

**HUNTSVILLE-AREA METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD**

MINUTES

Regular Meeting - August 27, 2025 - 4:00 p.m.

**City Hall
Huntsville, Alabama**

Members Present:

Mr. Mac McCutcheon, Chairman	Chairman, Madison County Commission
Mayor Tommy Battle	City of Huntsville
Mayor Paul Finley	City of Madison
Mr. Rod Ellis (Proxy for Mr. Derrick Wilson)	ALDOT
Ms. Michelle Watkins	Huntsville City Council

Members Absent:

Mayor Mary Caudle	Town of Triana
Mayor Tony Craig	Town of Owens Cross Roads

MPO Staff Present:

Mr. Dennis Madsen
Mr. James Vandiver
Mr. Kevin Bernard
Mr. James Moore

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

APPROVAL OF MINUTES.

The minutes of the Regular Meeting of the MPO Policy Board held on May 21, 2025, were approved as submitted.

ACTION ITEMS.

Final FY 2026 Unified Planning Work Program (UPWP).

**Chairman McCutcheon recognized Mr. Kevin Bernard,
MPO Staff.**

(Mr. Bernard made a PowerPoint presentation.)

Mr. Bernard said Resolution No. 2025-08 adopted the Final FY 2026 Unified Planning Work Program. He said this was their administrative budget and task outline for the new fiscal year, and the total funding was \$1,389,423.

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

Motion by Watkins/Second by Finley/Unanimously Adopted by the MPO Policy Board 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 Projects #100079372 and #100079373 to the Surface Transportation Attributable Projects section of the 2024-2027 TIP. He said this project was the Interstate-565 and Resolute Way Interchange, Phase 1. He said this phase was for the PE and Construction, and the total sum was \$11,500,000. He said this would be funded by a grant that had been applied for, with the result still pending.

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 Finley/Second by Battle.

Mayor Battle asked if this was the Arsenal's No. 1 priority.

Mr. Bernard said it was, as they understood it, to accommodate traffic circulation to and from the Arsenal.

Unanimously Adopted by the MPO Policy Board 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 2024-2027 TIP. He said this was the second phase of the interchange, for a more complete circulation of traffic, that would facilitate not only on-ramping and off-ramping to the Arsenal but also from Madison Boulevard onto I-565. He said this would be a full exit and on-ramp interchange at the end of Phase 2, at an estimated cost of \$54 million.

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 Watkins/Second by Battle.

Mayor Finley asked if they would be able to get a good drawing of everything that was proposed in this.

Mr. Bernard replied in the affirmative. He said they had a preliminary drawing at this time, but they were working to get something more concrete.

Mayor Battle asked when the start date on this second phase was.

Mr. Bernard said the construction start date was November 5, 2032. He said this was a sizeable project, and they had the different phases, P.E., Right-of-Way, and Utilities, happening consecutively in 2026, 2027, and 2028.

He said the construction phase could be subject to change, in terms of the start date, based on the availability of funds for the project.

Chairman McCutcheon asked if this would be MPO funds.

Mr. Bernard said the projected start date was if they were using solely MPO funds, with a 20 percent match from the City. He continued that if they had Other Source funding, it would help to push the project up some.

Unanimously Adopted by the MPO Policy Board 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 from the Surface Transportation Attributable Projects Section of the 2024-2027 TIP. He said this was the removal of the Church Street Bridge over Big Spring Park that was originally planned. He said the City had moved in a different direction in terms of the corridor development of Church Street, so the funds that had been allocated for this particular project had been moved to other priority projects within the MPO region.

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 by Finley/Second by Battle/Unanimously Adopted by the MPO Policy Board Members Present.

FY2024-2027 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 was basically the design phase that was being added, with an estimate of \$500,000, for six Dynamic Message Signs, strategically located, but not specifically, based on the labeling. He said the labeling on the map displayed just gave reference to the general area along the main corridor where the signs would be installed. He said this was for six signs, and this was the PE phase.

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 Battle/Second by Watkins.

Mayor Battle said he thought this was one of the best things they could do to save lives on the Parkway and 72 and coming in on Governors Drive. He said as people came in from out of town, they would be able to see if there was a blockage up ahead or if there was slow traffic, and they would be able to slow down if there was something ahead of them. He asked when the start date was.

Mr. Bernard said the start date was October, not for the completed project, that this was just the PE phase. He said they had revised Administrative Mods, and when they got to that section on the agenda, he would be able to tell them when the start date was. He said this particular one was for October 1, 2025.

Mayor Finley asked if these would be just like the ones on 565.

Mr. Bernard replied in the affirmative.

Unanimously Adopted by the MPO Policy Board 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 costs for the Construction Phase of this project. He said this was a multi-use path along Gurley Pike, with a targeted start date of 8/15/2025.

Mr. Bernard said Administrative Modification (b) was also a decrease in cost to a project, that it was the deletion of the PE phase for a sidewalk improvement project on Old Highway 431 in Owens Cross Roads, from Old Highway 431 to the school. He said this was being deleted, and \$13,500 was being moved to the Construction Phase, which was item (c).

Mr. Bernard said Administrative Modification (c) was an increase in cost by the same amount that was reduced from the PE phase, which was a difference of \$13,500. He said the start date was August 15, 2026.

Chairman McCutcheon said he wanted to make sure this was understood. He said this project was still ongoing, that it was going to be completed, and this was just a change in the funding.

Mr. Bernard said that was correct. He said for the P.E., they had procured engineering services at no cost, so they had moved that budget item from Engineering to Construction.

Mr. Bernard said Administrative Modification (d) was a decrease in cost to a project, that the new project estimate was \$1,621,526.66, with a target start date of 11/7/2025.

Mr. Bernard said Administrative Modification (e) was an increase in cost to a road resurfacing project from Plummer Road to just north of SR-53. He said this was a difference of \$331,552.79, with a target start date of 11/7/2025.

Mr. Bernard said Administrative Modification (f) was a new level of effort project, resurfacing, adding 2 feet of shoulder, widening of U.S. 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 also a resurfacing project, along U.S. 231, from Oakwood Avenue to Cederama Drive. He said the project estimate was \$4,505,019.15, with a target start date of 1/30/2026.

Mr. Bernard said Administrative Modification (h) was also a resurfacing project, on U.S. 431, from California Street to Memorial Parkway. He said the project was estimated at \$2,514,257, with a target start date of 11/6/2026.

Mr. Bernard said Administrative Modification (i) was a Safety Project at U.S. 231/431 and Walker Lane/Grimwood Road. He said this was an intersection improvement which the MPO had seen in 2024, and they had approved it. He said at that time, it was based on Rebuild Alabama funds, and this modification added Highway Safety Improvement Project Funds, so it was being funded from two funding sources.

Mr. Bernard said Administrative Modification (j) was a decrease in cost to the Construction Phase he had mentioned earlier, the installation of the signage. He said the old estimate was \$3 million, and the new estimate was \$2,551,562.00, with a target start date of 4/1/2026.

Mr. Bernard said Administrative Modification (k) was intersection improvements at U.S. 72 West and Cambridge Lane. He said this project had also been approved, and this was providing additional information, as well as a more current estimate of the project. He said the right-of-way estimate of \$202,000 had been decreased to \$118,450, and there were the respective start dates for each of the phases.

Mayor Battle asked if this was in Limestone County.

Mr. Bernard replied in the affirmative.

Mr. Bernard said Administrative Modification (I) was an increase in cost to a project, that this was the Utility phase, for an intersection modification at East Limestone Road and Capshaw Road. He said this was an increase of \$329,689.41, with a target start date of 9/1/2025.

AGENCY REPORTS.

Chairman McCutcheon recognized Mr. Lynn Wood for a report from the Alabama Department of Transportation, Huntsville MPO Project Update.

(Mr. Wood made a PowerPoint Presentation.)

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

Mr. Wood said this project was under way, that the utility work was ongoing, and the grade work and drainage construction was under way. He said the project was approximately 55 percent complete, with a project cost of \$43 million.

Martin Road between Zierdt Road and Laracy Drive.

Mr. Wood said this was a two-phase project, and Phase I was complete, and Phase 2 was under construction, that the bridge construction was under way, and the project was approximately 35 percent complete. He said the cost for both phases was approximately \$42 million.

Mayor Battle asked how much time there would be for this project.

Mr. Ellis said it would probably be the fall of the upcoming year.

North Parkway at Mastin Lake Road.

Mr. Wood said this was the interchange bridge project that was under construction, and it was approximately 55 percent complete, and the project

cost was \$44.2 million.

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

Mr. Wood said this project was in the plan status, and the plans were 85 percent complete, and they hoped the right-of-way acquisition could start soon. He said the estimated cost was \$15 million, and the anticipated start date was FY 2026.

Winchester Road from Dominion Circle to Naugher Road.

Mr. Wood said 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 said the estimated cost was \$28 million, with an anticipated start date in FY 2026.

Chairman McCutcheon asked what would be a realistic time frame when they could see gravel/dirt moving out there, if that might be the first quarter of 2026, the middle, the end, or if they knew.

Mr. Wood said if he had to guess, it would probably be the last quarter of 2026.

Mayor Battle asked if there were a number of right-of-way parcels to be picked up.

Mr. Wood said they had started right-of-way acquisition, and he thought they might be halfway, with half of the parcels maybe.

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

Mr. Wood said this project was in three phases, that the entire project was from Providence Main to County Line Road. He said the first phase was from Huntsville Memory Gardens to Providence Main. He said they were still

trying to get their Environmental Assessment approved, that they were addressing components of that document at this time. He said the plans were 90 percent complete, and the estimated cost was \$18 million.

Chairman McCutcheon asked if they had the environmental studies done on this, if it was finished and they were just reviewing it.

Mr. Wood said the components were those studies, and he thought they were completed, but they were addressing comments about those studies.

Mayor Battle asked where the comments came from.

Mr. Wood said he thought they were from their Montgomery group.

Mr. Ellis said they were primarily from their internal ALDOT staff. He said once those comments were addressed, they should be submitting the final draft, and that would go to Federal Highway.

Chairman McCutcheon asked what kind of timeline they were on with that. He said they had waited and waited on this.

Mr. Ellis said it would be hard for him to say exactly on this, that they would have to go through a comment period, with it being an EA document, and allow the public additional time to comment. He said he would not want to say exactly when that would be finalized, but they were addressing comments on some of the studies that had been submitted and reviewed, and then the final draft would be submitted, and that would allow them to advertise for comments from the public on the final EA.

Mayor Finley asked if it would be better to go out to County Line and work backward. He said "disaster" on this would not be the right word, that this was so critical, and every time they would just come and do this number, and then they would get to the next meeting, and there had been nothing done.

Mr. Ellis said the environmental document covered the whole corridor.

Mayor Finley said that was kind of facetious, but when they started talking about Phase 3 was going to be 2032, it was just ridiculous. He said he did not see how they could get out of the environmental stage, when they kept talking about these folks had to look at it, and other folks had to look at it, and then they would get back to taking other comments, so they were going right back to where it was. He said he knew there was nothing those guys could do, but if they wanted to know frustration and what it looked like, to drive that road anytime.

Mr. Ellis said he understood.

Mayor Finley said they were letting the entire community down by not getting this moving in any form or any direction.

Chairman McCutcheon said Mayor Finley had brought up a good point. He said in their early discussions about this, they were trying to get the environmental approval at the bridge there, in the Providence area, and it was going to be in phases, but he had heard them mention now that they were trying to do the environmental through the whole project length.

Mr. Ellis said he thought that might have been where it was misunderstood, that it had always covered the whole project, that the EA covered the entire corridor, so that was why they had to look at all different aspects of that study, the noise, the cultural resource aspects of it. He said one entanglement they had had been with the cemetery, that there was some concern at one time that there was a grave on the right-of-way, and that had taken a little time to clear up. He said to say that the environmental was just because of a creek and the bridge was not accurate, that the environmental covered the whole corridor, and the way Federal Highway operated was they would have to clear that complete corridor before they could start any phase of

right-of-way acquisition and construction.

Mayor Finley asked if they were up against any time frame. He said if he was not mistaken, they had done this last time, and they got to a certain point, and because it took so long, they had to restart it.

Mr. Ellis said he was not aware of any constraints in that respect.

Mayor Battle said it sounded like the only people they really had control over were their own people, who were writing comments on the environmental assessment. He asked if there was a way to kind of poke their people to move along a little bit faster. He said he did not think they would have any power over Federal Highway.

Mr. Ellis said he thought his staff was pressing their staff, and their consultant, who had helped them prepare this. He said they contacted them every week for status.

Chairman McCutcheon said when they got the document finished and sent to Washington, that hopefully, they could work with their Congressional Delegation to try to get it moving up there also. He said he was aware of the frustration with this, as to how long it was going to take to just get the environmental study.

Mayor Battle asked if the federal side would be by the Federal Highway Administrator in Montgomery or if it would go to Washington.

Mr. Ellis said at one time, under the new Administration, all EAs were having to go to Washington, but he thought they had backed away from that, that he thought it would be approved locally, in Montgomery

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

Mr. Wood said Phase II of this same project was from Walnut Street to

Huntsville Memory Gardens. He said they had progressed plans to 30 percent, and it was scheduled for FY 2029, and the estimated cost was \$36 million.

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

Mr. Wood said Phase III was the final phase, from County Line Road to Walnut Street, and they were hoping the Preliminary Engineering could get started in the upcoming year, and Construction was planned for FY 2030, at an estimated cost of \$38.2 million.

SR-53 Widening from Taurus Drive to Harvest Road.

Mr. Wood said the plans were complete on this, and they were waiting for one acquisition, that Utilities were under way, and most of them were complete. He said the estimated cost was \$10 million, and they anticipated letting this at the end of the current year, but it could be the beginning of the upcoming year.

Madison Boulevard from Westchester Road to Flagstone Drive.

Mr. Wood said this was a resurfacing project, that it was approximately 99 percent complete, and the estimated cost was \$4.2 million.

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

Mr. Wood said the contractor was working west to east on this project, and they were also doing bridges over Intergraph Way. He said the project was approximately 30 percent complete, with an estimated cost of \$41.8 million.

**Jeff Road Additional Lanes from South of Capshaw Road to North
of Douglass Road.**

Mr. Wood said the plans were 85 percent complete, that the Environmental document had been approved, and they hoped to begin

right-of-way acquisition in FY 2026. He said the project start date was FY 2027, with an estimated cost of \$13.5 million.

Widening Blake Bottom Road from Jeff Road to SR-255.

Mr. Wood said the plans on right-of-way acquisition were complete, that utility work was under way, and bids for construction was hopeful for early 2026. He said the estimated cost was just over \$20 million, and the anticipated start date was FY 2026.

Intersection Improvements on SR-53 at Harvest, McKee, and Old Railroad Bed Roads.

Mr. Wood said this work was under way, that it was approximately 95 percent complete, and the project cost was \$3.7 million.

Arsenal East Connector.

Mr. Wood said this was a Preliminary Engineering Study, and it was well under way. He said the total, for all phases of the project, was \$30 million, and the estimated start date for construction was FY 2028.

I-565/Memorial Parkway Interchange Modification Study.

Mr. Wood said traffic data had been collected, that they were working on the original destination report, and the development of a traffic model was ongoing. He said the study was \$1.5 million.

Mr. Wood said all projects totaled just under \$390 million.

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

(Ms. Kovachich made a PowerPoint presentation.)

Ms. Kovachich thanked the Board for this opportunity to present. She said she was with ALTA Planning + Design, and she said they were at the public stage portion of the Plan at this time, and they wanted to get their feedback on

the Plan and present some updates.

Ms. Kovachich said she would go over the purpose of the Plan, some existing conditions, some analysis findings, and then they would get into the Strategies and Recommendations.

Ms. Kovachich said the slide being shown was from a bike ride the prior spring, where they had the opportunity to hear firsthand some opportunities and constraints for biking around town.

Ms. Kovachich said first there was Why a Bike Plan, and she said there was an identified need for safer connections and more connectivity. She said they had heard from the public that they wanted to be able to get around by bike, that they wanted to have the choice, to be able to ride their bike through the neighborhood, get to schools, shopping, and other destinations. She said this Plan would perfectly tie in with completion of the Vision Zero Plan that identified a high injury network, where injury-type crashes had happened. She said this Bike Plan addressed those locations, through safe facility recommendations, and provided connectivity, where folks could ride their bikes and connect into the greenway network that was already established, and it also provided pro-active treatments for intersections, where many times there could be natural conflicts.

Ms. Kovachich said the vision for the Plan was all about creating a safe, connected, and comfortable place for everyone, from ages 8 to 80, to be able to get on a bike and commute around their community. She said this ended up supporting the local economy, in terms of workforce development, and also attracting new talent, and providing a high quality of life, for recreation and also for commuting.

Ms. Kovachich said the slide being shown depicted the goals behind the

Plan: Connectivity; Equal Access; High-Quality, Comfortable Facilities; Safety Prioritization; and a culture where there was mutual respect between cyclists and drivers, and an understanding of the rules of the road.

Ms. Kovachich said, concerning existing conditions, that this Plan was meant to build upon the efforts that were already in place. She said the City and the City of Madison had a fantastic greenway network, and she said this plan was looking at the next level of commuting, how they could get folks from their neighborhoods into the greenway network and connect into these spines.

Ms. Kovachich said the displayed slide showed what was previously proposed, that the map was showing data from the 2020 Bikeway Plan, which identified future bike routes throughout the MPO. She continued that with this effort, they were able to get a sense of where the MPO could put in dedicated bike facilities that would be separated. She said the orange dashed lines were potential bike routes in the county, and the blue dashed lines were potential bike lanes. She said they could see only a few on that Plan, so with this effort, they had an opportunity to look at feasibility for more protected bike lanes, like they saw on Spragins, which was an example of a two-way cycle track. She continued that they could see Holmes there, as well, and she said they were looking for more opportunities for Complete Streets projects through this effort.

Ms. Kovachich displayed another slide, and she said, in terms of Stakeholder Engagement, they had worked with a Technical Advisory Committee throughout the project. She said this was made up of staff from the City of Huntsville, the City of Madison, and Madison County, and they had met with them numerous times throughout the project, that they had a virtual kickoff, and they had talked about Visions and Goals, and since that time, they

had met with them one-on-one, to get their thoughts on the recommended network and projects. She said they were able to go through the projects one-by-one with them, to get their feedback on which ones would be ones they would want to implement. She said they had also met with the Bicycle Advisory Safety Committee a couple of times, that they had some one-on-one meetings with them and bike rides, and it was so helpful to get their feedback along the way.

Ms. Kovachich said, concerning Public Engagement, that they had some robust public engagement throughout this Plan, that they had a fantastic public Open House the prior summer, with about 75 attendees, and from the public survey, they had close to 800 comments, and they had an Interactive Map, which was shown on the top right of the displayed slide, and they had nearly 1,000 comments from that, and that had let folks draw routes that needed improvements, and bike routes they liked to take. She said they were able to take this data and bring it into the recommendations. She continued that they had had a lot of small group meetings, and that had helped them to get more feedback from them, in terms of routes they would want to use.

Ms. Kovachich displayed another slide, and she said this showed some main themes. She said she believed separation came out on top, that folks were wanting to bike around, but they needed separation from vehicles. She said they were aware there was concern about distracted driving and speeds, so they were looking for those dedicated facilities, and she said that could be through bike lanes and just dedicated facilities, and it could also be a side path..

Ms. Kovachich said they also wanted to see changes to some intersections, making them safer, so there would be designated facilities and

signage at those intersections. She continued that overall, folks wanted to be able to connect into greenways and be able to commute. She said they had a lot of interest from folks trying to get from Oak Park and the Blossomwood area to their work at Research Park, and Research Park was a main constraint. She said that could be a future Study, to assess that safe connectivity. She said there was just so much there, with MidCity and Research Park, and that would be a strong connection. She said they did not see a low-hanging fruit opportunity, just with traffic speeds right now and safety concerns, in terms of just an on-street, striped facility.

Ms. Kovachich displayed another slide, and she said they had heard from tons of folks, and what was displayed was just a snapshot of some of the people they had heard from. She said they had engaged hundreds of folks who wanted to share their experience and their passion for cycling, and the profiles page just illustrated some of the folks who were really interested in this. She said they saw cycling as a way to enjoy time with their kids and to get around where they needed to in their neighborhoods.

Ms. Kovachich said they had done some really interesting analysis, and she would highlight some short trips, but she first wanted to showcase that they knew there had been fatalities and serious injuries of folks who had been riding their bikes, and she said with the Vision Zero effort, they wanted to see these numbers go down to zero and be able to save lives through this effort. She said they had brought in data from ALDOT's portal, and she said through this analysis, they wanted to understand where folks would want to ride their bikes and where they could potentially convert car trips to bike trips. She said they had done an analysis using Replica, a Big Data provider, which brought in cell phone data and location base information, and they were able to see where

folks were traveling throughout the MPO. She said there were about a million trips happening daily, and when they thought of the population, and they might be making three trips a day, that there were that many trips, that they were looking at about 300,000 trips that were under three miles. She said if they had safe facilities and encouragement programs, those trips could potentially be converted over to bike trips, and that would reduce wear and tear on the roads, and congestion.

Ms. Kovachich said the map that was displayed showed, by census blocks, where they were seeing those zones, and this matched what they knew of the area, that it was just that now they had data behind it to show what would be the number of trips.

Ms. Kovachich displayed another slide, and she said they had also looked at Latent Demand, which would be where there were trip attractors, where there was shopping, schools, a library, and other things where folks would want to be able to bike to. She said they had layered that along with the Short Trip Analysis, and that was showing, in the darker zones, those hubs of activity. She said they could see A&M popping, and they could see Downtown Madison, and they could see some of the Parkway in South Huntsville, and Downtown, and the UAH area as well.

Ms. Kovachich displayed a slide entitled "Proposed Network," and she said what they would see were recommendations for these types of bike facilities, where there were low-traffic roads, with annual average daily trips under 2,000, and low speeds, under 20 miles an hour. She said they could put in Bike Boulevards, similar to the bike routes they had at this time but with increased traffic calming and intersection treatments. She continued that when they got into higher speeds, that was where they started to really need

those dedicated facilities. She said with under 6,000 cars, they could comfortably put in a bike lane, preferably one with a buffer, and then as they got into higher speeds, that was where they would need those separate facilities, that above 6,000 cars a day, they were looking for something that would be separated, with a planted median. She said this worked really well with Complete Streets improvements as well, that they could put in lighting, landscaping, and art.

Ms. Kovachich said when they got into busy roads where they anticipated folks were going to be biking and walking, that was where they would need those side paths and those entirely separated facilities.

Ms. Kovachich said the map that was displayed showed the proposed network, that the dashed lines were the ones that were proposed. She said the proposed Shared Use Paths were shown in green, the Bike Lanes in blue, separated bike facilities, or Cycle Tracks, in the light blue, and Bike Boulevards in purple. She said in terms of mileage, the recommended mileage was shown on the right-hand corner, that she was looking at 225 miles of greenways, 290 miles of side paths. She said those were the primary recommendations, knowing that they needed that full separation, and they were trying to design for all ages and abilities. She said there were opportunities for buffered bike lanes, that they were looking at about 69 miles of that, and the bike boulevards, and that leveraged the low-traffic streets. She said that was a quick-win opportunity out of 133 miles there.

Ms. Kovachich said there were maps that showed the proposed bike facilities, by type, for each district, and people could take a look and get a sense of what was proposed for their district. She said there were prioritization maps, and she said that went into what would be some potential projects in the

districts.

Ms. Kovachich displayed another slide, and she said in terms of Strategies, they had organized these by themes, and the first one was Design and Implementation. She said she would not read everything on the slide, but she thought it came down to just incorporating bike facility design in what they did already in their processes, in restriping, resurfacing, and then looking at intersections and putting in bike boxes, curb extensions, which would slow folks down. She said there was an opportunity, of course, to continue to work with Transit and identify where those necessary first- and last-mile connections were and really target those as the first-phase projects.

Ms. Kovachich said they knew bike parking and safe storage was really important, and that would encourage more trips.

Ms. Kovachich said in terms of Safety, it was all about incorporating a Safe Systems approach, designing for all users when they were looking at their roadways. She said she knew there had been interest in the SS4A program, and she knew the City had applied for funding through that program, and it would be fantastic to use that funding to go after a safety education campaign, and a safe routes to schools program as well. She continued that they could work with partners to identify warrants, safety warrants, of when a bike facility would be needed, based upon certain criteria. She said that would bring all the departments together, to assess when they would need a bike facility or an intersection change. She said they could try out a pilot protected intersection, which continued the bike lane through the intersection. She said it was kind of stepped back, away, and there was a drawing in the Plan of that. She continued that it changed the curb radii, that it was a little bit shorter, tighter, and it just created a designated facility for bikes going through the intersection, and

increased visibility.

Ms. Kovachich displayed a slide entitled "Promotion, Education, and Programs," and she said she was aware the MPO was doing a lot at this time with the "See and Be Seen" website and advocates to promote biking and just continuing that would be good. She said there was a designation through the League of American Bicyclists, called "Bicycle Friendly Communities," and she said the lowest tier would be Bronze, and it was a great way to assess where they were, and then get to a designation later. She said it was a comprehensive overview that provided helpful information.

Ms. Kovachich displayed a slide entitled "Equal Access for All," and she said they focused on identifying bike facilities in neighborhoods that were underserved, that did not have bike facilities and did not have access to a vehicle. She said they had found about 16,000 residents that did not have access to a vehicle, so providing safe community options would be really important. She said the next step would be potentially developing an ambassador program with the residents who lived there, to understand what their needs were moving forward.

Ms. Kovachich displayed a slide entitled "Supportive Policies," and she said that listed were some supportive policies. She said the first step would be, of course, local agency adoption, and then a review of Complete Streets and Vision Zero policies, to set some targets. She said there could be some updates to policy, to include bikeways in development agreements, to consider bike and ped connectivity between neighborhoods, as well, and there could be a cul-de-sac greenway connectivity ordinance, to create some more connective communities through simple measures. She continued that there could be policies to increase bike parking and storage requirements. She said Madison

County did not have road shoulder requirements, and that could be something to study a bit more, that maybe they would put in a facility or shoulder, based upon anticipated need.

Ms. Kovachich said as they implemented projects, putting in counters would be helpful, noting that would give them a sense of how folks were using a facility and when they were using it, and that could help them assess when projects were needed in the future.

Ms. Kovachich said e-bikes were becoming more and more popular, so developing a policy at this time would help to identify which class, which speed limits, and where they would be able to ride.

Ms. Kovachich displayed another slide, and she said in terms of maintenance, assessing signage would go a long way in creating a maintenance routine. She said it would be good to assess road sweeping agreements and timelines and processes, and to work together on maintenance strategies moving forward. She continued that with repaving, putting back the bike detection signals would help increase awareness. She said it was a good practice to let folks know they had that there when they were crossing an intersection. She said sometimes they just did not get painted back on when a road was resurfaced.

Ms. Kovachich displayed a slide entitled "Evaluation Program," and she said she had mentioned that gathering count data was really helpful, and that assessing where crashes happened, on a yearly basis, would help to identify priority segments. She said when they did Project Prioritization, they had brought in crashes, but that data, of course, changed year after year, so that would be something to continue to do.

Ms. Kovachich said Strava Metro was free data that was available to

municipalities, and that was showing where folks were recording bike rides, and that would give them access to that data, and they could see where the highest density of rides were happening.

Ms. Kovachich said developing an online map would go a long way to showing where projects were committed and what projects were in place, and that could help to coordinate across departments, what was coming up next, and to track progress.

Ms. Kovachich displayed a slide entitled "Implementation" and she said they had six concept designs, at the six locations displayed on the slide. She said this was based upon prioritization results from a matrix and a model they had developed, and then they had met with each agency, to make sure these would be the ones they would want to move forward. She said there were four in the city of Huntsville and two in the city of Madison.

Ms. Kovachich displayed another slide, and she said this was at Triana Boulevard, at 4th Avenue and Hall Avenue, and they were looking at Stovehouse at the top there. She said this would be a Complete Streets project, and they would have a five-to-three-lane conversion, with buffered bike lanes on either side, and there would also be some signal improvements. She said this would increase overall safety and reduce vehicle speeds.

Mayor Finley asked if they had how much each of the boxes shown on the display would cost.

Ms. Kovachich said they were developing cost estimates for each of those, so they would have line items for each of them, estimates. She said they were still conceptual, but they were meeting with some folks on the upcoming Friday, with Engineering, to go through them in a bit more detail.

Ms. Kovachich displayed another slide, and she said at Balch and

Gillespie, they had a shared-use path, that that was what made sense there. She said there was not a lot of space on Gillespie, noting that it connected into the city of Madison's greenways as well. She said they were showing some crossings there, high-visibility crossings, with rapid rectangular flashing beacons, and then also a potential trail, mixing zone, at the bottom there. She said they had looked at right-of-way and any constraints and grading concerns with these as well.

Ms. Kovachich displayed another slide, and she said this was on Max Luther, and she indicated a four-lane section. She said there was really low traffic there, so it was an excellent opportunity to put in some Complete Streets, that there was an opportunity to have a bike lane and a planted median. She said the raised crossing they were seeing was the North Huntsville Greenway. She said this was just a little bit east of the Parkway.

Ms. Kovachich said they had shared this at the Open House for the North Huntsville Greenway, and they had gotten a lot of good feedback, that folks were excited about it.

Ms. Kovachich displayed another slide, and she said the last major item in the Plan was the 5-year Implementation Plan. She said this was organized by theme, and there were recommendations for yearly programs and tracking measures. She said some things were simple, that they would be able to leverage processes that were already in place, and then there were year-by-year recommendations of what they could do in collaboration across agencies to meet the goals for each of these themes. She said there were some action items they could work on together.

Ms. Kovachich said that was the end of her presentation, and she would take any questions.

Chairman McCutcheon asked if Ms. Kovachich had said there were 16,000 people with no transportation.

Ms. Kovachich said they did not have access to vehicles, zero vehicle ownership.

Chairman McCutcheon asked if that was in a countywide area.

Ms. Kovachich said it was MPO-wide.

Ms. Kovachich said the Plan was on the MPO website, and they would love to get their feedback.

OPPORTUNITY FOR PUBLIC COMMENT.

There were no public comments.

MPO POLICY BOARD MEMBER COMMENTS:

Chairman McCutcheon said the Board was going to be losing Mayor Finley, and they had a joint proclamation, from the City and the County, just to say "Thank you."

Chairman McCutcheon said the City of Huntsville and the Madison County Commission were honoring Mayor Paul Finley for his commitment to regional transportation planning and service to the Huntsville-Area MPO. He said Mayor Finley had served with distinction as the Mayor of the City of Madison, Alabama, leading the city through transformative periods of growth, infrastructure expansion, and had enhanced the quality of life. He continued that Mayor Finley had been an active and instrumental member of the Huntsville-Area Metropolitan Planning Organization, serving as Vice Chair, and consistently championing collaborative, data-informed, and community-focused transportation solutions. He continued that under Mayor Finley's leadership, the City of Madison had contributed meaningfully to regional planning initiatives, including the successful advancement of

projects like County Line Road, the I-565 Interchange, Zierdt Road improvements, and the five-laning of Hughes and Sullivan streets, all of which enhanced regional connectivity and mobility.

Chairman McCutcheon said Mayor Finley had been a vocal advocate for the equitable allocation of federal and state transportation funding, through the MPO's Transportation Improvement Program, the TIP, and the Long-Range Transportation Plan, the LRTP, ensuring that the needs of fast-growing communities like Madison were represented and met. He said Mayor Finley's long-standing partnership with fellow elected officials, Planning staff, and citizens across Huntsville, Madison County, and beyond, had strengthened regional unity and laid the foundation for sustainable growth and innovation.

Chairman McCutcheon said Mayor Tommy Battle of the City of Huntsville and Chairman Mac McCutcheon of the Madison County Commission were hereby recognizing and honoring Mayor Finley for his exceptional dedication, visionary leadership, and years of invaluable service to the Huntsville-Area MPO, and for his unwavering commitment to advancing regional transportation initiatives that benefitted current and future generations. He said they wanted to extend their deep appreciation to Mayor Finley for his collaborative spirit and steadfast focus on building a stronger, better connected North Alabama, and he knew he spoke for all the members of the board.

Chairman McCutcheon presented the proclamation to Mayor Finley.

Mayor Finley expressed appreciation for the recognition. He said they had built the Indian Creek Greenway together with the County and the City of Huntsville, and Madison had worked hard from their side to connect to it. He

said one could get from almost County Line Road to Research Park through a network of connectivity, all of which came from how to get it through small connecting sidewalks and greenways. He said he was very appreciative that they had worked together to make things happen. He said Slaughter Road was a perfect example of where at this time they were finding a way to take care of major intersections, where all three of them were funding that and working together on it.

Mayor Finley said there was so much regulatory stuff he would not miss, but he had wanted to make sure what they did was safe, because if they were going to spend the money, it had better be done in the right way.

Mayor Finley said he appreciated all of them, and he thanked them for allowing Madison to be a big part of this, noting that it would not work if they were not. He said that, basically, to get from one side of Huntsville to the other side, they had to go through Madison, so they had better be working together. He said he could eventually see the bus system continuing on out, and for some of those folks who did not have cars to get there, making sure they continued to support workforce development.

Mayor Finley said this meant something to him, and he appreciated their taking the time for it.

Chairman McCutcheon said they appreciated Mayor Finley's work and his dedication to the community.

Chairman McCutcheon said the meeting was adjourned.

Chairman, Metropolitan
Planning Organization

ATTEST:

Secretary, Metropolitan
Planning Organization

(Meeting adjourned on August 27, 2025, at 5:00 p.m.)