

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

MINUTES

Regular Meeting - August 25, 2025 - 5 p.m.

**City Hall
Huntsville, Alabama**

Committee Members:

Mr. Gary Whitley
Mr. John Ofenloch
Mr. Todd Slyman

Acting Chairman, City of Huntsville
City of Huntsville
City of Huntsville

MPO Staff Members:

Mr. James Vandiver
Mr. Kevin Bernard
Mr. James Moore

Also Present:

Ms. Jo Beth Gleason

Planning Department,
City of Huntsville

Acting Chairman Whitley called the meeting to order at the time and place noted above.

APPROVAL OF MINUTES.

The minutes of the Citizens Advisory Committee meeting on May 19, 2025, were approved as submitted.

JURISDICTION REPORTS.

There were no jurisdiction reports.

ACTION ITEMS:

FINAL FY 2026 UNIFIED PLANNING WORK PROGRAM (UPWP).

Acting Chairman Whitley recognized Mr. Bernard.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 2025-08 adopted the Final Fiscal Year 2026 Unified Planning Work Program, known as the UPWP. He said this was their Administrative Budget and Tasks Operations for the 2026 Fiscal Year, and he said the Total Budgeted Funding was \$1,389,423.

Mr. Bernard said on the displayed slide, there was a comparison of the 2025 and 2026 budgets, that there were several tasks that were highlighted in yellow, and these highlighted items showed a difference from year to year, that there would be reduced amounts, or zero amounts, in 2025, and budgeted increases for 2026. He continued that this was due to changes in their Tasks. He said that, conversely, in pink on the display were sizeable sums of budgeted funds in 2025 and reduced numbers in 2026. He said this was due to the fact they had completed some of those tasks, or were almost finished with the tasks, and they were no longer prioritized, as were those highlighted in yellow.

Mr. Bernard said some of the areas of increased funding included some more in-depth ADA Planning, new Corridor Studies, and Intercity Passenger Rail.

Mr. Bernard said they had completed the Long-Range Transportation Plan the prior year, noting that it was due every five years, and he said their Bike/Ped Plan was almost complete, so there would be a decrease in funding.

Motion recommending approval of Resolution No. 2025-08, adopting the Final FY 2026 Unified Planning Work Program (UPWP).

Motion by Ofenloch/Second by Slyman.

Mr. Ofenloch said item 4.1 under Administrative Tasks was being raised from \$9,000 to \$95,000, and he asked what was increasing the cost of

public participation.

Mr. Bernard said as part of their TMA certification, when they were recertified, one of the things FHWA had noted was that they needed to update their Public Participation Plan, so this increase in funds was for that, in terms of hiring the necessary assistance they needed to make sure this Plan met the standards of the FHWA.

Acting Chairman Whitley said it sounded bad to say they were reducing funding in Congestion Management.

Mr. Bernard said on most of their tasks, they had task-specific objectives, and from year to year, because of the budget constraints, they had to prioritize their projects. He said with Congestion Management, even though it was an ongoing process, they had embarked on several tasks that had gotten them to where they could reprioritize other projects.

Mr. Vandiver said the Congestion Management process was part of their Long-Range Transportation Plan, that it was a requirement of that, so once they finished the Long-Range Transportation Plan, back in March, they were working on another Congestion Management Plan.

Unanimously Approved by the Citizens Advisory Committee members present.

FY 2024-2027 TIP AMENDMENT.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 2025-09 adopted and supported the addition of Project #100079372 and Project #100079373 to the Surface Transportation Attributable Projects section of the 2024-2027 TIP. He said this project was located at Interstate-565 and Resolute Way Interchange, and this was Phase 1. He said this was a project to connect I-565 to Resolute Way,

which he noted was highlighted on the displayed slide, and which would give access to the Redstone Gateway. He said this was in lieu of a complete interchange at that location, and he said this was Exit 13.

Mr. Bernard said for Phase 1, the PE was \$1.5 million, and the Construction was estimated to be \$10 million. He said the City of Huntsville had embarked on a grant for this project, to fully fund the project, and the results of the grant were still pending.

Motion recommending approval of Resolution No. 2025-09, amending the Surface Transportation Attributable Projects Section of the FY 2024-2027 TIP, to add Projects #100079372 (PE) and #100079373 (CN), for "INTERCHANGE MODIFICATION ON I-565 AT EXIT 13 (MADISON BLVD./RESOLUTE WAY) PHASE 1."

Motion by Slyman/Second by Ofenloch.

Mr. Ofenloch asked what the schedule was from 565 to the oval, what the timeline was for connecting to 565, what year they were talking about.

Mr. Bernard said the next resolution was connected to this one, and he asked that they hold that question until they discussed that resolution.

Mr. Ofenloch asked if the oval was Arsenal property.

Mr. Bernard replied in the affirmative.

Mr. Slyman said that, then, there would be no need for right-of-way acquisition.

Acting Chairman Whitley asked if Mr. Bernard had said this was going to connect to Resolute Way.

Mr. Bernard said it would be connected to Resolute Way that ended where he was indicating on the slide, and the ultimate goal was to connect it to I-565, that in the first phase to bring it close enough so that in the second

phase, they could connect it and create a new interchange.

Mr. Bernard said the first phase would not alleviate the issue, that the second phase would help with that. He said at this time, they had only exiting, and going in one direction, if one went onto 255. He said the second phase proposed to create a full exit, on-and-off ramps, that would facilitate the transition of traffic.

Mr. Ofenloch said he thought the theory was that this would take a lot of the eastbound traffic from Decatur, and wherever, and get them through there rather than getting out to the Rideout Road gate, but to put that much traffic through that oval, with the building complex there, it was going to be a disaster if they wanted to exit there to get to Gate 9, because they would have to wind through all that before they could get there. He said that hopefully, someone had thought about that.

Mr. Slyman said he thought the question was if by doing this, they would be taking away the access all the way to Research Park.

Mr. Bernard said that was a good question, but it was above his pay grade. He said that, of course, there were no preliminary designs, that this was just for the comment period, the initial comment period, and to make them aware of what was coming.

Acting Chairman Whitley asked where the grant would be coming from.

Mr. Vandiver said it was a Department of Defense grant. He said the City of Huntsville had already applied for it, and they were just waiting to get a decision on it.

Unanimously Approved by the Citizens Advisory Committee members present.

FY 2024-2027 TIP AMENDMENT.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 2025-10 adopted and supported the addition of projects #100079375 #100079376, #100079377, and #100079378 to the Surface Transportation Attributable Projects Section of the FY 2024-2027 TIP. He said this was Phase 2, which would be the connection of Phase 1. He said that listed on the displayed slide were the projects and the different scopes, and the estimated costs and start dates.

Motion recommending approval of Resolution No. 2025-10, amending the Surface Transportation Attributable Projects Section of the FY 2024-2027 TIP, to add Projects #100079375 (PE), #100079376 (RW), #100079377 (UT), and #100079378 (CN) for "INTERCHANGE MODIFICATION ON I-565 AT EXIT 13 (MADISON BLVD./RESOLUTE WAY) PHASE 2."

Motion by Ofenloch/Second by Slyman.

Acting Chairman Whitley said the dotted oval on the display made absolutely no sense. He said if the Department of Defense was going to pay for this, he hoped there were some good design studies, because as of this moment, from what he had seen, he could not make it work in his brain.

Mr. Bernard said at this stage of the MPO presentation, they never presented design. He said the PE phase of this, which he noted was estimated at \$1.5 million, was to initiate the design. He said this was all being done by the State of Alabama, ALDOT, and the MPO was just accommodating this, all procedures.

Acting Chairman Whitley said sometimes all they needed was the concept of a design.

Mr. Vandiver said, as Mr. Bernard had stated, this was to approve the funding, not the design.

Acting Chairman Whitley asked if the funding was warranted, if \$54 million was worth it for two times a day.

Mr. Vandiver said their largest employer thought so.

Acting Chairman Whitley said they wanted them to pay 20 percent of it.

Ms. Gleason said as part of the PE, there would be a traffic study, and folks could see what would be the incoming and outgoing trips and how it would change and improve traffic, and then folks might understand the flow and how it would work.

Mr. Bernard said he thought with a project of this scope and magnitude, the Department of Transportation would embark on providing future public comment and feedback.

Unanimously Approved by the Citizens Advisory Committee members present.

FY 2024-2027 TIP AMENDMENT.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 2025-11 adopted and supported the deletion of Projects #100051834 and #100051835 of the Surface Transportation Attributable Projects Section of the 2024-2027 TIP. He said this referred to the Church Street Bridge over Big Spring Park, and he said the previous estimates for utilities and construction, of \$6,289,991.67, had been redistributed to other multi-jurisdictional priority projects, mainly because the City had embarked on the Church Street Corridor development which no longer included a bridge over Big Spring Park.

Motion recommending approval of Resolution No. 2025-11,

amending the Surface Transportation Attributable Projects Section of the FY 2024-2027 TIP, to delete Projects #100051834 (UT), and #100051835 (CN), for "CHURCH STREET BRIDGE OVER BIG SPRING PARK."

Motion for Approval by Ofenloch/Second by Slyman.

Mr. Ofenloch said this was the most stupid funding project they had had, for six or eight years now, and they had even bought right-of-way along Church Street to facilitate it. He said if they looked at the elevation, et cetera, it was absurd to begin with.

Unanimously Approved by the Citizens Advisory Committee members present.

FY 2024-2027 TIP AMENDMENT.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said **Resolution No. 2025-12** adopted and supported the addition of Project #100080848 to the Carbon Reduction Attributable Projects section of the 2024-2027 TIP. He said this specifically dealt with Advanced Corridor Management for transportation safety, systems management operations, that it allowed for the installation of six message signboards, electronic signs, digital signs, that would display travel information relevant to that particular corridor, or road. He said the information would range from accidents, travel times, and possible weather conditions as well.

Motion recommending approval of Resolution No. 2025-12, amending the Carbon Reduction Attributable Projects Section of the FY 2024-2027 TIP, to amend Project #100077102 (CN), and add Project #100080848 (PE), for "ADVANCED CORRIDOR

MANAGEMENT TSMO ON SR-2 (us-72), SR-1 (US-431), AND SR-53 (US-231) IN MADISON COUNTY."

Motion by Ofenloch/Second by Slyman.

Mr. Ofenloch asked if the center one on the displayed slide was at the hospital, on Governors.

Mr. Vandiver replied in the affirmative. He said he would run through the locations, starting from north to south. He said the one Mr. Bernard was indicating was near Alabama A&M, Memorial Parkway and A&M, going southbound, into the city. He said the second one was just west of Moores Mill Road, going up Chapman Mountain, facing westbound, toward the city again. He said the third one was on Governors Drive, in the Medical District, and it would be facing eastbound, toward the mountain, as one would be going up the mountain. He said the fourth one was between Drake and Bob Wallace, on Memorial Parkway, in front of the Parkway Place Mall, heading northbound, so as one would be going into malfunction junction. He said the fifth one was between Golf and Airport on Memorial Parkway, facing northbound, so two northbound signs going that way. He said the last one was south of Sutton Road, on US 431, going northbound, toward Monte Sano Mountain. He said the purpose of that one was to allow people to take Cecil Ashburn around it.

Mr. Vandiver said this project was specifically for design of the signs. He said the construction had already been approved by the MPO, that it was approved back in 2023. He said they had made an adjustment to the funding, based on what ALDOT had come up with later in the modifications section.

Mr. Slyman asked how much these six signs would cost.

Mr. Vandiver said it would depend. He said the really nice signs, like the ones they had on 565 that were just installed, were half-a-million dollars

apiece. He said these were much less expensive, with the exception of the one on Chapman Mountain, which would be in full color, like the ones they would see on 565. He said the other ones would be monochrome, that they would not have all the colors.

Mr. Vandiver said they would get into the cost, that Mr. Bernard would talk about the total cost later.

Unanimously Approved by the Citizens Advisory Committee members present.

NON-ACTION ITEMS.

FY 2024-2027 TIP Administrative Modifications.

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Administrative Modification (a) was a decrease in cost for Project #100075842, which was a multi-use path along Walker Street in Gurley, from the Municipal Building, to continue west, across Gurley Pike, and then continue along State Road 2 to the US Postal Service. He said this was a multi-use path from City Hall all the way west to the US Postal Service.

Mr. Bernard said the Old Project Estimate was \$912,888.90, and the new project estimate was \$912,650.05, and the target start date was 8/15/2025.

Mr. Bernard said Administrative Modification (b) was a decrease in cost to Project #100079537, and he said it was the PE phase that was being deleted. He said this was a sidewalk improvement installation along Wilson Mann Road, from Old Highway 431 to the Owens Cross Roads School. He said the Old Project Estimate of \$13,500.00 had been moved to the next item, Item (c), that there was no cost for engineering design, and the funds had been reallocated to construction.

Mr. Bernard said Administrative Modification (c) was an increase in the

funding of Project #100079538, that they were taking the \$13,500 from the previous item and adding it to this total, which would give them \$185,546.25 cost for the construction phase. He said the target start date was 8/15/2026.

Mr. Bernard said Administrative Modification (d) was a decrease in cost of Project #100079815, which was a service road resurfacing along SR-255, starting at about one-half mile north of US-72 and extending to Plummer Road. He said the new project estimate and the old project estimate were shown on the display. He said the target start date was 11/7/2025.

Mr. Bernard said Administrative Modification (e) was an increase in cost to Project #100079816, and he said this was also service road resurfacing along SR-255, from Plummer Road to approximately .5 mile north of SR-53.

Mr. Ofenloch asked what the logic was in breaking this up into two chunks rather than just making it one project, one bid.

Mr. Vandiver said that was an ALDOT decision.

Mr. Bernard said the target start date was 11/7/2025.

Mr. Slyman asked if this was all State money.

Mr. Bernard replied in the affirmative.

Mr. Bernard said Administrative Modification (f) was a new level of effort project, adding two feet of shoulder to widen US 72 from the end of I-565 to Moores Mill Road. He said the project estimate was \$1,393,065.73, with a target start date of 1/30/2026

Mr. Bernard said Administrative Modification (g) was a new level of effort project, the resurfacing of US-231/431 from Oakwood Road to Cedarama Drive. He said the project estimate was \$4,505,019.15, and the target start date was 1/30/2026.

Mr. Bernard said Administrative Modification (h) was another new level

of effort project, #100079200, and it was resurfacing on US-431 from California Street to Memorial Parkway. He said the project estimate was \$2,514,257.00, and the target start date was 11/6/2026.

Mr. Bernard said Administrative Modification (i) was a Safety Project at US-231/431 and Walker Lane/Grimwood Road. He said this was for a complete intersection overhaul, which would include turning lanes, new traffic signals, leveling of that intersection and making it safer. He said prior to this, they had this project approved under Rebuild Alabama funds, that they had allocated funds through that funding source. He said this scope, as being presented at this time, was under the Highway Safety Improvement Program, so they were just combining these. He said this had already been approved, and because there was additional funding, that was being allocated to this project, and they were including it in Administrative Modifications.

Mr. Bernard said Administrative Modification (j) was a decrease in cost to Project #100077102. He said this was the construction cost for the electronic signage they had talked about earlier. He said the old project estimate was \$3 million, and the new project estimate was \$2,551,562.00, with a target start date of 4/1/2026.

Mr. Bernard said Administrative Modification (k) was a Safety Project at SR-2 (US-72) and Cambridge Lane. He said this project had also been approved at an earlier MPO meeting, but they had since had an update, in terms of right-of-way acquisition costs. He said if they would look at Project 100075284 on the display, that initially it was estimated at \$202,000 for right-of-way acquisition, and the current estimate was \$118,450, with a start date of 9/1/2025. He said this was an Intersection Improvement Project.

Mr. Bernard said Administrative Modification (l) was an intersection

modification at East Limestone Road and Capshaw Road. He said they had initially had an estimate, for utilities, of \$65,621.00, and the current estimate was \$395,310.41. He said they still had to verify a start date for this project, but it had already been approved, that they were just bringing the change in the utilities cost.

AGENCY REPORTS.

Alabama Department of Transportation.

(Mr. Vandiver made a PowerPoint presentation.)

Mr. Vandiver said he would be providing an MPO project update from ALDOT.

Northern Bypass from Pulaski Pike to US Highway 231/431.

Mr. Vandiver said the utility work was ongoing, and the grading work and drainage structure construction was under way, that they had moved some of the traffic over to the new Northern Bypass from Bob Wade Lane and had moved the intersection as well, that they had moved the signal south to the new Northern Bypass. He said the project was approximately 55 percent complete.

Martin Road between Zierdt Road and Laracy Drive.

Mr. Vandiver said Phase I had been completed for some time, and for Phase II, the utility relocation was almost complete, that they had started that in concurrence with the construction. He said the bridge construction was still under way, and the grading and drainage was under way east of Bradford Creek. He said the project was approximately 35 percent complete.

North Parkway at Mastin Lake Road.

Mr. Vandiver said this was the new overpass, and he said they had moved the traffic over to the service lanes, and construction was approximately 55 percent complete.

Access Management on US 231 Between Weatherly Road and Hobbs Road.

Mr. Vandiver said the plans were 85 percent complete, and right-of-way acquisition was to begin soon, with a start date of the upcoming year.

Winchester Road from Dominion Circle to Naugher Road.

Mr. Vandiver said the plans were 90 percent complete, that they were still working on a few final pieces of right-of-way acquisition, and once that was done, the utility relocation work would begin, and they expected construction to begin in FY 2026.

US 72 West Between Providence Main and County Line Road, Phase I, Huntsville Memory Gardens to Providence Main.

Mr. Vandiver said Phase I was from Huntsville Memory Gardens to Providence Main, about a mile-long segment there at the very eastern end of the project. He said they were addressing some comments on the components of the Environmental Assessment, and the construction of Phase I was expected to be in FY 2027, that the plans were almost complete.

US 72 West between Providence Main and County Line Road, Phase II, Walnut Street to Huntsville Memory Gardens.

Mr. Vandiver said Phase II would run from Walnut Street to Huntsville Memory Gardens, noting that Walnut Street was between Hughes Road and Wall-Triana Highway. He said the plans were approximately 30 percent complete, and construction was scheduled for FY 2029.

US 72 West between Providence Main and County Line Road, Phase III, County Line Road to Walnut Street.

Mr. Vandiver said the final phase was the western section, between County Line Road and Walnut Street, that the preliminary engineering was

scheduled to start in FY 2026, and the construction was planned for FY 2030.

SR-53 Widening from Taurus Drive to Harvest Road.

Mr. Vandiver said this was just north of Jeff Road, the next phase of widening there, that the plans were complete, the right-of-way acquisition was complete, utility relocation was under way, and construction was anticipated to start in FY 2026, with an estimated cost of a little less than \$10 million.

Madison Boulevard from Westchester Road to Flagstone Drive.

Mr. Vandiver said this project was approximately 99 percent complete, that the signals were up, and the striping was down, so this should come off the list fairly soon. He said this was a resurfacing project, with some new signals, at Wall-Triana and Madison Boulevard.

I-565 Additional Lanes From County Line Road to Wall-Triana Highway.

Mr. Vandiver said they were working on the bridges on Intergraph Way, and the project was approximately 30 percent complete.

Jeff Road Additional Lanes From South of Capshaw Road to North of Douglass Road.

Mr. Vandiver said the plans were 85 percent complete, the environmental document was approved, and right-of-way acquisition was expected to start the following year, with a start date for construction being in FY 2027.

Widening Blake Bottom Road From Jeff Road to SR 255.

Mr. Vandiver said the plans and right-of-way acquisition were complete, that they were working on the utility relocation, and the construction project would be bid by the County in early 2026.

Intersection Improvements on SR 53 at Harvest, McKee, and

Old Railroad Bed roads.

Mr. Vandiver these were the three intersections just north of the widening project he had mentioned earlier, that this work was 95 percent complete, and the project cost was approximately \$3.7 million.

Arsenal East Connector.

Mr. Vandiver said this was the first phase of this project, from Bob Wallace to what was at this time Gate 10 of Redstone Arsenal, that the preliminary engineering was under way, with an estimated cost of \$30 million, and an anticipated start date of FY 2028.

I-565/Memorial Parkway Interchange Modification Study.

Mr. Vandiver said they had collected some traffic data, that they were working on Origin/Destination, looking at where people started their trips and ended their trips, and they were working on the development of a traffic model, with an estimated cost of the study at \$1.5 million.

Mr. Ofenloch said he had heard an estimate of \$600 million for that interchange, and he asked if that was correct.

Mr. Vandiver said they did not yet have a full estimate for that, but it would be extremely expensive. He said it would depend on how the design worked out and how they phased the project.

Mr. Vandiver said the total amount of work in design and construction was just under \$390 million.

Mr. Vandiver asked if there were any questions.

Mr. Slyman asked how he could look at the plan for the intersection of Highway 72 and Providence Main.

Mr. Vandiver said he could contact the ALDOT North Region Office, Rod Ellis, that they had the plans available, and they would be happy to review

them with him.

MPO Bicycle Plan Update

Acting Chairman Whitley recognized Ms. Sara Kovachich, Associate Planner, ALTA, for MPO Bicycle Plan Update.

(Ms. Kovachich made a PowerPoint presentation.)

Ms. Kovachich said she was with ALTA Planning + Design, and she said they specialized in active transportation and safety projects.

Ms. Kovachich said she wanted to get to the important parts of the Plan and talk about the purpose, what they heard from the public, and then dive into some of the strategies and recommendations. She said she should note the Plan was posted on the MPO website, that they could look up "Bikes of Rocket City," and find it there. She said they would be taking public comment until September 15th, and they looked forward to their feedback.

Ms. Kovachich said all the photographs she was displaying were local, and she said if there were any recommendations that came from other agencies, they noted that, but they were proud to say these were all Huntsville photos they were featuring, their advocates and their staff.

Ms. Kovachich said as to Why a Bike Plan, that they had seen a need for safety and connectivity, that they had seen there had been fatalities and serious injuries, and the purpose of this Plan was making a safe, connected bike network for folks to get around to school, shopping, and their workplaces, and they wanted to be able to leverage the greenway network and connect folks through low-traffic streets into a bike network. She said they had seen there was a need for safer facilities and more dedicated, separated bike facilities, to separate folks on bikes from drivers. She said, of course, the intersections were going to be important, so they wanted to look at that.

Ms. Kovachich said that was the reason for this plan, a connected bike network for all ages and abilities that would provide folks with connectivity for wherever they wanted to go, and that would eventually retain the workforce and contribute to a strong economy.

Ms. Kovachich said the goals were set out on the displayed slide, that they wanted to provide equal access for everyone, prioritize safety, build comfortable facilities, and also create a supportive culture between cyclists and drivers.

Ms. Kovachich said in terms of existing conditions, they had built upon the previously proposed greenway network. She said the City and the MPO had a fantastic plan, so they had taken that previous planning and what had already been developed, and they tied into that.

Ms. Kovachich said what was shown on the displayed slide was less than had previously been proposed, that the orange lines were bike routes. She said they saw a lot of them in the county, and it was not really going to be safe for bike facilities, so they wanted to look at that and be able to identify where they could put in dedicated facilities. She said the bike lanes were in blue, and they only had a few in town, so they wanted to be able to look at where they could put in safe bike lanes, where the traffic speeds and the car volumes were compatible.

Ms. Kovachich said in terms of safety engagement, they had a Technical Advisory Committee from the City of Madison, the City of Huntsville, Madison County, and the two towns, and they had met with them throughout the Plan to let them know about existing conditions, to look at their analysis, and to let them know feedback on the recommendations. She said that, also, they had in-person meetings with each agency and had gotten feedback on the

projects they would see listed, and they had worked closely with the Bicycle Advisory and Safety Committee, that they met with them throughout the project, to get their feedback. She said from the public, they had 75 attendees at the Open House they held the prior year, and they had nearly 800 survey comments, and close to 1,000 Interactive Map comments, feedback from folks about routes they liked to ride, and then roads that were not safe for cycling. She said they had a virtual Open House scheduled for the upcoming Wednesday, and they would present the Plan.

Ms. Kovachich said the displayed slide showed the major things they had heard from folks, that they wanted protected bike facilities; that they were afraid to be with traffic, that they knew it was unsafe, that folks were distracted, on their phones, so they saw a need for separated bike lanes. She said at intersections, either there were not dedicated crossings, or signals, or there was not a safe way to cross.

Ms. Kovachich said folks really wanted to be able to get into the greenways and be able to ride to school and their workplace.

Ms. Kovachich displayed a slide, and she said they had heard from many folks throughout the region, that they were excited to share their feedback, and this was just some of the folks who had shared their stories. She said they just encountered about a thousand residents, that there were so many out there who wanted bike facilities for their quality of life, that they were choosing places to live where they could get around walking and biking and be able to get from their neighborhood to the greenway after work.

Ms. Kovachich said they had done some neat analytics, and she would first showcase what they had looked at in terms of crash data. She said this was data from ALDOT's portal, that they had brought in data from 2016 to 2023, to

get a sense of where the injury-type crashes were, noting they wanted to get those numbers down to zero. She said there were two fatalities and 29 serious injuries, and the goal was to be able to help people get around safely, cut those numbers to zero. She said she knew they were so vulnerable on the roadways, so the main idea was to create dedicated and safe facilities.

Ms. Kovachich said they had looked at Big Data, noting this was data selected from cell phones and other location data, and this let them know where folks were traveling. She said they had looked at how many vehicle trips were happening every day and how many were under three miles, and she said there were about 300,000 trips that happened on a daily basis that could be converted to bike or walking trips. She said the blue zones on the displayed slide showed where there was the highest potential for that short trip conversion, and she said they could see East Research Park, Downtown Huntsville, the Medical District, MidCity, the Parkway, and the Crestwood Commercial District.

Ms. Kovachich said this data would be available on an interactive work map so planners could go ahead and look at the data, and they could assess where bike facilities would fit in that highest demand area.

Ms. Kovachich said they did the MPO-wide analysis, as well, looking at latent bike demand, which meant where there were trip generators, like schools or shopping, and where folks would be wanting to get around on a bike, with that active trip potential. She said on the displayed slide, the darkest zones were where they could attract a lot of people and provide those safe bike lanes to get around.

Ms. Kovachich displayed another slide, and she said she was moving on to recommendations, that what was displayed were the types of facilities they

would see in the Plan, where there were low-traffic neighborhood streets, under about 2,000 cars per day and slow speeds, about 20 miles per hour. She said that was where they turned streets into what they called "Bike Boulevards," which was similar to the bike route network they had in town, but there would be a little bit more traffic calming. She continued that as they got into higher speeds and more volume, that was where they would need safer facilities. She said a buffered bike lane was good when there were under 6,000 cars, and they were going under 25 miles an hour.

Ms. Kovachich said when they got into higher speed roads, with more cars, that was where they would be looking at entirely separated facilities. She said when they got above 6,000 ADT, that would be where they would be looking for a five-path, that that would be the preferred, safe treatment.

Ms. Kovachich said, in terms of recommendations, this was the final Plan, that this was the entire network of bike facilities, that this included greenways, paths, bike lanes, and bike boulevards. She said in terms of recommended miles, there were quite a few greenways and side paths. She said these were pretty much the recommendations that had come over from the City's Plan. She said for buffered bike lanes, they were looking at about 69 miles, and for bike boulevards, they were looking at about 133 miles. She said for routes for the County, there would need to be further design studies to assess if there was a need for a side path or a bike lane. She said they saw recreational cyclists out there, but there were really narrow shoulders, so by itself, it was not safe to be an assigned route, really. She said they had met with the County, and they had agreed with that recommendation.

Ms. Kovachich said in the Plan, they would see district-level examples, and she said on the displayed slide, there was District 1, and they would be able

to get a sense of where that would be side paths, at A&M and the Meek Greenway, the North Huntsville Greenway; and potential bike lanes on Mastin Lake, Oakwood, and Max Luther. She said the main idea was that they would be connecting into greenway spines through low-traffic neighborhood streets or bike lanes, where they could make them into Complete Streets projects, and if there were opportunities to reallocate lanes, that was an opportunity to put in the Bike Plan.

Ms. Kovachich said they had looked at the distance from curb to curb and assessed if they could put in a facility, and they would not have to acquire right-of-way.

Ms. Kovachich said when they were resurfacing, there was an opportunity to assess if they could use some of that available pavement for a bike facility.

Ms. Kovachich said there was a lot of detailed strategy in the Plan. She said the first was Design Implementation, that they were going to take an assessment of existing design standards and how those were designed, and adjusting those standards so they could consider bike facilities early. She said there were some strategies they could implement at this time, that they could put in striping and bike boxes at intersections, to make them safer.

Ms. Kovachich said in terms of safety, there was already a lot going on with the Vision Zero efforts, and this Plan would leverage those efforts, and they wanted to be able to bring in the safe systems approach.

Ms. Kovachich said one really helpful thing would be identifying safety warrants, which was when there were certain criteria to meet, and then they would do a road safety audit, and from there, they would put in bike safety countermeasures. She said doing that proactively would help to address

troublesome intersections and corridors.

Ms. Kovachich said in the Plan, they had a diagram of a pilot protected intersection, which was where they removed a lane, and they had a fully dedicated facility that continued, that they would have a bike lane that did not stop at the light, that it continued through, and it was marked, that there was a curb around it. She said that would be a great project to start, as well, and do a pilot study in town somewhere, in the MPO area.

Ms. Kovachich said in terms of education, there was the “Bicycle-friendly Community” designation, which a lot of communities went after. She said just going through the process would give feedback as to how they could improve and where they stood. She said one major recommendation of this Plan was to go after that designation, that it was great to have that accolade. She said there was a continuous need for more encouragement, more education, for cyclists, and for drivers as well. She said the more they could promote it on social media would be great.

Ms. Kovachich said developing an ambassador program to hear from folks in parts of the city that did not have bike facilities would be great, to understand their needs and make sure they had a safe way to get to school, to get to work, and to community resources. She said that was a big focus of this Plan, to be able to connect folks to where they needed to go, or just in getting around, that they might not have a vehicle.

Ms. Kovachich said in terms of Supportive Policies, the first step would be the local agency adoption of the Plan, and then Complete Streets policies would be needed. She said there was just a continued need to bring in bike planning, and bike parking would help, and storage requirements, so folks would have a safe spot to store their bikes, and as they were bringing in new

communities, having an ordinance that required connectivity would go a long way, so folks could get around from neighborhood to neighborhood, that even if it was just a short connection, making sure that was happening from one development to the next would really be great. She said in the County, there could be road shoulder requirements, and maybe contract-sensitive design guides, if there was a shoulder that was triggered based upon the adjacent land use. She said if they thought folks would be riding their bike a mile or so from one spot to the next, it would make sense to put in that safety measure.

Ms. Kovachich said they could start to collect bicycle and pedestrian counts as part of new developments, when the bike lanes went in. She said that helped with the grant funding, that they could say they had seen 1,000 people use the facility over a week, and that could really bolster that application.

Ms. Kovachich said more and more folks were using e-bikes, so setting that policy and identifying what kinds of bikes, and where they could be used, and the speed limits would help get ahead of potential challenges, especially on the greenways.

Mr. Ofenloch asked Ms. Kovachich what her thoughts were on who got to use a bike path, or how they would regulate it.

Ms. Kovachich said usually when it was pedal assist, they could say it had to have that feature, that it could not just be full throttle. She said she was seeing e-bikes that had the throttle, and they did not have the pedal, and that was great for folks who had disabilities. She said they could set speed limits, and for bikes that were shared, they could geofence areas, and they could set speed limits so the shared bikes could not go over 15 miles an hour, or something. She said it was difficult, that they did not want to rely just on enforcement, because that was staff limited, but she would say people would

get out there, and they would start enforcing it, because trail users did not want folks going 25 miles an hour on a trail, that it was not safe. She said on an on-road facility, a bike lane, they were seeing more scooters, that they were seeing these spaces serve multiple modes, that they were more multimodal. She said the technology kept changing when it came to e-bikes, and it was tricky, that it really came down to speeds and separation, and if they could separate bikes from peds, they could do that safely.

Ms. Kovachich said the City of Atlanta had given rebates the prior year for e-bikes, like, \$1200, and that was immensely popular. She said she lived in South Huntsville, and she would be riding her e-bike to work, that their office would open in two weeks.

Ms. Kovachich said maintenance would go a long way, in terms of updating signage, keeping it clean, sweeping shoulders, and whenever roads were resurfaced, putting in that signal would help. She said she thought agencies could get together and assess what maintenance practices they had, what equipment was available, and then create checklists and kind of a schedule of when they would do maintenance.

Ms. Kovachich said as far as evaluation programs, assessing where crashes happened would be essential, so they could do road safety audits, and whatever projects were installed, assessing their effectiveness would go a long way, and collecting data from folks who were riding, to help them understand demand, and developing an online map that would show where projects were located, so MPO planners could get a sense of what was coming up, and the public as well.

Ms. Kovachich said in terms of implementation, they had designed six different concepts for on-road bike facilities, so the Plan would have even more

detail. She said on the displayed slide was one that was on Triana Boulevard, proposing that to go down from five lanes to three travel lanes, and then putting in buffered bike lanes.

Ms. Kovachich said they would be working with City Engineering to assess the next steps for these projects.

Ms. Kovachich said on the displayed slide was one in the City of Madison, with a side path, and a flashing beacon, to make for safer crossings.

Ms. Kovachich displayed another slide, and she said this was on Max Luther Drive, and she said that was four lanes at this time, and it could be brought down to two lanes, and this would make a fantastic gateway into this area, with the planted median, lighting, and a buffered bike lane as well, and it would connect into the future North Huntsville Greenway.

Ms. Kovachich said there was a five-year Implementation Plan that went through steps for the MPO and partner agencies to consider, year after year, and it was organized by the same infrastructure: safety, access, education, promotion, and policy development. She said this would hopefully be a tool for planners to go through and collaborate across departments.

Ms. Kovachich said that hopefully, she had provided a good summary of the Plan. She asked if there were any questions.

Mr. Slyman said they were advocating taking a five-lane road and making three travel lanes and two bike lanes, and he asked if there was a study that had been done that would warrant that.

Ms. Kovachich said they had not done traffic studies as part of this, but there were typical thresholds where they could go from, usually, a four-lane down to a three-way, with two bikes lane on either side. She said that, typically, with one lane in either direction, a two-lane section, they were pretty

good at, like, 15,000 cars, 10,000 cars, a day comfortably. She said it would just depend on the roadway. She said they would have to do a follow-up study.

Mr. Slyman said, then, the ones they had suggestions on, they did not have studies on.

Ms. Kovachich said they did not, that they had used estimates from FHWA to get a sense if they could comfortably put it on a diet. She indicated one that she thought was, like, 4,000 cars a day, and she said it was pretty much that it was going to be a good idea. She said when they got to 10,000, 12,000 cars a day, that was when they really needed that study. She said they had met with the City, and they had looked at this and talked about the potential to tie into the North Huntsville Greenway, and the safety needs, and everybody was on board, but this could be looked at in a little more detail.

Ms. Kovachich said the one on Triana, with 6400 cars, was so low, below the threshold, that it just made sense.

Ms. Kovachich said there were safety benefits specifically going from a four-lane where there was not a two-way left-turn lane. She said that had pretty much already happened in Huntsville, so they did not have a lot of those anymore, that they had a lot of those five-laners, with the two-way left-turn lane.

OPPORTUNITY FOR PUBLIC COMMENT.

Acting Chairman Whitley said the next item on the agenda was Public Comment, and he asked if there was anyone from the public who wished to speak.

Mr. Ofenloch said there was a visitor present who had said he was very interested in this type operation, and he would like to see about getting appointed to the Committee.

CAC MEMBER COMMENTS.

Mr. Ofenloch said he felt members of the Committee who did not attend the meetings should be contacted, and if they had an issue with attending the meetings, they should be advised they would be happy to contact whoever appointed them and ask for a replacement.

Mr. Bernard said he, Mr. Vandiver, and Mr. Madsen had been discussing strategies they could employ in that regard. He said besides reminders, they needed to find ways they could communicate with individuals, with more than just emails, so they could stress the importance of their being present at these meetings.

Mr. Ofenloch said he thought it was written somewhere that if a member missed three meetings, they were off the Committee. He said then they could notify the City Council, the Mayor, or whoever had appointed that person, that that slot was open, and they could appoint someone else.

Upon motion, the meeting was adjourned.

(Meeting adjourned at 6:15 p.m. on August 25, 2025.)