr. Griffin recommended approval of Resolution No. 01-23, concurring with the recommendation of the Technical Coordinating Committee and adopting and supporting the Statewide Safety Performance Measurement (PM1) Measures and Targets, as approved by ALDOT.

Said motion was seconded by Mr. Ofenloch.

Chairman Thorpe asked if there was any further discussion.

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

Chairman Thorpe stated the next item on the agenda was Resolution No. 02-23.

Chairman Thorpe recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 02-23 adopted and supported the addition of Project #100076073 to the Transportation Alternatives section of the Transportation Improvement Program. He stated that the town of Gurley had been awarded TAP, Transportation Alternatives Program, funds from ALDOT for new sidewalks on five streets: Section Line Street, 4th Street,

Church Street, Gurley Pike, and Walker Street. He stated these were TAP funds, which could be used anywhere in the state, as opposed to MPO funds. He stated they might recall from the last meeting that there had been an MPO-funded project that was a TAP project. He stated that was from MPO funds, but these were ALDOT funds that could be used anywhere in the state. He continued that this was part of the Singing River Trail project, and this was how it was going to be routed through the town of Gurley.

Mr. Vandiver stated this was just the PE phase, and the total cost for this was \$86,121.55, and \$68,897.24 would be coming from the TAP grant, and the town of Gurley would match \$17,224.31. He stated the construction of this project would occur at a later date, which would be outside the scope of the current TIP, which was set to expire September 30th.

Mr. Ofenloch recommended approval of Resolution No. 02-23, amending the Transportation Alternatives section in the Adopted FY 2020-2023 TIP, to add FY 2023 Alabama Department of Transportation Transportation Alternatives (TA) grant project for the Town of Gurley.

Said motion was seconded by Mr. McDonald.

Chairman Thorpe asked if there was any discussion.

Mr. Griffin asked if the sidewalks were for pedestrian traffic or for bicycles.

Mr. Vandiver stated this was hard to discern on the displayed slide, and he indicated a section which he stated was on the western side of the town, and he stated that section was 5-foot sidewalks, for pedestrians only. He indicated another area, which he stated was Gurley Pike, and he indicated a city park, and he stated that would be a multi-use path, and it would allow bicycles. He stated the dash lines on the displayed map were for future expansion of the

sidewalk and greenway network the town wanted to do in the future, but that was not a part of this TAP grant.

Mr. Griffin asked if it was possible that the sidewalk would be for pedestrian and bicycle on the section that was up at the top, or if because it followed that path, it would only be potentially for pedestrian traffic.

Mr. Vandiver indicated a section on the map, and he stated that in that section, he would have to look at the width of the road, and he indicated another section, and he stated that in that section, they were proposing share roads, that they were proposing that bicycles stay on the roads in that section. He stated he was not fully aware of the town of Gurley, so he could not tell them about traffic counts and how traffic flowed in this area. He indicated on the display where he had stated the bicycles could be, and he stated the magenta-dashed lines were not currently sidewalks, that this was for the future, a future extension of the pedestrian network. He stated that, of course, that was all subject to change, that it was in the future and not a part of this TAP grant.

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

Chairman Thorpe stated the next item on the agenda was Resolution No. 03-23.

Chairman Thorpe recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Resolution No. 03-23 adopted and supported changes to the National Highway System/Interstate Maintenance section of the Transportation Improvement program on this project. He stated this was the Mastin Lake/Memorial Parkway interchange, that this was the construction

phase of this project, and the total cost was increasing from \$38,961,108 to \$47,965,282.86.

Mr. Vandiver stated this had not been adjusted in several years, and the approximately \$38 million estimate was made prior to the TIP being adopted in 2019. He stated the construction phase had been adjusted several times, and he stated they had just recently completed a massive utility relocation project in that area, so they had to revise the estimate. He stated this was something ALDOT did right before a project was to be let, before the bids were about to go out.

Mr. Vandiver stated this was proposed to be let in the spring, that April 7th was the current date for the bid letting of this project. He continued that it was usually about 90 days after that that construction would begin, so that hopefully around July they would see construction on this project.

Mr. Vandiver stated this was just a revised estimate on this project, and since it was more than \$5 million, it was before the MPO.

A question was asked about the construction start date.

Mr. Vandiver stated the bid letting was April 7th, and, typically, construction would begin within 90 days of that, so he would say that by July, they would start to see construction on this corridor, noting that this was from the end of the main line, the Parkway/Sparkman Drive to Winchester Road. He stated this was improvements all along this corridor, that it was not just the overpass. He stated that as far as the construction finishing, that, of course, that would depend on materials, labor, et cetera, that was all up in the air at this time. He stated that the South Parkway project had taken about 18 months to complete, and that was pretty quick, but, of course, it was a whole new world at this time. He continued that he could see it being done in about two years,

that he thought that was a good estimate.

Mr. Ofenloch recommended approval of Resolution No. 03-23, amending the National Highway System/Interstate Maintenance section of the Adopted 2020-2023 TIP, with the total cost change on Project #100004926, "ADDITIONAL LANES ON SR-1 (MEMORIAL PARKWAY) FROM 0.31 MI S OF CR-75 (MASTIN LAKE RD) TO CR-65 (WINCHESTER RD) INCLUDING AN OVERPASS AT CR-75 AND ACCESS IMPROVEMENTS TO CR-65."

Said motion was seconded by Mr. Griffin.

Chairman Thorpe asked if there was any further discussion.

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

Chairman Thorpe stated the next item on the agenda was Resolution No. 04-23, noting that this was a new item on the agenda, that it had not been on the draft agenda.

Chairman Thorpe recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated this was a late addition to the agenda, thanks to ALDOT, noting that they wanted to add this project to the Other Surface Transportation Program Projects section of the TIP. He stated this was a TSMO, or Transportation Systems Management & Operations Project, on Interstate 65, between Priceville and Athens. He stated this would create the infrastructure to install cameras and message boards along this section of the freeway. He stated the reason this was coming before the MPO was that the affected section of 65 also included portions of the MPO, that the MPO's western boundary was along Interstate 65 between 565 and the Huntsville Browns Ferry Road.

Mr. Vandiver stated this was just the PE phase of this project, and this was \$500,000. He continued that this was just State funds, that no local funds were involved in this project. He stated that "STPAA" meant surface transportation projects in the area, that anywhere in the state could use these funds. He stated this was similar to a project they were doing on 565, installing cameras and message boards, and this project would probably happen sometime in 2024.

Mr. Ofenloch asked if the pink was the Huntsville city limits that crossed 65 at some point.

Mr. Vandiver stated that was correct, noting that was the newly annexed land.

Mr. Griffin asked if these were just observation cameras or if they were speed cameras.

Mr. Vandiver stated they were not speed cameras, that they were observation cameras.

Chairman Thorpe stated that these cameras were very nice, just to check traffic movement.

Mr. Griffin recommended approval of Resolution No. 04-23, amending the Other Surface Transportation Program Projects section of the Adopted FY 2020-2023 TIP to add Project #100075426 - PE phase of Advanced Corridor Management TSMO on I-65 from SR-67 (MP 334.000) to SR-3 (US-31) (MP 354.000).

Said motion was seconded by Mr. Ofenloch.

Chairman Thorpe asked if there was any discussion.

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

Chairman Thorpe stated the next item on the agenda was Nonaction Items, noting that these were Administrative Modifications.

Chairman Thorpe recognized Mr. Vandiver.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated that Administrative Modification A was a cost increase to a level of effort project, resurfacing on Alabama 53 in Huntsville, from the beginning of the right turn lane for Blake Bottom Road to one-half mile north of Research Park Boulevard, that the old cost estimate for this project was \$2.2 million, and the new cost estimate was \$2,404,429.09, and there were no local or MPO funds being used for this project.

Mr. Vandiver stated that Administrative Modification B was a cost increase to a project in the city of Madison, that it was a 2-foot safety widening and resurfacing on Balch Road from one-half mile south of Browns Ferry Road to north of Gooch Lane, that the old cost estimate was \$2,049,330, and the new cost estimate was \$2,325,432.39, and the funding for this project was split between the MPO, State, and Federal funds, and that the MPO would add another \$65,000 to the project. He stated that currently ALDOT and the City of Madison were working to modify the scope of this project, and this might create more changes in the cost. He stated this would be announced at a future meeting.

Mr. Vandiver stated that Administrative Modification C was a new level of effort safety project in Madison County, that it was the installation of guardrail and guardrail end anchors at two bridges on Elkwood Section Road, which he noted was the top picture on the displayed slide. He noted that there was another bridge behind that one. He continued that that was over the Brier Fork Flint River. He stated that Site 2 was a bridge on Pulaski Pike over

Beaver Dam Creek.

Mr. Vandiver stated the total cost of this project, for all three bridges getting guardrails, was \$400,142.60, and the bid date was August of 2023.

Mr. Vandiver stated that Administrative Modification D was a cost increase to another level of effort project, that it was resurfacing on US-231/431, from Cedarama Drive, NW, to Grimwood Road/Walker Lane, noting that this was in the area of Meridianville. He stated the old estimate was \$5,732,743, and the new estimate was \$6,446,795.17, and it would be coming up for bid in the current year.

Mr. Vandiver stated Administrative Modification E was another new level of effort safety project in Madison County, Safety Improvements, with Rumble Strips, Striping, Pavement Markers, Signs, and Guardrail, along Countess Road, that the total cost of this project was \$131,657, and the bid date was August 2023.

Mr. Vandiver stated that Administrative Modification F was a cost increase to a railroad crossing project on Martin Road and James Record Road, out by the Huntsville International Airport, that the old cost estimate was \$300,000, and the new cost estimate was \$600,000, and there were no local or MPO funds being put on this project.

Mr. Ofenloch asked how this was being paid for.

Mr. Vandiver stated it was a federal grant, a rail safety grant.

Mr. Griffin asked if Mr. Vandiver knew what they were doing to improve that area.

Mr. Vandiver stated there would be a road widening project. He stated the City of Huntsville called this "Martin Road Phase 2," and it would go all the way to Laracy Drive, and it would improve this railroad crossing. He stated

this was part of the improvements of the rail safety grant, to improve the crossing once the road was widened.

Mr. Vandiver stated that Administrative Modification G was another railroad crossing project, a rail safety project, that it was on Pratt Avenue in the city of Huntsville, and it included two gates, LED's, pavement markings, and delineators, that the old cost estimate was \$50,000, and the new cost estimate was \$700,000, and there were no local or MPO funds being used on this project.

Mr. Vandiver stated he had asked ALDOT about this, and this increase was because of new requirements from Norfolk Southern Railroad, that they had asked for new things to be added to this project, resulting in this increase in cost.

Chairman Thorpe stated the next item on the agenda was Agency Reports.

Mr. Vandiver stated he would make this presentation.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver stated the first project was Church Street Phase 1, between Pratt Avenue and Monroe Street, and he stated this was substantially complete, that they were just working on some punch list items, and the project cost was \$15,627,660.

Mr. Vandiver stated that next was the Northern Bypass, from Pulaski Pike to US Highway 231/431, that the plans were 95 percent complete, the right-of-way acquisition was almost completed, and the utility relocation design work was under way. He stated the Utility phase would be built with the construction on this project, that the estimated cost was \$47 million, and the anticipated start date would be later in the current year.

Mr. Vandiver stated that next was Martin Road between Zierdt Road and Laracy Drive. He stated they had just talked about this, and he indicated on the display the location of the railroad crossing.

Mr. Vandiver stated that Phase 1 of the Martin Road project was pretty much complete, from Zierdt Road to Old Jim Williams Road, and Phase 2 was expected to start in the current year, from Old Jim Williams Road to Laracy Drive, near the Airport, and the cost of both phases was \$25 million.

Mr. Vandiver stated the next project was North Parkway at Mastin Lake Road, and he stated they had talked about this earlier as well. He stated the plans were 100 percent complete, and the right-of-way acquisition and structure removal were also complete, and the utility relocation was under way. He stated the expected start date was the current year, as they had discussed earlier, and the estimated cost was \$48 million, for construction.

Mr. Vandiver stated that next was Access Management on US 231, Memorial Parkway South, between Weatherly Road and Hobbs Road. He stated the plans were 65 percent complete, that they had had a Virtual Public Involvement Process more than a year ago, and the estimated cost was \$15 million, with an expected start date in the following year.

Mr. Ofenloch asked what "access management" was.

Mr. Vandiver stated they were going to be eliminating some of the medians, the cross-overs, and requiring persons to make U-turns, just to improve safety, and they might also be adding one or two traffic lights, depending on how it would be completed, but the main part would be eliminating some of the medians.

Mr. Vandiver stated the next project was Winchester Road from Dominion Circle to Naugher Road, and he stated the plans were 90 percent

complete. that the right-of-way acquisition was ongoing, and the utility relocation design work was to begin soon. He continued that the estimated cost was \$15.5 million, and the anticipated start date was the following year, for this phase of Winchester Road.

Mr. Griffin asked if this was just a widening effort.

Mr. Vandiver replied in the affirmative, stating this was the last section of Winchester Road the City of Huntsville was responsible for.

Mr. Vandiver stated the next project was improvements to Balch Road from south of Browns Ferry Road to north of Gooch Road, and this was another project they had discussed earlier. He stated the plans were 90 percent complete, that the estimated cost was \$2,325,000, and the anticipated start date was FY 2023. He stated that as he had mentioned, the City of Madison and ALDOT were working on some modifications to this project, based on the cost.

Mr. Vandiver stated the next project was Research Park Boulevard widening from US 72 to Old Madison Pike, and that it was also substantially complete, with a project cost of \$23,415,000.

Mr. Vandiver stated the next project was US 72 West between Providence Main and County Line Road, that the plans were 30 percent complete, and they had held a Public Involvement Meeting approximately a year prior. He continued that this project would be broken into multiple phases, that the first phase would be between Providence Main and Nance Road, and it was supposed to start in the current year, that the plans were 90 percent complete on this phase, and the estimated cost for the total project was approximately \$85 million.

Mr. Vandiver stated the next project was Four Bridge Replacements on

Old Highway 431, over the Flint River, in Hampton Cove, that this was under construction and was 99 percent complete, and the project cost was \$13.5 million.

Mr. Vandiver stated the next project was I-565 Additional Lanes from County Line Road to Wall-Triana Highway, that a 30 percent Plan Review had been held the prior year, and the projected start date was the current year, at an estimated cost of \$46.8 million.

Mr. Vandiver stated the next project was Jeff Road Additional Lanes from south of Capshaw Road to north of Douglass Road, that the plans were 70 percent complete, that the Virtual Public Involvement had been held approximately two years prior, and the right-of-way acquisition was anticipated to begin in the current year, with a projected start date for construction in FY 2025, at an estimated cost of \$13.5 million.

Mr. Ofenloch stated that, then, they had not taken the Citizens Advisory Committee's recommendation. He stated they had recommended that Capshaw Road be completed before they tore up University, but it looked like University would still be torn up when they started tearing up Capshaw.

Mr. Vandiver stated he did not have anything on Capshaw in this presentation, that this was Jeff Road.

Mr. Ofenloch stated they had sent a letter to the MPO to do Capshaw first and let the traffic use it as a detour.

Mr. Vandiver stated the next project was Intersection Improvements on Wall-Triana Highway at Graphics Drive. He stated this had just begun, that it was approximately 5 percent complete, and the estimated cost was \$1,879,600.

Mr. Vandiver stated the next project was Widening Blake Bottom Road from Jeff Road to SR 255, that the plans were complete, the right-of-way

acquisition was under way, and it should start in the current year, at an estimated cost of \$8,784,500.

Mr. Vandiver stated that next was Intersection Improvements on SR 53 at Harvest, McKee, and Old Railroad Bed roads. He stated the plans were 90 percent complete, that the projected start date was the current year, and the estimated cost was \$5 million.

Mr. Vandiver stated the next project was the Arsenal East Connector, and he stated the Preliminary Engineering was under way, that they had a public involvement meeting in September of the prior year, and the projected start date was FY 2024, at an estimated cost of \$30 million.

Mr. Ofenloch inquired as to the vertical line on the extreme right on the displayed slide.

Mr. Vandiver stated it was Patton Road. He stated there were several alignments for this, and one of the alignments would come off of Bob Wallace Avenue, near the Botanical Garden, between the Botanical Garden and the Kiwanis Metro Sportsplex, and parallel Patton Road, and end up along Vincent Road, and there would be a new gate where he was indicating on the display.

Mr. McDonald stated that, then, the new road would not be on the Arsenal.

Mr. Vandiver stated it would hug the boundary of the Arsenal, so they could get to that gate.

Mr. Vandiver stated the total amount of work in design and construction was \$396,331,760,

Chairman Thorpe stated the next item on the agenda was Nominations/Elections, and he stated they should elect a Chair and a Vice Chair.

Chairman Thorpe stated the floor was open for nominations for the office of Chair.

Mr. Griffin nominated Russ McDonald.

Chairman Thorpe asked if there were any further nominations.

Chairman Thorpe stated that hearing none, nominations were closed.

Chairman Thorpe called for the vote on Russ McDonald as Chair of the Citizens Advisory Committee, and he was unanimously elected Chair by the Citizens Advisory Committee members present.

Chairman Thorpe stated the floor was open for nominations for Vice Chair of the Citizens Advisory Committee.

Mr. McDonald nominated Trent Griffin for Vice Chair of the Citizens Advisory Committee.

Chairman Thorpe asked if there were any further nominations.

Chairman Thorpe stated that hearing none, nominations were closed.

Chairman Thorpe called for the vote on Trent Griffin as Vice Chair of the Citizens Advisory Committee, and he was unanimously elected Vice Chair by the Citizens Advisory Committee members present.

Chairman Thorpe stated the next item on the agenda was Opportunity for Public Comment, and he asked if there was anyone who wished to address the Committee.

There was no response.

Chairman Thorpe stated the next item was CAC Member Comments.

There was no response.

Upon motion and second, the meeting was adjourned.

(Meeting adjourned at 5:30 p.m. on February 13, 2023.)