



August 22, 2012

**MEMORANDUM**

**TO:** Transportation Technical Committee

**FROM:** Mr. Greg Dawkins, Chairman /s/

**SUBJECT: Meeting Minutes  
August 22, 2012**

A meeting of the Transportation Technical Committee (TTC) was held on Wednesday, August 22, 2012, 10:00 a.m., RPCGB 3<sup>rd</sup> Floor Conference Room, 2 Twentieth Street North, Birmingham, AL 35203.

**MEMBERS PRESENT**

Mr. Rod Long, Vice-Chairman, City of Hoover Representative  
Mr. David Hunke, At-Large  
Mr. Matthew Cobb, City of Homewood Engineer  
Mr. Tom Magee, City of Birmingham Chief Planner  
Mr. Richard Darden, At-Large  
Mr. Doug Hale, Bicycle / Pedestrian Representative  
Ms. Sheila Chaffin, UAB Exec. Dir. Campus Planning and Facilities Programming  
Mr. Blair Perry, At-Large  
Mr. John Tally, CLASTRAN Transportation Mobility Manager  
Mr. Randy Kemp, City of Birmingham  
Mr. Chris Leffert, BJCTA Representative  
Mr. Chris Hatcher, Operation New Birmingham  
Mr. Fred Hawkins, EDT  
Mr. Scott Holladay, Shelby County Highway Department Representative  
Ms. Alicia Rudolph, At-Large  
Mr. Lance Taylor, ALDOT Preconstruction Engineer – Birmingham  
Mr. Jason Howanitz, Jeff. County Dept. of Health Chief Meteorologist - Air Division

Mr. George Henry, At-Large  
Mr. Scott Cothron, Sain Associates  
Ms. Denise Hornbuckle, Traffic Safety Representative  
Mr. Keith Strickland, At-Large  
Mr. Al Folcher, At-Large  
Ms. Nan Baldwin, Birmingham Business Alliance (Non-Voting Member)

**TECHNICAL COMMITTEE MEMBERS REPRESENTED BY PROXY**

Mr. Chris Reeves, At-Large  
    Represented by Mr. Rod Long  
Mr. Fenn Church, Trucking Representative  
    Represented by Mr. John Tally  
Mr. Charles Malone, ALDOT Maintenance Representative-Birmingham  
    Represented by Mr. Jesse Miller

**TECHNICAL COMMITTEE MEMBERS NOT PRESENT**

Mr. Greg Dawkins, Chairman, City of Birmingham Traffic Engineer  
Mr. Richard Caudle, At-Large  
Mr. Robert Portera, At-Large  
Mr. Andrew Sullivan, At-Large  
Mr. Wallace McCord, At-Large  
Ms. Alfredo Acoff, ALDOT Environmental Coordinator – Montgomery  
Mr. Ken Boozer, Jefferson County Dept. of Roads and Transportation Representative  
Dr. Emmanuel Oranika, ALDOT Metropolitan Planning Engineer - Montgomery  
Mr. Dave Harris, FHWA (Non-Voting Member)  
Mr. Ron Gore, ADEM (Non-Voting Member)  
Ms. Myra Immings, FTA (Non-Voting Member)  
Mr. Eric Womack, Shelby County Development Services Representative

**OTHERS PRESENT**

Mr. Charles Ball, Regional Planning Commission of Greater Birmingham  
Mr. Darrell Howard, Regional Planning Commission of Greater Birmingham  
Ms. Cynthia Barton, Regional Planning Commission of Greater Birmingham  
Mr. Christopher Brady, Vestavia Hills  
Mr. Doug Seagle, Kemp & Seagle Consulting Engineers  
Ms. Chandra Abesingha, CEAssociates, Inc.  
Mr. Antoine Hawkins, Regional Planning Commission of Greater Birmingham  
Mr. Ryan Parker, Conservation Alabama  
Mr. Richard Abel, CLASTRAN  
Ms. Nadia Shalaby, Jefferson State Community College  
Ms. Cissy Edwards Crowe, Regional Planning Commission of Greater Birmingham

Vice Chairman Rod Long called the meeting to order at 10:02 a.m. The meeting proceeded with the scheduled agenda items.

**INTRODUCTORY ITEMS**

Attendees introduced themselves. Mr. Scott Holladay made a motion to approve the June 27, 2012 minutes. Mr. Fred Hawkins seconded the motion that passed on a voice vote.

**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

Mr. Darrell Howard presented a request from ALDOT to modify the FY2012-2015 TIP to include the following:

**ALDOT Requests**

<a href="#"><u>SRTS-SR13 (906)</u></a>	100058870	Safe Routes to School 2013 sidewalks along Innsbrook Parkway in the City of Pinson, Rudd Middle School and Pinson Valley High School	9/12/2012	CN	3/29/2013	2013	\$101,710	Exempt	Safety Projects
<a href="#"><u>SRTS-SR13 (903)</u></a>	100058965	Safe Routes to School 2013 sidewalks and associated improvements in Bessemer Abrams Elementary School	9/12/2012	CN	3/29/2013	2013	\$150,000	Exempt	Safety Projects
		TIGER12: Roads to Recovery - complete streets and multimodal transportation system to serve Pratt City, Ensley, Jones Valley, Enon Ridge, Civil Rights District, Western Area Health Center and Red Mountain Park	9/12/2012	PE	9/13/2012	2012	\$1,753,128	Exempt	Other Federal and State Aid Projects
		TIGER12: Roads to Recovery - complete streets and multimodal transportation system to serve Pratt City, Ensley, Jones Valley, Enon Ridge, Civil Rights District, Western Area Health Center and Red Mountain Park	9/12/2012	RW	9/13/2012	2012	\$650,000	Exempt	Other Federal and State Aid Projects
		TIGER12: Roads to Recovery - complete streets and multimodal transportation system to serve Pratt City, Ensley, Jones Valley, Enon Ridge, Civil Rights District, Western Area Health Center and Red Mountain Park	9/12/2012	UT	9/13/2012	2012	\$100,000	Exempt	Other Federal and State Aid Projects
		TIGER12: Roads to Recovery - complete streets and multimodal transportation system to serve Pratt City, Ensley, Jones Valley, Enon Ridge, Civil Rights District, Western Area Health Center and Red Mountain Park	9/12/2012	CN	9/13/2012	2012	\$12,684,618	Exempt	Other Federal and State Aid Projects

**These projects are exempt from regional emission analysis under 40 CFR 93.126. Table 2.**

Mr. Doug Hale made a motion to recommend approval of the TIP modification. Mr. Tom Magee seconded the motion that passed on a voice vote.

### **JOBS ACCESS REVERSE COMMUTE / NEW FREEDOM**

Ms. Laurel Land presented recommendations for the Jobs Access Reverse Commute / New Freedom funds. A Request for Proposals (RFP) for funding under the Federal Transit Administration's Job Access Reverse Commute (JARC) and New Freedom programs was publicized by the RPCGB on June 29, 2012. Responses were due by noon on July 27, 2011. Funding is limited to projects in the urbanized areas of Jefferson and Shelby County. JARC projects must support transportation services to and from jobs and job-related activities. New Freedom projects must provide transportation options for individuals with disabilities.

The RPCGB received ten applications in response to the RFP, four for JARC and six for New Freedom. A summary of the proposals was included in the meeting packet. The Birmingham-Jefferson County Transit Authority is responsible for the financial oversight of these grant programs.

Staff met with the Human Service Transportation Committee on August 7 and 8, 2012, who reviewed and discussed each proposal and voted to recommend the following projects for funding:

- Aletheia House - \$386,420 for operating expenses for two years (JARC)
- The Village - \$21,150 for operating expenses for one year (JARC)
- Collat Jewish Family Services - \$22,293 for operating expenses for one year (NF)
- KidOne - \$67,938 for one vehicle and operating expenses for one year (NF)
- Travelers Aid Society - \$204,360 for purchased transportation for three years

Because the JARC and New Freedom grant programs will no longer be funded in their current form, applicants were encouraged to apply for multi-year projects. The RPCGB estimates the balance after funding these projects will be approximately \$500,000 for JARC and \$300,000 for New Freedom. Unspent funds are rolled into future years. All proposals are available at the RPCGB for review.

Mr. Doug Hale made a motion to recommend approval of the JARC/New Freedom projects as proposed. Mr. Chris Leffert seconded the motion that passed on a voice vote.

### **PUBLIC INVOLVEMENT**

Ms. Cissy Edwards Crowe tentatively announced a public involvement meeting for September 19, 2012 for the purpose of obtaining public comments on the Air Quality Conformity Determination for the Amended/Updated 2035 RTP and Amended/Updated FY 2012-2015 TIP for Jefferson and Shelby Counties. The MPO Subcommittee is officially charged with calling for the Public Involvement meeting.

### **ROADWAY CLASSIFICATION**

Mr. Darrell Howard gave a presentation on the draft process for classifying new and/or reclassifying existing roadways within the Greater Birmingham Metropolitan Planning Area. With the new census, the Birmingham Metropolitan Planning Organization MPA area will

expand into portions of Blount and St. Clair counties. This precipitated an update to the functional classification as well as a large amount of requests for additions and deletions. Information presented at the meeting included:

### **Introduction**

Functionally classifying roadways is a means of applying a logical hierarchy system to define purpose and characteristics of various facility types and to prioritize roadways within a system for funding. As traffic patterns change over time through roadway construction or land use changes, roadway functions may change as well. Reclassifying roadways to fit their current purpose is the best way to maintain a logical hierarchy.

The process outlines the steps necessary to satisfy requirements for FHWA approval of a functional classification change, including:

**Step 1** - Requesting jurisdiction writes a letter to the MPO requesting a functional classification change. If the requested roadway also travels through adjacent jurisdictions, then those jurisdictions must also submit a letter requesting the same change to the MPO.

The submitted letter shall be supplemented with supporting documentation sufficient to substantiate the classification/reclassification request. (Small municipalities may need and can request assistance from the MPO staff to prepare supporting documentation.) Supporting documentation should include the following items:

1. Map of the roadway to be reclassified also showing the area roadway network
2. Current traffic counts
3. Traffic volume projections (10-year and 20-year)
4. Description of why the request is being made
  - How land use has changed in relation to the roadway's functional character and importance
  - How the roadway network has been altered by new construction
  - How population changes have influenced travel patterns on the roadway
5. Statement as to whether or not changes in parallel roadways are also necessary (upgrading or downgrading of functional class)

**Step 2** - After review of the supporting documentation by MPO staff, the functional classification/reclassification request and supporting documentation should be forwarded to the Congestion Management Committee for review and comment.

**Step 3** - If recommended by the Congestion Management Committee, the classification/reclassification request and supporting documentation will be forwarded to ALDOT for review, comment, and/or approval. The RPCGB staff, in cooperation with the requesting jurisdiction, will address any comments received from ALDOT.

**Step 4** - Once all ALDOT comments have been addressed, and the RPCGB staff and the requesting jurisdiction reach agreement on the jurisdiction's roadway functional classification/reclassification application, the request will be presented to the Congestion Management Committee for review and comment.

**Step 5** - If approved by the Congestion Management Committee, a recommendation to modify roadway functional classification will be forwarded to the MPO Transportation Technical Committee. The MPO Technical Committee will forward the recommendation to the full MPO for approval.

**Step 6** - The RPCGB staff, on behalf of the requesting jurisdiction, will present the classification/reclassification request and supporting documentation to the MPO Board for approval.

**Step 7** - After approval by the full MPO, an approved roadway functional classification package will be sent to ALDOT.

**Step 8** - ALDOT will submit to FHWA for their approval.

#### **Update Schedule**

Requests for roadway functional classification/reclassification will be considered on a bi-annual basis (every other year), beginning in federal fiscal year (FFY) 2013. The schedule will coincide with the four-year update of the Birmingham Regional Transportation Plan.

#### **What Is a Functionally Classified Roadway**

Functional Classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide.

- **Arterial Roadways** Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
- **Collector Roadways** Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.
- **Local Roadways** Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

#### **How Are They Used**

Highway Functional is used for a Variety of Purposes

- Federal-aid
    - National Highway System
    - Principal arterials
    - Surface Transportation Program
Arterials
Urban collectorsRural major collectors
- Roadway Design

- Target Design Speed Ranges
- Typical Section/Roadway Cross Sections
- Highway Performance Monitoring System

#### Why Update Them Now

- 2010 Census urbanized area and metropolitan planning area boundaries expanded to include
  - Larger area within Jefferson and Shelby Counties
  - Expanded into Blount and St. Clair Counties
- Alabama Transportation Improvement Program
  - Requires Projects be on Functionally Classified Roadways
- Growing Cities
- Increasing Number of Municipal/Jurisdiction Requests for Changes

#### The Process

- “Batch” Reclassification
  - Step 1: Inventory Existing Functionally Classified Roadways
    - Compare and Contrast ALDOT Map with Existing Roadways within Urbanized Area/Metropolitan Planning Area Boundaries (2000)
    - Audit Existing Geographic Information Systems Data
  - Step 2: Align and Extend Roadways With:
    - 2010 Urbanized Area Boundaries
    - Expanded Metropolitan Planning Area Boundaries
    - Review ALDOT Functional Classification for New MPA Areas
  - Step 3: Systematic Review of Roadway Functional Classification
    - Use Federal Highway Administrations (FHWA) Functional Classification Guidelines, 1991 Addendum, and 2010 Interim Guidance
      - \* Service to Activity Centers
      - \* Roadway Continuity
      - \* Land Use/Development Character
      - \* Activity Distribution
      - \* Average Trip Length
      - \* AADT
      - \* Truck percentages
      - \* Vehicle Miles Traveled
      - \* Access Control
      - \* Network Changes

*Note: Interim Guidance provides for combined arterial/collector lane mileage % of total lane mileage of 35% and 70%-80% of Total VMT*
  - Step 4: Jurisdictions (Cities/Counties) Submit Requested Changes
    - Process will be Simultaneous with RPCGB Review Process.
    - Cities will be asked to justify changes.
      - \* Change from What to What and Why
      - \* Data about Volumes/Usage
      - \* Truck Travel
      - \* Travel Patterns
      - \* Development Character
      - \* Safety
      - \* Access Control
      - \* Continuity and Connections
  - Step 5: Rectify Staff Technical Review with Jurisdictional Requests

- Iterative Review and Modification Process
- Preparation of Draft Staff Recommendations
  - \* Draft Functional Classification Map(s)
  - \* Draft Table of Functionally Classified Roadway Segments
- Step 6: MPO Congestion Management Committee Review
  - CMC will Review and Provide Additional Guidance
  - Provide MPO Transportation Technical Committee with Recommendation

#### Timeline for Completion

- Jurisdiction Submittals Due Noon - Friday, October 5, 2012
- Draft Functional Classification Map/Tables End of Calendar Year 2012
- Congestion Management Committee Meet 10:30am, Wednesday January 9, 2013 Suite 310
- MPO Action (Tentative) 1:30pm, Wednesday February 13, 2013, Suite 310

#### Questions / comments included:

1. Why doesn't this come from the SMSA?
  - a. SMSA changes more frequently than the census and the feds require concentration on populated areas.
  - b. Federal money for the urbanized area is based on boundaries of the urbanized area and not the MSA boundaries.
2. Why aren't transit / people miles traveled being counted?
  - a. It is not a requirement of FHWA
3. Is work done by Sain being incorporated?
  - a. Yes
4. Would RPC help go as far as windowing roads that may not be on?
  - a. Roads included in the TAZ would be the ones included in the classification.
5. Does this go through ALDOT before coming back to the TCC for approval?
  - a. Work sessions will be held with ALDOT and FHWA
6. The expanded MPO area and updated programs for MAP 21, how will this work with non-attainment area and split of CMAQ funds?
  - a. Per EPA, non-attainment area will not change.

Mr. Scott Holladay made a motion to concur with the process for roadway classification as outlined. Mr. Greg Cobb seconded the motion that passed on a voice vote.

#### **ACTIVE TRANSPORTATION PLAN**

Mr. Darrell Howard gave a presentation on the updated Active Transportation Plan. Information presented included:

#### Background

The last MPO adopted plan was the 1996 Birmingham Area Bicycle, Pedestrian, and Greenway Plan. Five goals from the plan were as follows:

- Goal 1: Accessibility and Connectivity



- Goal 2: Routine Accommodation
- Goal 3: Greenways and Open Space
- Goal 4: Active Community Design
- Goal 5: Public Awareness

### Process

- Outline Content
  - Compare content with other regional transportation plans
  - Review Birmingham Area Bicycle, Pedestrian, and Greenway (1996 Plan) for statement of goals and action plan
  - Create list of programming events to support demand and education efforts
- Collect Data
  - Compile Bike/Pedestrian Safety Data
  - Review Red Rock Ridge and Valley plan for connectivity and feasibility
- Create Policy
  - Create Toolkit for Bike/Pedestrian implementation strategy
  - Create general set of design guidelines

Resource guides from Jefferson County, *The Red Rock Ridge and Valley Trail System*, and Shelby County, *Bicycling SmartCode Module*, are being used for the Active Transportation Plan.

### Programming

Programming activities will provide space and opportunity to hold bicycle safety classes, allow the bicycle community to network, and “test” pedestrian environments through the use of pop-up infrastructure.

- Pop-Up Birmingham - May 4, 2013: 8am-1pm
- National Bike Month
  - Bike to Work Week
  - Bike to Work Day
- Safe Routes to School
  - Walking School Bus
  - Walk to School Day
- Bike Safety and Skills Training
- Bike Share Program

Mr. Howard noted the Bike/Ped Committee will be assisting with this project and will take the Plan through the MPO process. Mr. Doug Hale will be chairing the committee. The goal is to start building/meeting the demand for services with the “Pop Up” program. Mr. David Hunke suggested a possible change to the bylaws in the future, changing the title of Bike/Ped representative to Active Transportation Plan representative.

### **OTHER**

Vice Chairman Rod Long reviewed the list of meetings of interest to the committee that included:

- MPO Subcommittee, August 23, 2012, 1:30 p.m., RPCGB
- Brownbag Lunch Series- Livability Principles 101, August 29, 2012, 11:30 a.m., RPCGB
- MPO, September 12, 2012, 1:30 p.m., RPCGB
- Technical Committee Meeting, September 26, 2012, 10:00 a.m., RPCGB

With no other business, the meeting was adjourned at 11:00 a.m.

**APPROVED:**

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Mr. Greg Dawkins, Chairman  
Transportation Technical Committee

\_\_\_\_\_  
Date

GD:cb  
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