

Montgomery MPO Citizens Advisory Committee
Meeting Minutes

April 21, 2009

Voting Members

Mr. Jon Broadway
Mr. James Brown
Mr. Roger Burnette
Ms. Valeria Harman
Ms. Kathy LeCroix
Mr. David Martin
Ms. Ruth Ott
Mr. Blair Rehnberg
Ms. Mary Stephens
Mr. Edward Stevens
Ms. Gracie Stroud
Mr. Augustus Townes, Jr.

Guests

Mr. David Bollie, ALDOT
Ms. Barbara Hendricks, ALDOT
Mr. Richard Fangmann, Consultant, Jacobs Engineering
Mr. Rod Wilburn, Independent Contractor, JR Wilburn and Associates
Mr. Kelvin Miller, MATS

MPO Staff

Ms. April Delchamps
Mr. James Askew
Mr. Robert Smith

At the regular scheduled meeting of the Citizens Advisory Committee (CAC) on April 21, 2009, at 2:00 p.m. in the City of Montgomery Intermodal Facility Conference Room in Montgomery, Alabama, the aforementioned members were present.

Mr. Robert Smith began the meeting at 2:00 p.m. and announced that a quorum was reached. He said that Mr. David Sikes would be absent due to business travel.

Mr. Smith moved to Agenda Item #4 Meeting minutes and MPO resolutions from last meeting. Ms. LaCroix asked about a comment from Mr. Vaughn, but that person did not sign in. Mr. Smith said that correction would be made to the minutes. Minutes were motioned, seconded and approved.

Mr. Smith continued to Agenda Item# 5. Consider Amendments to the FY 2008-2011 TIP document. Mr. Smith went through the projects as follows:

Page 2: National Highway System Funds project is to resurface the South Boulevard Service Roads from Norman Bridge Road to Narrow Lane Road; 1 mile of Roadway. Total Cost: \$607,662. A question was asked for clarification on whether the project is to resurface Narrow Lane Road or the service roads.

Page 3: Adding lanes to SR-14 from Calloway Creek to existing 4-lane for RW, UT, and CN. Total Cost: \$4,973,000 million. Mr. Smith said this project was inadvertently left off of the last meeting. The project is in Elmore County.

Page 4: State project for resurfacing and adding 2 foot safety strips on SR-21 (US-231) from end of 4-Lane North of Wallsboro to Coosa County Line. It is a total of 11.89 miles. Total cost: \$7,390,634.

Page 5: State project for resurfacing of US231 from SR-9 to the end of 4-Lane North of Wallsboro. This project is in Elmore County and has a total length of 2.85 miles. Total cost: \$2,728,808.

Page 6: City of Montgomery/Montgomery Area Transit System project from the Economic Stimulus Funds for Capital assistance for the purchase of 4 additional busses, preventative maintenance, fare boxes, security camera enhancement, and facility improvements. Total cost: \$3,526,918. The busses will be hybrid electric. There will be three of the 30ft or greater busses and one trolley. Mr. Stevens asked would the new vehicles mean there will be additional service. Mr. Miller answered eventually.

Page 7: Project is for construction of a new 4-lane road (Montgomery Outer Loop) from CR-85 (Carter Hill Road) to SR-110. The total length is 5.22 miles. Total cost: \$29,323,186. A clarification was requested for the exact start location of the project.

Page 8: Project is for preliminary engineering and construction of a new 4-lane road (Montgomery Outer Loop) from SR-6 (US-231) to CR-85 (Carter Hill Road). The total length is 3.84 miles. Total cost: \$13,313,793.

Page 9: Montgomery Outer Loop from SR-110 to I-85 Interchange. Project is for lighting at I-85 Interchange, Outer Loop, and SR-110 Interchange. The total length is 2.90 miles. Total cost: \$1,865,760. Mr. Burnett asked if there will be overpasses over the major roads like Vaughn Road. Mr. Smith answered yes. Mr. Burnett also asked about overpasses at Old Pike Road. Mr. Bollie said that intersection is being handled in another division, and I am unsure of the answer.

Page 10: Montgomery Outer Loop from SR-110 to I-85 Interchange (Phase II). Project is for dual Bridges over SR-110, Millies Creek; Bridge on US-80 Relocation, widen I-85 Northbound Bridge, GDP I-85 Northbound, GDR portions of ramps 3 and 4, GDP US-80 relocation. The total length is 2.79 miles. Total cost: \$15,737,280. Clarification was asked about the start date of September 2009. Mr. Smith answered September 2009 is the target start date.

Page 11: State project on SR-3 (US-31) at new Autauga County High School, 2.5 miles North of Pine Level, this is to add turn lanes and total cost is \$300,000. No federal funds are involved.

Page 12: State project adding lanes to Bell Street (CR-235) from Washington Ferry Road to CSXT Railroad Bridge. The total length is 1.06 miles. This is a cost increase from \$690,000 to \$870,000. The project is largely related to Maxwell AFB. There was discussion on the redevelopment occurring on the Bell Street corridor.

Page 13: State project to extend service road on SR-9 (Northern Blvd.) north bound from Hackel Drive to Plantation Way and Southbound from Lagoon Park Drive to the existing service road. The total length is 0.76 miles. Total cost: \$1,100,646

There were questions about whether bike lanes were going to be part of any of these TIP amendments. Mr. Smith responded that bike lanes must be considered on all federally

funded projects. Mr. Bollie went on to explain that a justification must be made why they were or were not included. Discussion continued on bike lanes and projects throughout the area. In addition a request was made by the committee for feedback on how decisions are made on bike lanes in regards to local projects. Immediate feedback was requested on TIP amendment projects on page 2, 3, 4, 5, 7, 11, and 12.

A motion was motioned, seconded, and approved to request feedback. There was further discussion on bike lanes and the steps necessary to transition to a bike friendly area, on the need for a brochure/pamphlet on biking in the area, and on how to advocate for bike facilities. Amendments were motioned, seconded, and approved.

Mr. Smith moved on to Agenda Item #6. Consider Final 2009-2013 Congestion Management System Plan. Mr. Smith explained the final document had no changes since the draft CMS plan. There was a fourteen day comment period and a public hearing. There were two comments received from the Perry Hill Road area. Mr. Smith went over the two comments with the committee, and reviewed the MPO public involvement summary. Mr. Broadway commented that he had spoken to Dr. Anderson and Mr. Smith about the CMS plan. Mr. Broadway commented that the Congestion Management System Plan is merely an Access Management Plan. It only talks about the number outputs onto a collector road, and it does not address to any significant degree other options such as work schedule adjustment, transit oriented development, or any other techniques that take into account time of day. Because it does not address many of these other options/factors, Mr. Broadway has major reservations about the CMS plan. The plan should be called Access Management.

Mr. Stevens had a comment regarding the feasibility of a monorail between Prattville and Montgomery and possibly Wetumpka and Montgomery. Mr. Stevens stressed the importance in the future of moving away from fossil fuels towards electric, and he wanted it noted somewhere in our records that it is mentioned. Mr. Stevens motioned that the issue be studied sometime in the future. The motion was seconded and approved. The Congestion Management System document was motioned, seconded, and approved. Mr. Broadway opposed the motion.

Mr. Smith moved on to Agenda Item #7. Consider 2030 Long Range Transportation Plan Amendment Number Two. Mr. Smith discussed how the proposal came about. Mr. Smith explained the project details. Mr. Smith presented the project details in determining the feasibility of the project. Staff began by updating the socioeconomic data for the traffic analysis zones around the proposed interchange. The new numbers are on page number two. Page 3 is the map of the location of the proposed interchange. A majority of the traffic is going to and from downtown Montgomery. The project was proposed in part because of the Montgomery County Industrial Park, residents around the interchange, and to some extent, Elmore County residents. Based on traffic, the interchange would relieve some of traffic congestion at the Mitylene interchange, but there is a cost to the area residents.

Discussion proceeded to the public involvement hearing held for the project (proposed Wares Ferry Road Interchange). Mr. Townes commented that the area residents are strongly opposed to the project mainly because they feel they have already sacrificed enough for the area due largely to the Proposed Outer Loop Roadway project. They feel they have already given up land for the proposed outer loop and should not have to give up more. Mr. Smith said the majority of the comments were opposed to the proposed interchange, but from a technical standpoint it would not be a bad location for an interchange. A discussion proceeded about the history and implications of the proposed outer loop and the proposed I-85 Wares Ferry Road interchange. Ms. Ott asked what happens to the land if a project is not built on land acquired for a project. Mr. Wilburn explained that there had been lawsuits about that issue. Mr. Smith explained that this is along Montgomery County's eastern growth corridor. Montgomery will continue to grow eastward. There was discussion on the proximity of the Mitylene, proposed Outer Loop, proposed Wares Ferry Road, and the Waugh interchanges. Discussion proceeded to the amount of development in east Montgomery in the form of new subdivisions and building permits. Comments were made regarding the development of I-85, and the effects on the dislocated population. A motion was made to approve the 2030 Long Range Transportation Plan Amendment Number Two. The motion was seconded, and failed with a vote of four approves and five opposed.

Mr. Smith moved on to Agenda Item # 8 Update of Year 2035 Long Range Transportation Plan (LRTP). Mr. Fangmann of Jacobs Engineering proceeded to update the CAC on the status of the 2035 Long Range Plan Update and the next steps in the process. Mr. Smith and Ms. Delchamps detailed the process used to determine the 2005 base year socioeconomic data. The data includes number of households, median income, number of retail employees, number of nonretail employees, and the school/daycare enrollment. Then the process used to determine the 2035 forecast year socioeconomic data. Again the data includes number of households, median income, the number of retail employees, the number of nonretail employees, and the school/daycare enrollment.

Mr. Smith moved on to Agenda Item # 9 American Recovery and Reinvestment Act (ARRA) 2009 Funding and Project Proposals Review and Action. Mr. Smith told the committee that the three counties will receive \$6,822,999 million to be spent within the study area for transportation improvement projects.

Mr. Smith moved on to Agenda Item # 10 Transportation Projects Status Report. Mr. Bollie stated one project since I have been with ALDOT has been constructed on Edgewood Road, but it was not specifically designated a bike trail. It was striped for 12 foot lanes and two foot shoulders. It is a 35, 45, or both mph road. There are more I-65 projects coming up. A project was let in February to construct additional lanes and concrete pavement rehab from the Middle Street bridge to the Alabama River bridge. It has a completion date May 15, 2010. The next project is Bell Street from Maxwell AFB entrance to the CSX railroad. It is going to be let Friday. Highway 14 and Highway 143 in the Town of Elmore in Elmore County were it splits off and it a terrible intersection. There is a future project to realign the entire road, but in the meantime, there is a project in-house to add street lights and turn into a signalized intersection until the roads are realigned. Mr. Bollie stated he did not know the projected start date of the Highway 14 and Highway 143 realignment project. A request was made for accident data before and after improvements to roadways and intersections. Mr. Smith said that that data was included in the stimulus projects. Mr. Bollie said that most of the data is aggregated to each county. The data is in CARE database (Critical Analysis and Reporting Environment). It was developed by a professor at the University of Alabama. Various

public safety agencies submit accident data. The data is compiled every year. The data is used in developing and completing transportation projects.

Finally, there being no further discussion, the meeting was adjourned at 4:31 p.m.