

Bicycle and Pedestrian Advisory Committee  
November 16, 2016 Noon  
SARPC 1<sup>st</sup> Floor Board Room, GM&O Building

Present:

Green Suttles  
Jeff DeQuattro  
Jennifer White  
Butch Ladner  
Hanlon Walsh  
Kelly Warren  
Anne Hails  
Edwin Perry  
Ryan Mains  
Carol Hunter  
Carl Gosline  
Elliot Laudner  
Bryan Kegley  
Ricky Mitchell  
Ashley Dukes

Staff:

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

The meeting was called to order by Mr. Tom Piper as proxy for Chairperson John Blanton who was out of town.

The second item on the agenda was introductions of those present.

The third item on the agenda was the election of Chairperson and Vice-chairperson.

Mr. Piper said John Blanton has been our chairperson for a couple of years now. Jessica Melton was our vice chairperson. They both asked to step down so we need to elect a new chairperson and vice chairperson.

Nominations were called for. Mr. Jeff DeQuattro was nominated by Mr. Tom Piper with a second by Ms. Kelly Warren. Nomination was approved.

Mr. Hanlon Walsh was nominated as the Vice Chairperson by Mr. DeQuattro with a second by Ashley Dukes.

The fourth item on the agenda was to approve the previous BPAC meeting minutes.

Mr. Piper said these minutes were sent out earlier this week. I did not get any comments about changes.

A motion was made by Ms. Carol Hunter with a second by Ms. Ashley Dukes. Minutes were approved.

The next item on the agenda was a discussion about Transportation Alternatives Program (TAP) Grants.

Mr. Piper said in your packet you have the instructions and guidelines, the application, the ranking process that we use to score projects, and then some other information about how much money the state gets and how much money we receive. This next go around, the TAP program is going to be a two year program. This is at the request of the Federal Highway Administration. They want to make sure that we don't have a project that has money obligated and for whatever reason it bogs down and we lose the money. We are going to have projects in the works in case there is a problem with right of way or preliminary engineering, we can just say we will put one project on hold and move another project up in the schedule. . Before, we have always had about \$600,000 including the match. We cap it at \$200,000 and only cities and the county are allowed to apply. That is an ALDOT rule. In the past, we have always said the applicants are only allowed to submit one application so they have to pick which one they are going to do. We have waived that rule. So now an applicant can submit as many applications as they want and our ranking committee will decide which one gets funded. This being a two year program, they will submit applications for 2017 and 2018. We anticipate that we are going to have a lot of applications to review next go around.

Mr. DeQuattro said so you will grant projects for 2017 and for 2018.

Mr. Piper said they will be selected in 2017 and then the 2018 awards won't happen until the money is actually available.

Mr. DeQuattro said does the city have any plans to apply for TAP this year with applications due June 2<sup>nd</sup>.

Ms. White said I am sure we will have some.

Mr. Harrison said the State's is due in December.

Ms. White said yes, we are making an application to the State.

Mr. Harrison said say the county has three applications and they want to submit them this coming June. Do they submit three for 2017 and three for 2018?

Mr. Piper said they can, yes.

Mr. Harrison said can they be the same three if one gets funded in 2017, the others get considered for 2018. That is something we haven't really talked about.

Mr. Kegley said do you want us to submit them prioritized.

Mr. Harrison said that would be helpful.

Ms. White said leave it to the applicant to say what year they are making the application for.

Mr. Piper said they could submit it for the year they want, but could say if it doesn't get funded for 2017, put this in the 2018.

Mr. DeQuattro said can you explain the difference in the submission deadlines. There is only one on here.

Mr. Piper said there is two pots of TAP money. We have a small pot which is \$600,000 with the match. The state has close to \$17 million. Our pot of money is limited to just the MPO members. All of those entities can also apply to the state. The state is open to everyone and there is actually three different pots that they have. There is one for small urban areas, there is one for just rural areas and one for everybody.

Mr. Harrison said the city and the county can apply to that pot that is for everybody, but they can also apply with a different deadline to the urban area funds.

Mr. DeQuattro said match requirements on those are 1/1.

Mr. Piper said minimum is at least 20%. You have to put up at least 20%. If you put up more than that, if you look at the ranking process, you score higher, the more match you have.

Mr. Harrison said and where the match comes from.

Mr. Piper said if you have more than one entity putting up match, like the Mobile County Health Department or some social group helping raise money and helping with the project that scores your project higher as well.

Ms. White said you may want to mention that new this year, the score if you already have plans or how far into the engineering you are with your plans can give you a couple extra points.

Mr. Piper said yes. The preliminary engineering is not funded through the TAP program. It is only for construction. If you have your preliminary engineering already done when you submit the application you will score higher because you are further along than other applicants. You have shown a commitment to the project.

Mr. Harrison said and your cost estimates have to be done by a certified PE which is new.

Mr. Piper said it was in the last one but it is relatively new.

Mr. Harrison said it's not in the ranking, but we are no longer going to give extensions. If a municipality doesn't have their engineering done with local dollars within two years of the award, they lose their project. Two years is plenty of time to get the engineering done on sidewalks.

Mr. DeQuattro said are there bicycle and pedestrian components to the projects that the city and county are doing.

Ms. White said the application we will be submitting in December is strictly pedestrian sidewalks. The Peninsula Group is our co-sponsor on that one and it's to do sidewalks, where there is missing sidewalks along DIP just south of the interstate interchange. Possibly moving the bus stop to a more pedestrian friendly location and doing some crosswalks on DIP and then doing some ADA ramps on existing sidewalks to make that section ADA compliant.

Mr. Piper said what about the county. What do you have?

Mr. Mitchell said we are focusing on ADA ramps.

Mr. DeQuattro asked where?

Mr. Mitchell said scattered out.

Mr. Piper said kind of like your application last year. They did about 100 ADA ramps last year.

Mr. Harrison said which is part of the ADA plans. Did you mention that?

Mr. Piper said one of the other things we added is, 'is the project consistent with ADA Transition Plans.' I don't know if you are familiar, but all of the MPO member governments had to have ADA Transition Plans adopted. That is something that we have gone through in the past year. They identified where there are deficiencies as it pertains to ADA facilities so that is a lot of what the county has been doing.

Mr. Harrison said if it is part of an established plan, the ADA transition plan is one of those plans. After we do this, we will be able to start scheduling TAP projects instead of once a year; we will be able to have a multiple year schedule of projects. If one gets pushed back, then we will have one that can take its place and get pushed up which is one of the benefits of doing this multi-year application award. And it was a recommendation from the Federal Highway Administration that we start doing it this way.

Mr. Piper said does anyone have any questions about TAP.

Mr. DeQuattro said I have a comment. If when the city and the county are looking at your plans through long range, if there are needs for match for projects, especially projects that are multi-modal, I think we have access to some matching funds possibly especially if they relate to any of the Mobile Greenway Initiative Trails and existing plans like Three Mile Creek or Crepe Myrtle Trail. I think we can scrounge up a significant amount of match if that would be helpful.

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

Mr. Piper said does the City have anything in the works. I know the Broad Street project. Do you want to talk about that? I know a Facebook page just came out opposed to the Broad Street project.

Ms. White said they had the first public hearing on the environmental document. A lot of ya'll are familiar with the process, with the environmental document, you are just showing what is going to be

the footprint of it, not necessarily the design or even the firm that does the environmental will be doing the design. There were a few vocal negative comments but for the majority of the people that attended the event and left their comments that night, were very much positive. There has been a few vocal negative comments.

Ms. Hunter asked what were the objections.

Ms. White said because the majority of the project is showing it as a multi-use path rather than on street bike lanes and then doing a wider outside lane with the bikes to share with the vehicles. I think that was some of the stuff because it has always been talked about as a separated bike lane or a bike lane on the roadway. We haven't even paid anyone to actually survey the road at this point. We are looking at what is on our GIS maps to kind of say what is the existing right of way. The part we are just trying to get through now is that environmental document. We think that it will be what they call CE which is you are basically excluded and not having an environmental impact since it is an existing roadway and sidewalks. We are not going too far out of what is the existing right of way. The design certainly could change by the time the design firm is hired for the project. It's like 18 months from design so we are still a good distance away. The whole point of the project is to get safe bicycle-pedestrian access along that corridor. That is the aim of the project. What the final look of the project it not definitive. What we are showing as the concept and how close to the concept we will be, we won't know until we get hard numbers on right of way and even traffic volumes haven't truly been looked at on those roadways and what can be done at some of the intersections. We do have some issues at Springhill Avenue and Dauphin Street and Broad. Those are big intersections. They funnel a lot of traffic. There is a high volume of left turns on Springhill Avenue. There is still a lot that has to be looked at it, but you have to be able to handle the pedestrian and bike access through there also.

Ms. Hunter said will this take a look at storm water consideration. A component of the footprint now and how it will ultimately look?

Ms. White said it is not like we are digging up the whole road. I don't know how much of an underground issue that we are going to get into. I think one of the things that they want to get rid of is that concrete road slab on the portion that is going north of Government because if we don't get rid of that, we are still going to have that unlevel roadway which is not the best thing for bicyclists.

Mr. Harrison said they will have to tear up the roadway in order to fix the drainage underneath that.

Ms. White said I don't if the drainage is going to be fixed as a part of that because we haven't looked at that yet.

Mr. Harrison said are they opposed to that it is a shared route and they want an exclusive lane.

Ms. White said that is some of the comments that I saw. Some of it was they didn't like one of the intersections. I think it is the one at Dauphin and Broad showing a kind of swing lane off of Broad but that exist now. It is just on St. Francis. It is bringing it closer to the intersection. What we looked at there as far as the concept is how are you going to turn a truck that runs now off of that roadway. They

can make the St. Francis turn but may not be able to at Dauphin because those are skewed angles. You are basically traveling and turning back. That was to try and accommodate that. We are still going to have to have access for these 18 wheel trucks that use that roadway system. They do because there is businesses around there. I think that is why it was shown that way, but whether it is designed that way is still a question. I think there was also some opposition to the roundabout. It wasn't shown like it was shown on the Toole study.

Mr. Suttles said the roundabout wasn't quite finished. Carol and I both saw that.

Ms. Hunter said it took way too much real estate to roundabout Springhill. It will take out the Checkers.

Mr. DeQuattro said are there going to be other opportunities to participate in or comment on the design process.

Ms. White said I think there is when you get into design. In fact they put what was shown at the meeting Thursday night on the webpage. I think the comment period is still open.

Mr. DeQuattro said I think tomorrow is the last day.

Ms. Dukes said I think the website is [ReconnectingMobile.org](http://ReconnectingMobile.org).

Mr. Harrison said do ya'll have to buy right of way for it.

Ms. White said there may be some right of way acquisition for it.

Mr. Harrison said but not as a part of the federal program.

Ms. White said the city has other matches so we are trying to use the city match and state match stuff instead so we can use the grant for actual construction cost.

Mr. Suttles said a couple of things that I have noticed is that number one is that is that there will be a total rebuild of Dauphin from Congress almost down to Canal. The other thing that I don't think people appreciate the differences in what is existing today. Right next to the Beehive there at Greers you have no room for anything and then when you get to Beauregard it is a giant boulevard. I sense the fact that everybody felt that is should look like the rebuild of Beauregard all the way to Brookley and there just isn't enough real estate to do that. I think we publicly oversold what could be done all the way along the corridor.

Ms. White said it is definitely even in the environmental process there was a lot of discussion between the city, the state and Volkert in how to show the project. You want to be uniform. You don't want to drop bike lanes and go to a sharrow and then pick up a shared use path. You want to be consistent from one end to the other. Some end of the road like Beauregard, we have plenty of room to do anything we wanted but as you get closer to Government Street and then closer to where Washington Avenue intersects Broad Street you run out of real estate quickly. Some of those houses have already lost their front yard and there are huge oak trees along there between Canal and the interstate and we did not want to go in and clear out all of those old oak trees to get in an extra two foot of asphalt. It wouldn't

be good for the project either. It's been a lot of back and forth. That's why I say until we can get the design can we say, can we get a full 10 foot bike lane. That was some other comments is that the shared path was only shown as 8 foot and not 10 or 12. You are looking at these plans were drawn up on just GIS drawings, not on surveyed right of way. It could be that we can get 10 feet or a little more and still maintain the Mr. Suttles space and other stuff. We just won't know that until we get further into the project.

Mr. Harrison said they've got an exclusive bike lane from here to where, Dauphin Street.

Someone said it was somewhere around Congress.

Ms. White said it definitely needs to connect to the bike lanes that we are going to put on Water Street.

Mr. Piper said what about Water Street.

Ms. White said on Water Street, we are finalizing plans on that now. We are still showing the separated bike lane. At this point, it is just a striped buffer. In the future, we hope for it to be fully separated.

Mr. Piper said that is all just local dollars right.

Ms. White said yes.

Mr. DeQuattro said I have a question on Broad or a comment. It would be helpful if maybe we could understand when opportunities for public comment would be because I am responding to a lot of stuff about the hearing and I assume there would be more opportunity to comment.

Ms. White said I assume the city is going to take the approach that ALDOT has taken with some of their big projects that are in the public eye and when the design firm is chosen and when the management team is chosen, there will be basically a PR push with the project to keep people well informed about it. You probably will see the city having a website dedicated to this project and Facebook accounts, things like that to help with putting the information out there so that there is not a lot of bad information so we can keep it a positive project for the community. You want the community to be happy with the project. You don't want to do something that you are putting a lot of money and effort into and the community not be happy with it and doesn't want it. You want the community to be happy with it in the end. You want people to use it and feel safe on the path that is chosen. We talked about it yesterday that there will be a PR effort as part of this project. You will see that approach on more and more projects.

Mr. Piper said what about Springhill Avenue. I noticed it has had a road diet lately. Is it going to get a bike lane?

Mr. Perry said I know on portions of it, we were trying to improve the shoulders and work with some of the drainage grates. I don't think it is anything all the way through the projects but maybe up to Ann.

Mr. Harrison said they just have temporary paint down. I thought they were going to put a bike lane from broad to Catherine. Are they not going to do that now?

Mr. DeQuattro said I sent an inquiry about it. The final striping will be done sometime later.

Ms. White said if you notice even to the west of Catherine, the outside lane is wider. It may not be wide enough to stripe a bike lane but it allows room.

Mr. Perry said I think they actually ran into some issues when they were doing it. There may have been a few areas where it didn't work.

Mr. DeQuattro said someone had asked about it and I inquired and they said they were not finished and that they were not going to put final stripes in until after the new year.

Mr. Perry said when we have cooler temperatures they can adjust what they can do with the asphalt.

Mr. Piper said what about Three Mile Creek.

Ms. Warren said I know they are working together and I think there is a meeting on the 29th with MGI. I think they have sent out a survey on that.

Mr. Suttles said it is the 28<sup>th</sup> at 10:00am in the multipurpose room.

Mr. DeQuattro said the last I heard at the last steering committee, MAWSS was planning a pretty major retrofit to some of their trunk lines on areas along where the trail was going to be. I think they were beginning coordination to do that but there was no dates or anticipated timeline.

Ms. Warren said yes, they are working with MAWSS on that and they are also working with the housing board with the Roger Williams demolition. I know I have placed a lot of calls to the Housing Board to see where they were with the plans and I haven't had any calls back.

Mr. DeQuattro said but the engineering is finished from what I understand and they have money for construction although they do have a shortfall of \$400,000. That would reduce amenities, but they have enough for the concrete or asphalt.

Mr. Harrison said I remember them saying they were going to wait for MAWSS to get their work done.

Mr. Piper said does the county have any type of projects.

Mr. Mitchell said no, not that have bicycle, the only thing we have is pedestrian.

Mr. Piper said the Schillinger project, is it going to include purchasing right of way so that sidewalks might be built later on.

Mr. Kegley said we have a wide grass shoulder for a future sidewalk on one side. Now to answer your previous question about any ongoing projects we just had three projects approved inside the city and three outside the city limits of Mobile, capacity type of projects with 10 foot sidewalks.

Mr. DeQuattro said on which streets.

Mr. Kegley said most are on Zeigler.

Mr. Harrison said does the state have any big bike projects.

Mr. Perry said I don't have the list of any of our projects, but we finished the comment period last week on the Mobile River Bridge. We received about 630 comments. Right now we are going through those and trying to work on the summary to see how we can better define each of the options and see if we need to have any more interaction to make a decision.

Mr. Harrison said is there a deadline.

Mr. Perry said not really. It is just internal deadlines. We want to have our big public meeting somewhere after the first of the year. For us to do that, we have to make all the decisions on the project and meet with the environmental agencies and then have our goal.

Mr. Piper said I have a question about the tunnel possibility. If they were to use the Bankhead Tunnel and it ceased to carry traffic, would it still be ALDOT's responsibility to maintain that tunnel?

Mr. Perry said more than likely yes, even if it didn't carry traffic, ALDOT would still be in control of the maintenance. I don't think it would be anything that anyone else would be interested in taking over.

Mr. Harrison said let me ask, even if you don't have vehicles through there, you still have to provide lights and fans, it's all about of the tunnel control center. Is there really a big savings in terms on maintenance of the Bankhead Tunnel?

Mr. Perry said there would be. It wouldn't be a huge amount, but there would be some maintenance savings. You wouldn't have to, depending on the architectural features added to make it pedestrian friendly, you wouldn't have to clean it as much as you do now. I think there would even be, looking at getting some of the utilities out of there. I think the lighting requirements would be different. The biggest cost came from putting in some required safety requirements. For the most part, there would be some savings.

Mr. Harrison said have you tallied up the 600 comments as far as in favor.

Mr. Perry said I have a count, but we had about 130 for Cochrane, about 88 for Bankhead, 421 for Mobile River Bridge and about 45 for nothing at all. We had a lot of comments interested in all of the options so we want to better define the options and be able to present it the higher ups in ALDOT.

Someone asked how long do you think asphalt would last in the shade without asphalt. I think it would last a long time.

Mr. Perry said yeah, I think that would be some savings on maintenance. I think one of the biggest things we learned because we received a lot of comments against the Bankhead because they thought it would be a permanent closure tomorrow. I guess we didn't do enough explaining that if Bankhead was chosen, it wouldn't be available until after the bridge was completed. Just like Cochrane, it wouldn't be available until after the project is completed. A lot of things we got in favor of Cochrane is that it was something that people could potentially have now. We learned a good bit from the workshop.

Mr. Harrison said 45 people didn't want anything at all.

Ms. Hunter said there are people who believe that any change to what has been presented will slow the project down and that is what they oppose it.

Mr. DeQuattro said thinking about far into the future for projects, if there are opportunities to get in on some of the scoping and design two and three years out to add bicycle/pedestrian facilities, I would love to have that opportunity and this will be a good forum to talk about that. I have been to these meetings before and we talk about these road projects that are happening and there is no bike/ped facilities and that is fine, but the answer is oh, well this project has been in the works for two or three year. Somehow if we can help you with thinking about those things in that time scale, I think a lot of us are happy to do that. I know that I am.

Mr. Harrison said well, with the federal funds, those projects are supposed to have bike/ped facilities on them. The projects that are locally funded, those are the ones that don't. They pay as you go that just came out, those are local.

Ms. White said the city is doing resurfacing with that. The city is looking at with some of the resurfacing on roads that we can do road diets on for whatever reason, we are looking at there is potential, one being Canal Street and Michigan Avenue, some of those roadways that we can restripe with a three lane and a striped bike lane, or 4 lane, whatever it may be. We looked at some of those with our resurfacing. A lot of that we only know a few months or a year out on that.

Mr. Suttles said one of the thoughts that I think Jeff is wandering toward and it certainly popped into my mind. Where it makes rational since where there is a population and destination. Schillinger Road, you are not going to get me all excited about arguing for a bike lane on Schillinger Road. That is just not going to happen, but anything south of Government for those neighbors and various identified markets like the Neighborhood Market on Government and Greers on Broad, etc. We have populations and destinations that they want to get to. That is the type of thing that we have to start thinking ahead on. My favorite one that everyone has heard endlessly is getting a bike lane on Dauphin Street because we have a real identified population. We have downtown and destination, but there is a half dozen at least that would be perfect. MLK, Broad Street is perfect. That is exactly what I am talking about. Michigan is exactly the same thing. If we identify those things, this is a particular sweet spot that would be a mile or ½ a mile or two miles of bike lane where we move 10,000 people from this neighborhood into a destination. That is a fairly reasonable return on an investment. Getting ahead of those and identifying those areas.

Mr. Harrison said those are identified in our bike plan.

Ms. White said that is what we look at when we are determining bike lanes.

Mr. Piper said yes, you might want to take a look at that and see what is in there and if we need to change something.

Ms. White said that is supposed to be one thing that this committee oversees and any changes to that.

Mr. DeQuattro said are there timelines attached to those projects at all in the plan.

Ms. White said there is short term, medium and long term.

Ms. Hunter said they are prioritized.

Mr. Piper asked if there were any other projects. What about the Crepe Myrtle Trail.

Mr. DeQuattro said the Crepe Myrtle trail ride is scheduled for April 1<sup>st</sup> approved by the Airport Authority and still getting approval for the foundation.

Mr. Suttles said there is no underestimating how important the Airport Authority is. They take down the FAA fence for us to get through there so there participation is utterly critical and they have been wonderful.

Mr. DeQuattro said didn't the city get some grants for purchases along Bayfront Road, I think through National Fish and Wildlife Foundation. A property purchase where portion of Crepe Myrtle Trail may cross or be integrated to.

Mr. Piper said any other road projects or bike ped projects.

The next item on the agenda was discussion of recent crash data.

Mr. Ladner said I am aware of three that have happened this year, two in the city and one in the county. All three were pedestrian and I apologize but I don't have the accident reports. One of them was Government Street downtown around Michigan I think and Highway 43 out near Creola and there was one on the interstate, a pedestrian crossing the interstate around the beginning of the year.

Mr. DeQuattro said you have to have a police report to make it an official crash. Is that correct?

Mr. Piper said that is correct.

Mr. DeQuattro said I have a ton of guys that come to the shop and their wheels are completely taco'd because they got hit by a car but they don't want to report it. They are afraid to report it, but if there is a way to capture that information anecdotally, would it be helpful. I can get a big map and put pins on it and write down a description of what I found or heard. There has been two police officers that have hit bikers the past month.

Mr. Ladner said anecdotally that would be interesting. That would explain why you only hear about fatalities.

Mr. DeQuattro said well it was the bikers fault. It was homeless folks riding on the sidewalk in the wrong direction and hit a car that pulled out in front of them. We replaced both of their wheels, but there are a lot more crashes than get reported. It could help us not only a problem spot, but would help identify education needs as well.

Mr. Piper said I think it would be useful to bring to this committee and talk about.

Someone said how would you capture that, where would you solicit input.

Mr. DeQuattro said from people who visit the Delta Bike Shop.

Ms. Hunter said maybe from the Delta Facebook page.

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

The next item on the agenda was new business.

Mr. Harrison said while I have you hear, you are the Bicycle Pedestrian Advisory Committee for the Mobile Metropolitan Planning Organization. You are a subcommittee to the MPO. One of the things, we have an MPO meeting coming up on November 30<sup>th</sup>. On November 9<sup>th</sup>, the Technical Coordinating Citizens Advisory Committee met and talked about one of the things that we are going to modify is the TAP process which we went over today. The second one is kind of indirectly related to bike-ped but what our intentions are is to modify the Congestion Management Process. What we have been doing the past 20 years has been ineffective. We have never funded a project with it. It is intersection type projects. We screened all of the intersections in the urban area for 45,000 entering vehicles, intersections that have over 7,000 vehicles per lane and intersections that have 1.5 collisions per million entering vehicles. It was a whole thing that some of us when out in a van and looked at the intersection and tried to figure out how to fix it and then had a very labor intensive cost analysis associated with it. We are proposing to reinvent how we do that. We don't have to get in cars with GPS units anymore. That data is all available to us now with cellphone data purchased by the state. It is called HERE data. Anthony has been going over it so that data is now at our finger tips. We don't have to do the travel time runs manually. In terms of project development, we are going to look at corridors and intersections and rank them based on the travel time we get from cellphone data. We are going to rank it on something called the roadway congestion index which is basically a vehicle to capacity per lane ratio and we are also going to throw in there the rear end collisions for that corridor or intersection. We are going to rank and prioritize them and what are intention is if the MPO approved it, we can modify the Long Range Plan. Right now, we have a project in the 2040 Long Range Plan for an interchange at Airport and Azalea for \$14 million. You may remember it came out of the Volkert Study of Airport Boulevard. There is two projects we included in the next 25 year. One is a Florida T-type intersection modification at the malls on Airport and the other one that was voted for was an interchange at Airport and Azalea where they have 4 lanes go over the top of Azalea. My intention is to take the \$14 million from that project and break it up to \$500,000 per year for the next 25 years with a 20% minimum match, \$600,000 per year to do intersection type work instead of one big project at Airport and Azalea. An example of that is what the city is doing now for Airport Boulevard, the adaptive signal type systems. The really heavily congested parts of the urban area, we can get adaptive signals, hi-tech systems, and roundabout intersections like the county does. We are honing in on intersections instead of additional capacity. Some of the projects that came up, Government Street from Broad to the tunnel in the summertime. So \$600,000 that we would be able to program each year. Ya'll are welcome to comment on it now. If the MPO approves it, we have to modify the Long Range Plan and the Transportation

Improvement Program to account for this new funding category. If you have any comments, they would be appreciated.

Ms. Hunter said I have a general question. How do pedestrians get across a traffic circle? Traffic never stops moving.

Ms. White said the cars have to yield to the pedestrian. The pedestrian crossing is actually before it widens out and starts your roundabout, the pedestrian crossing is in that so there is a median shelter for them. Logically, you are only crossing one lane and no more than two. You would be crossing at that throat before it widens into the circle. Technically the cars should be yielding to the pedestrian. I think we need education all around for pedestrian and bicycle safety. Any of ya'll that work or live around the Loop area know that there are a lot of bicyclists because that is the way people get around and use it as their primary transportation and they are riding on the wrong side of the road facing traffic or as in one case we saw last week on Airport Boulevard in the middle center turn lane. A lot of safety improvements could be made just knowing that everyone is doing what they are supposed to be doing if you have a reasonable expectation of what they are going to do, you can anticipate and react better. If someone is doing something out of the norm, that is when accidents happen. The woman we saw in the median, she wasn't even looking at traffic. She had her head down. This was on the midtown section of Airport where the lanes are narrow and people easily cross that center line to give room to someone else.

Someone said Mobilans don't even use their blinkers. How are you going to educate them?

Ms. White said we do need a big education process and I know the city would be willing to participate in that at least from our department. I have been trying to push some of the universities or nonprofits to help us with that. We really need a full campaign.

Mr. DeQuattro said we have been doing some of that with the Health Department. We created a pamphlet for cyclists.

Ms. Hunter said it has to be big. Billboards, talks in schools.

Mr. DeQuattro said we created a proposal to do those things but it did not get approved. Maybe it will get approved this time around.

Mr. Piper said you need the support of the county and city and MPO. It would help.

Mr. DeQuattro said I think we should wrap up but how often do these meetings happen when we are going strong.

Mr. Piper said about once a quarter.

Mr. DeQuattro said Hamlin and I would like to do quarterly and get them on the calendar soon. We would like to invite speakers and do short presentations at each one leaving time for discussion.

The meeting was adjourned.