

Bicycle and Pedestrian Advisory Committee
October 3rd, 2018
SARPC 2nd Floor, Transportation Department, GM&O Building

Members Present:

Mr. Richard Spraggins
Mr. Jeff DeQuattro
Ms. Carol Hunter
Mr. Butch Ladner
Ms. Katherine Kuhn
Mr. Edwin Perry III
Mr. Matt Jollit
Ms. Kelly Warren

Staff:

Mr. Tom Piper
Mr. Kevin Harrison
Mr. Anthony Johnson
Ms. Monica Williamson

Guests:

Mr. Vince Calametti
Ms. Stephanie Alexander

The meeting was called to order by Mr. Jeff DeQuattro.

The second item on the agenda was introductions.

The third item on the agenda was to approve the minutes of the previous BPAC meeting. Motion was made by Ms. Carol Hunter with a second by Ms. Kelly Warren.

The next item on the agenda was an ALDOT update on Bike/Ped Accessibility over the Mobile River.

Mr. Calametti said you have what the plan that Kevin and Tom sent out. We're prepared to answer any questions based on this plan.

Mr. Harrison said when we adopted the long-range plan in March of 2015, we didn't have tolling in there. To help the NEPA process, we are updating the long-range plan for the toll, for the environmental justice and for the bike path part of the bridge. That's really what we are reviewing. On the 31st, we are having a MPO meeting to modify the long-range plan for bike/ped part of the bridge, for the environmental justice and for the toll. The TCC will review that on the 17th also. That's really what Tom has produced here. The amendment to the 2040 long range plan for the bridge.

Mr. Piper said what I sent out to you yesterday was the original rough draft. Since then, I have recieved a lot of comments from Federal Highway and they had me take out quite a bit of it. They said it was a little

too specific. What you have here are the changes that they recommended. It is significantly shorter. It still has all the same projects though. There's no changes to what's proposed and how it is proposed, but there is just a lot less meat to their descriptions of those projects. The public meetings and stuff like that has all been taken out.

Mr. DeQuattro said Tom, can you describe the sequence of this stapled form here so I am clear on exactly what we are looking at.

Mr. Tom said the first page is basically explaining what the project is and what was in the plan before, what we started off with. Then it goes into how there needs to be tolling. There was a decision made to do a supplemental draft EIS. Then it goes into the proposed facilities which are the Cochrane Africatown Bridge, the belvedere, the facilities on the bridge itself, opening of Bankhead tunnel seasonally, and then the value-added options which are to include a bike/ped path on the bridge, and have an elevator on the eastern side of the river to connect to the belvedere. There is a map that shows you those things and future extensions of Cochrane Africatown Bridge. It describes what is going to be on the bridge. It is going to go from 165, down Baybridge Road, over the Cochrane Bridge to the end of the Cochrane Bridge. Then it includes future extensions which are from Broad Street up to Baybridge Road and then from the end of the Cochrane Bridge down to the Battleship Parkway. Then, it talks about the belvedere and the Bankhead Tunnel. Under other options, we removed the value-added phrase and just leave it as other options from the purposes of the Long-Range Plan. What they recommend for ALDOT to do, I don't know, but that is what FHwy recommended for the Long-Range Plan.

Mr. Hunter asked, Tom, where did, on the map what is called value added option D come from? That's the first time I have seen that.

Mr. Piper said that came from our last BPAC meeting actually.

Mr. Perry said it is in the minutes. Y'all recommended there be another option extending the path and adding an elevator and stairs for the other side of the bridge.

Ms. Hunter said so what would happen then, it will be an opportunity to go up on the east side, go all the way across and come down. Well, either side really.

Mr. Perry said the belvedere would be shifted to the middle and there would be an opportunity to go up on the east and down on the west.

Mr. Calametti said some of the concessionaire teams had concerns about working on the Cochrane Bridge. Working on a structure that they really didn't have engineering analysis and design so we felt it was better to just take that uncertainty out and ALDOT is committed to do that project ourselves. Then, ALDOT is committed that we will fund from Baybridge Road to Cochrane from 165. We've committed to do those with funding outside of the Mobile River Bridge.

Mr. Piper said that's the green on the map.

Mr. Harrison said to Cochrane and Cochrane.

Mr. Calametti said to Cochrane and Cochrane. Correct.

Mr. Piper said the yellows are going to be built, but not as part of the project.

Mrs. Hunter said, but it will be in the long-range plan. So, the yellow is in the Long-Range Plan and the orange is just part of Mobile River project.

Mr. Piper said the orange will be value added options in the bid that ALDOT is going to put out.

Mr. Harrison said did they have a problem with the map saying value added option.

Mr. Piper said they said to just list it at options, not value added.

Mr. Harrison said the map says value added.

Mr. Piper said yes, I just didn't have time to change the map yet. I just received these recommendations this morning.

Ms. Hunter said I wish we could add an option C which would be to have the belvedere in the middle but the approach still be from the anchor tower on the west.

Mr. Harrison said there is an option now for the belvedere in the middle as part of that west side.

Mr. Piper said under other options, if there is going to be an elevator on the other side, then it is going to be in the middle.

Ms. Warren said but we are saying it as a base requirement that the belvedere be in the middle.

Ms. Hunter said but if the base requirement has already been determined, I guess....

Mr. Perry said there is no restriction saying that it has to be there. The teams can play with it along the bridge.

Mr. Calametti said the design is up to them.

Mr. Perry said we just told them there needs to be a belvedere. There needs to be a path to it. It needs to have a elevator and stairs and the belvedere needs to be a certain square footage.

Ms. Hunter said so exactly where, I think there is sort of a minimum distance that is in the base requirement, but they could certainly extend it more to the middle if they wanted without specifying that it is a specific option.

Mr. Perry said right.

Ms. Hunter said I think it would be pretty cool to be able to walk all the way across. I don't think there is much collateral economic benefit to having a tower right there at the Austal parking lot on the other side of the river.

Mr. Harrison said I think the economic benefit would be the same as the base requirement of having a belvedere in the middle as having it on the shore.

Ms. Hunter said I don't know. It would be pretty cool to be able to walk out to the middle.

Mr. Piper said I don't think that has all really been determined yet as far as where exactly on the bridge the belvedere will be. I haven't seen that anywhere.

Ms. Hunter said so right now, the base requirement only requires that there be stairs and an elevator at that tower on the western edge and that those size of the belvedere be 600 square feet or something like that.

Mr. Perry said 700 square feet.

Ms. Hunter said that's all that is required of the team right now.

Mr. Piper said yes, that's right. The Cochrane is a separate project by ALDOT.

Mr. Harrison said which is \$8.5 million that the state is putting up for Baybridge Road.

Mr. Piper said one thing that I wanted to talk about on the Cochrane Bridge is does it have to be on both sides? I think that is the plan, but is that necessary and needed?

Mr. Perry said just the way Cochrane is laid out, it better balances the bridge doing it on both sides. If you didn't, there's gaps in the center of Cochrane that would have to be filled to make the consistent path.

Mr. Harrison said this is on the outside of each side?

Mr. Perry said yes.

Mr. Harrison said and then if the future expansion depending on which side it is can go underneath the bridge to get to one side or the other.

Mr. Perry said yes, we can shift it to one side or the other once it gets off the bridge.

Mr. Harrison said and options are still open as far as left or right.

Mr. Perry said yes.

Mr. Piper said as far as what you see in the yellow from Broad Street up to Baybridge and on the other side down to the Battleship, we've talked about possibly using some of our PL funding to do a study to really nail down the details of what we want that to look like and where exactly it needs to be.

Mr. Harrison said there is thoughts of the access to the, if possible, the delta here in that levee. I think it is all state property so Tom and I were just kind of thinking that what a great resource to have if accessible to have coming off the Baybridge that levee or some type of route. Right now, it is a birding trail and it is accessible, but you have to make a phone call and they will let you on it.

Someone asked where.

Mr. Piper said we are talking about on the east side of the river. Right now, what the map shows is it just going down the road, but what we are thinking about is what if we cut over a little further east to the top of the levee. Follow along that so that you could see the water and move away from traffic. I think that is all state property. Probably the port if we could get permission to put something like that up there. That's something we might talk about if we do this study.

Mr. Harrison said right and that study right now is an idea. It is a possible idea if it sounds like we could do it. We have to figure out A, if we can do it and how much it would cost and that may even open us to more funding to be able to do it.

Mr. Piper said we could probably get some partners like the Corps of Engineers and the Sea Grant Consortium. They do a lot of those type of projects around here.

Ms. Hunter asked how high is that levee.

Mr. Calametti said it is probably 30 to 50 feet.

Mr. Harrison said do you know anything that would restrict that?

Mr. DeQuattro said how old is the levee.

Mr. Calametti said the levee, I don't think it is active anymore. I think it was the old dredge and spoil area. There's a lot of drainage problems. I've contacted a hydraulics guy that retire from us, he's probably the best I've ever seen. There's a drainage problem on that section of roadway. I don't think there's pipes out there. I think it is tidal so I've asked this guy and I am working a contract out with him to study the drainage. If I could get the water drained that would only help us determine feasibility and everything. I don't think it is active. They haven't used it in 20 years or better.

Mr. Harrison said do you think that would be a possibility.

Mr. DeQuattro said there's a lot of trails built on levees. It just depends on if it still active or not or who it is governed by.

Mr. Harrison said now you have a destination trail.

Ms. Hunter said it also has the benefit of separating bicycles from traffic.

Mr. Piper said I think traffic is going to go up a lot once the toll is on the bridge, this traffic is going to get higher and we are going to have cyclists right there. If we can move them away from the roadway it would be safer.

Ms. Hunter said that's a real benefit.

Mr. Harrison said plus the whole idea of having the path on the bridge from the beginning was a destination like the Chief Ladiga trail to ride that. If we shift over here to the delta, now we have a destination that is still part of the bridge project. We will keep you posted.

Mr. DeQuattro said there is a lot of settling in the ponds. What is it? Do we know?

Mr. Piper said I know that it is on the birding trail now. A lot of people go out there birding because during migration those ponds are full of birds but you have to get a permit which is pretty simple, you just call a number or send an email and they say go ahead, print this off and if anybody asks you, here's your permit, but you do have to get permission to go out there now.

Mr. DeQuattro said road beds are already there.

Mr. Harrison said right so that's an idea we have. It is not part of this plan right now. What we need today is a motion and a second to recommend this to the modification of the long-range plan.

Ms. Hunter made the motion to approve the modification to the long-range plan for the bike/ped portion with a second by Mr. Butch Ladner.

Mr. DeQuattro said I had a question about something. I misunderstood, say if there is a 12-foot-wide shared use path along the high-level approaches, what would be the belvedere situation or the elevator situation, still 2 or still one?

Mr. Calametti said say on that again. On the bridge if there is a shared use path? The belvedere is a minimum. That is set. If the teams propose the shared use path, that is just a value-added option.

Mr. Perry said it will tie into the belvedere, potentially.

Mr. Calametti said potentially it would tie into the belvedere. They are coming up with some really great ideas but I can't say exactly how that would tie. The belvedere is a minimum. It is set.

Mr. DeQuattro said okay. That's all.

Motion to approve the amendment to the Long-Range Plan for the bike/ped section was approved.

Mr. Piper said does anyone else have any questions of ALDOT concerning the bridge.

Ms. Hunter said where are we in the process now.

Mr. Calametti said we are in the RFP process. We are meeting with the teams regular. We are listening to alternative technical concepts of the teams. We're fine tuning the RFP process. We are expecting a Record of Decision towards the end of February. Once you get the Record of Decision, that's where the feds tell you this is what you have to do. You get that, then you can finalize your RFP. That will go out to the teams first of March. Three to four months of their work, a final proposal late spring, early summer and then hopefully a decision in the summer.

Ms. Hunter said so a team could be selected by summer of 19.

Mr. Calametti said that is called a commercial close and then they will have a period where they will do a financial close where they secure their money and the funding. They have to finish off the TIFIA process so we could see construction in 2020.

Ms. Hunter is all of the right of way acquisitions complete?

Mr. Calametti said it is ongoing. The right of way process is ongoing.

Ms. Hunter said so it is just running parallel to the other process. The EIS where is that?

Mr. Calametti said this is what the Record of Decision will be, for the final EIS. We have submitted a supplemental EIS because tolling has been added. The Bayway will be raised a certain number of feet for flood and there was one other thing.

Mr. Perry said bike and ped.

Mr. Calametti said public meeting sometime after the first of the year.

Someone asked is tolling still beginning in 2025 or is it going to be right off the bat.

Mr. Calametti said I don't think that has been decided as of yet.

Mr. DeQuattro said there was a tolling study being done during our last meeting. Is it completed?

Mr. Calametti said probably not finished but toward finishing. Traffic and revenue as I have learned, they are ongoing all the time, fine tuning.

Mr. Harrison said but it is still a range 3 to 5 or 6, something like that.

Mr. Calametti said yes.

Mr. DeQuattro asked what's the purpose of the public meeting early next year?

Mr. Calametti said it is required by regulation but it will bring out everything that has been included in the supplemental draft EIS.

Mr. DeQuattro said so there will be like information boards and people around.

Mr. Calametti said I'm sure it will be open for comments. Some projects, this is not going to sound right, don't seem to warrant that open public comment. Some projects really warrant this and this will warrant a public comment.

Someone asked with the raising of the Bayway, how much higher is that going to be? They are taking the old Bayway out, right?

Mr. Calametti said we are raising the new construction will be raised, we were thinking we done several detailed studies and I think it is about 7 feet or so now. We were thinking it was close to 10 but 100-year storm surge is around 7. It is around 7 feet is what I am thinking.

Mr. DeQuattro said so it will be 21 feet. It is 14 feet now?

Mr. Calametti said I thought it was 16 now. Somewhere in that range.

Mr. Perry said we have a profile that we've supplied to the teams to work with for that 100-year storm surge.

Mr. Calametti said so just about all and we are really lucky. Just about all of the existing Bayway is within the 50-year storm surge. Then you will have engineers say well it's been there for 40 years. What do you think is going to do it? I am sure the guys in Florida and Mississippi said the same thing. I think we are lucky in that the Bay is not a really huge deep structure so it doesn't build up quite the energy or maybe we've just been really lucky. I don't know. As Mr. Cooper says I would hate to be the engineer who signed not raising the Bayway. It won't be me.

Mr. DeQuattro said the 50-year flood zone is going to change pretty soon anyway to 25 year or something like that.

Mr. Harrison said but there's a whole new structure being built and the old one is being taken out right?

Mr. Calametti said that is what is being anticipated.

Ms. Warren said is the new construction going in the footprint of the existing Bayway? I'm just thinking about redundancy.

Mr. Calametti said it is absolutely, the less impact is to build in the middle but it will be up to the teams to determine that actual footprint. There will be no construction on the outside because there are a huge number of impacts such as submerged grasses, endangered species, sturgeon, all of that so it is anticipated that all construction will be in the middle and will have to be phased so there will be less traffic disruption as possible.

Mr. Ladner asked what kind of timeframe are you anticipating?

Mr. Calametti said five years and that's what we are anticipating but have y'all seen that project that is going on just outside of Florida. I took my boss Mr. Cooper over there and there was, and this bridge is not 2 and half miles. There were 11 huge cranes on that job. I wanted him to get the grasp of what this means because I am going to have to have consultant contracts to handle this work. I wanted him to get the grasp of everything. It is going to be a really busy place. I think these teams will move along very quickly.

Someone said and if there's any overlap with the harbor widening project too. It's just going to be a lot going on in our bay and that might be disruptive.

Mr. Calametti said we will be over and all our footings, we have one footing on that little peninsula coming out of what used to be Sand and Gravel, we'll have one footing right there. Otherwise we won't be in the river. We anticipate mostly a land-based operation.

Mr. DeQuattro said the bridge segments are concrete and will come out of like Industrial Canal. Building a new road or using the Causeway.

Mr. Calametti said I doubt they will use the Causeway. They may float some in, yes.

Mr. DeQuattro said what's the process for deciding on what to do with existing structures.

Mr. Calametti said this is all a concession so they will go through that process. Do y'all know we are replacing that other bridge on the Tensaw? I am really pushing for a road to reef program as we did with the first Tensaw Bridge and Appalachian and Blakely. We made spec rigs out of all of those.

Ms. Hunter said I have one other question. Will the general public or folks interested at least have an opportunity to meet with, have conversations with the teams that are involved in the RFP process? Will they be at the public meeting after the first of the year.

Mr. Calametti said they are here today so I think they will be at the public meeting. I don't think there will be any interaction. I think that not for the general public. I think they are doing their due diligence as far as traffic. They are talking to people and such as that.

Ms. Hunter said I just wonder if people will be able to make a case for how important some of these value-added options are to the public and their desire.

Mr. Calametti said on a one on one basis, no, but I think at the public meeting, absolutely.

Mr. DeQuattro said I have a question. Will the City appreciate or need any sort of suggested changes to the language to address the no bicycles or pedestrians on the interstate law or policy? Is that something that we can get the city to consider or think about or at least say something like if it is approved, we will change our laws to allow it.

Mr. Ladner said I guess if we have to approach that from the legal perspective, our legal department would be involved with that, but is that already part of the city code? I'm not aware of it.

Mr. DeQuattro said it is. It's a city law.

Ms. Hunter said it specifically lists I65 and I10.

Mr. DeQuattro said and it may even mention the tunnels as well.

Mr. Calametti said I know it specifically mentions the tunnels and it has hazardous materials in there also.

Mr. Ladner said I also just assumed it was a state ALDOT.

Mr. DeQuattro said I think that has been a source of a lot of issues around this is years and years ago when it was a twinkle in someone's eye, I think it was assumed that it was a state law that they're not allowed.

Mr. Calametti said FHWA leaves it up to the states to monitor that.

Mr. Ladner asked and the state doesn't have any specific laws against that?

Mr. DeQuattro said they deferred to the local entities.

Mr. Piper said a lot of people will tell you otherwise.

Mr. DeQuattro said it was hard to research that.

Mr. Ladner said but it was in the city ordinances?

Mr. DeQuattro said it is.

Ms. Hunter said so we would just get the city attorney to amend that ordinance.

Mr. Ladner said it would have to go to council, but legal would have to be involved.

The next item on the agenda was a review of upcoming road projects for inclusion of bicycle and pedestrian facilities.

Mr. DeQuattro said I have some specific questions about the timing of TIGER grant and Water Street as well. There's several people working on that. Does anyone want to start?

Mr. Calametti said what I know about TIGER is that projects 1 and 2 are scheduled to be let in March or April of 19. That will be from Beaugard to Canal.

Mr. DeQuattro said and that is for the bid package?

Mr. Calametti said yes.

Mr. DeQuattro said and that is in March you said?

Mr. Calametti said I believe it is March or April and I hate to speak for the city.

Mr. Jollit said I think March is where they are trying to land.

Mr. DeQuattro said will there be any additional public meetings about that?

Mr. Jollit said I do not know at this point.

Mr. Harrison said where's Water Street? Are they any federal funds being used on Water Street?

Mr. Calametti said there is no federal funds.

Mr. Piper said what is happening with Water Street?

Mr. DeQuattro said it is at Phase 1, restriping, reconfiguration, is what they were planning for the buffered bike lane.

Mr. Ladner said we are getting ready to do the rephrasing of the signals next week.

Mr. Piper said so that's signal work right now.

Mr. Harrison said we had the city give an update to our South Freight Forum. Anthony, do you know if they commented on Water Street from the surveys we got.

Mr. Johnson said I don't think so.

Mr. Harrison said we have trucks barreling through here and we had the city kind of get an update to all these truckers as to what is going to happen to Water Street and we had some discussion. We wanted the comments in writing and I don't know if we got any comments on that.

Mr. DeQuattro said you might not get a lot of comments in writing from truckers.

Mr. Harrison said until they put a speed bump on Water Street.

Mr. Calametti said aren't they minimizing the lanes?

Mr. Ladner said yes, from three lanes to two.

Mr. Calametti said but they are going to reduce from 12 to 11.

Mr. Ladner said that's not my project. I haven't heard that. It could be.

Mr. Harrison said they want to slow it down.

Ms. Hunter said that's the way to do it.

Mr. Harrison said I think they are going to be pretty upset when it actually happens and then they are going to be forced to go around 65 and I even heard one of them say, no, we are not going to do that. We will just go through the Wallace Tunnel. If you think about it, if they go through the Wallace Tunnel to get on the Cochrane and back out, they are not going to be able to do that. The amount of trucks that will stack up, it will block the Wallace Tunnel.

Mr. DeQuattro said there were seven trucks at the stoplight when I was waiting to cross on the lime bike.

Mr. Harrison said it's going to cost them money when Water Street becomes more pedestrian, but they were all in the room. We had probably 30 of the major manufacturers and trucking companies in the room and they heard what's going to happen on Water Street. Is there going to be public meetings on Water Street?

Mr. Jollit said that is more of a traffic engineering and Jennifer has been handling that project. I haven't heard of any.

Mr. Ladner said I am not aware of any either.

Mr. Piper said what's the latest with Three Mile Creek.

Mr. Jollit said Three Mile Creek, I can comment on that. We have a design firm doing their due diligence, information gathering, environmental studies and we are pulling together the task force and organizing

stake holder groups at this time. There will be more information coming out about that, we are just trying to get all our information together.

Ms. Hunter asked who's the group?

Mr. Jollit said the firm is Dix Hite a landscape architect firm out of Birmingham. The Birmingham office is handling it. They are out of Lakeland, Florida, Atlanta and Birmingham. They've done a number of trails and greenways. They're going to provide some pretty good things.

Mr. DeQuattro asked if they did the Rotary Trail in Birmingham.

Mr. Jollit said I don't think they did the Rotary Trail. They did one in the Trussville Area recently. There will be more information that will come out in public releases soon.

Mr. DeQuattro asked if the Restore Act money was accessible and ready to spend.

Mr. Jollit said no, part of that was awarded the project, but we still have to submit additional applications for it and then hopefully we will start getting the money in, the first quarter of next year. The majority of that will fund the construction of this.

Mr. Piper said does the city have any other projects that might have bike/ped projects on it?

Mr. Jollit said there are a few other projects. The St Louis Street project is in its early infancy and those are some of the things we are looking at.

Mr. Harrison said Zeigler is scheduled in March. Both sections of Zeigler I think are scheduled early next fiscal year and I think both of those are going to have bike/ped on them.

Mr. Jollit said they will. In the plans that I saw, the striping plans did have that and we are actually trying to tie the Zeigler into the Three Mile Trail at Langan Park at the Japanese Gardens.

Mr. DeQuattro said what is the St. Louis Street. Is there an addition of a bike facility on there?

Mr. Jollit said looking at bike facility and that's one thing we have to start looking at as well, the entire bicycle connection through this city and seeing whether or not it will be feasible for that area or side streets and just get a good tie in throughout. Definitely connections to St. Louis Street.

Mr. Calametti said and are y'all aware of our Perch Creek Project? The bridge and bike/ped facility on it?

Mr. DeQuattro said I haven't heard the latest on that.

Mr. Calametti said the city received a grant and ALDOT is putting in around \$3.5 million and the city has about \$3.5 million so Perch Creek right now, the girders are actually in the water so we are going to raise the girders high enough probably 4 to 5 feet so that kayak access can get through. As part of that from and I forget the name of the little street, it is about 2 miles to the north of there, we are going to go from five lanes to three lanes. We are going to repurpose some of the existing asphalt out there to have a bike ped facility that will go all the way, the first project, will go over Perch Creek and then to Dog River Bridge.

Mr. DeQuattro said is it Staples Road?

Mr. Calametti said yes, and after that we will continue south on future projects.

Mr. DeQuattro said what's the separation or configuration?

Mr. Calametti said it will be an 8 to 10-foot separation and then a 10-foot multipurpose path. We will probably let that project the first part of the year. The bridge project is probably a year and half off.

Mr. DeQuattro said that could be a really good tie in to the planned Perch Creek Preserve that the city is doing and Helenwood Park.

Mr. Calametti said I am trying to get the kayak people to get away from Dog River Bridge and to concentrate all on this. I think Dog River Bridge underneath is just not safe for kayaks.

Mr. DeQuattro said oh, for a launch site. There's parking there.

Mr. Calametti said it has class three rip rap. I have a kayak. I'm not going to take it over class three rip rap. It is not safe.

Mr. DeQuattro said so you said that one's going to be let this spring.

Mr. Calametti said repurposing and resurfacing will be let this spring. The bridge has to go through the environmental process. It is a year and a half off, but it will also have the same bike/ped facility on it.

Mr. DeQuattro said will there be a desire to eventually make some sort of demarcation on Dog River Bridge?

Mr. Calametti said it stops at the north end right now. I haven't looked at the traffic from there. If you would think that someone's evacuating, they're probably going to go Rangeline Road because that is quicker access to the interstate. We are still kicking that around.

Mr. DeQuattro said what is the existing evacuation route/

Mr. Calametti said I think Rangeline is but for those people right in there, I don't know where they go. I wouldn't go down DIP.

Mr. DeQuattro said I know some people who live on Perch Creek and they usually go around to Rangeline to get to the interstate.

Mr. Piper said what about the county, does the county have any projects coming up.

Mr. Spraggins said the next section of Zeigler from Schillinger over to Tanner Williams, we are going to put a 10-foot-wide multi use path sidewalk on the south side.

Mr. Harrison said there is three Zeigler projects that will be done in the next several years.

Mr. Spraggins said we are looking on Dawes Road. We are not putting a bicycle path but we are putting a 3-foot paved shoulder along with a 2-foot grass from Scott Dairy up to Cottage Hill and then we are going to three lane from Cottage Hill up to the roundabout at Jeff Hamilton that is going in and put a sidewalk on the east side of Dawes on that three-lane section.

Someone asked through the roundabout.

Mr. Spraggins said stopping at the roundabout.

Mr. DeQuattro said is there a rumble strip planned for Dawes Road? The three feet shoulder?

Mr. Spraggins said no.

Mr. Harrison said the McFarland Road extension which the PE is...

Mr. Spraggins said that's Kim's job. I can't tell you much about it.

Mr. Harrison said federal funds were used so there's going to be expected a bike ped part of that.

Mr. Spraggins said we had an application in but got turned down to build a sidewalk from Wal-Mart there at Cottage Hill and Dawes Road over to West Mobile Park. We are going to reapply for that next when the DOT asks for applications.

Mr. Piper said is it too much for our TAP?

Mr. Spraggins said yes, it is about \$550,000.

Mr. Harrison said their application will be May.

Mr. Calametti said we have the same cut off, don't we?

Mr. Harrison said now we do. Our committee decided we wanted it in June. They have it in May. They had one December and then they ended up having a May deadline.

Mr. Spraggins said we kind of put our Cottage Hill project on hold on purpose because of MAWSS laying a 16-inch sewer line down there. It was going to be on the north side of Cottage Hill where we were going to be so we thought there was no need in putting a sidewalk in there and letting them tear it back out.

Mr. Harrison said can you do it at the same time and make them pay for it.

Mr. Spraggins said it would be nice. We are probably going to let a project on Three Notch Road from Dawes over to McDonald in February and we've got a three-foot paved shoulder on it as well.

Mr. DeQuattro said does the state DOT have jurisdiction over the Highway 158 bridge over Chickasaw Creek?

Mr. Calametti said yes. Is that the one that's just east of 45?

Mr. DeQuattro said yes. There's an abandoned rail line that goes through there. Some of it is privately owned. Most of it is still owned by the railroad company, CSX, I believe. Then there's, what is it, Chickasaw Creek comes down and crosses Shelton Beach Road. Is it state?

Mr. Calametti said Shelton Beach and 158, yes.

Mr. DeQuattro said I do know Mobile County just got \$5 million to do a county wide blueway project and those are two really good access points. The county has a canoe launch at Shelton Beach that's been closed for 10 years, but people are still launching from there. I think that whole area in there has a lot of potential to become like the peninsula where they are doing trails there. A lot of people ride their bikes on 158 too on the weekends. Love to get canoe access there.

Mr. Calametti said I wouldn't have a problem with it. We haven't turned one down and we really haven't turned Dog River down except for the Class 3 rip rap. I just don't feel it's safe.

Mr. DeQuattro said there's a really good safe launch point. It's an incredible creek. The Africatown blueway connections has made that a blueway.

Mr. Calametti said it's just a permit process with us.

Mr. DeQuattro said are there any other roadway projects?

The next item on the agenda was review of recent crash data involving cyclists and pedestrians.

Mr. Piper said I haven't heard on anything in our area.

Ms. Kuhn said to hopefully make that better we are having a free officer training for bicycle safety and pedestrian safety October 30th in the media room of the Mobile County Sheriff's Headquarters. We have invited an officer from each city in Mobile and Baldwin County to attend. If you guys know any personally, I have already reach out to them, but if you know anyone, we hope to have a lot of representation there.

Mr. Harrison said can you send us something on that?

Ms. Kuhn said yes.

Mr. DeQuattro said that's great. At some point, it is impacting the driver's test and everything.

Ms. Kuhn said the officers are encouraged if they have their own bike to bring it and if they don't, we are looking for means of renting bikes for the hands-on portion of the training forum. I think we have the location designated for that but it will be good to have officers actually doing a course with cones.

Mr. Ladner said I can send that to the traffic division of the police department.

Ms. Kuhn said this is something the ACF has been planning for about two years now and we are excited.

Mr. Piper said I think that is needed because we have so many people complain that officers are fussing them for doing things that is not against the law.

Ms. Kuhn said maybe if all of these bicycle trails end up happening in the Mobile, we can move our Good Life ride to Mobile instead of having it down in the Baldwin County area.

The next item on the agenda was old business. There was no old business.

The next item on the agenda was new business. There was no new business.

The meeting was adjourned.