

AGENDA

CITIZENS ADVISORY COMMITTEE

Of the

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

East Alabama Regional Planning and Development Commission 3rd Floor Conference Room

10:00 am

November 16, 2016

1. Call to Order
2. Introductions
3. Old Business
 - a. Review of CAC minutes from September 21, 2016
 - b. Approval of CAC minutes from September 21, 2016
 - c. CAC Appointments and Welcome of New Members
 - d. TBA
4. New Business
 - a. Review FY 16-19 TIP Update (Handout)
 - b. Review Projects Authorized During FY 2016 (Handout)
 - c. Summary FY 16 AmTrak Ridership
 - d. Summary FY 16 Bicycle Safety Education
 - e. Time/Volume Data on Minor Arterials (Handout)
 - f. Article – Adapting Communities for an Aging Population (Handout)
 - g. TBA
5. Other Business
 - a. Other Current Transportation Projects
 - b. Anniston Express and ADA Para-Transit Ridership
 - c. Next CAC Meeting
 - d. TBA
6. Adjourn

MINUTES
CITIZENS ADVISORY COMMITTEE (CAC)
of the Calhoun Area Metropolitan Planning Organization (MPO)
Wednesday, September 21, 2016
10:00 a.m.

Those attending:

Richard Stubbs	Calhoun County
Jerry Lewallen	Weaver
Marshall Shaddix	Oxford
Patricia Green	Hobson City
Jack Plunk	EARPDC / MPO
Nelson Coleman	Jacksonville
Jamie Etheredge	Jacksonville
Joan McKinney	Anniston
Dennis Reaves	Calhoun County
Randy Cosper	Oxford
Steve Akers	Oxford
Joe Cunningham	Hobson City
Chris Gann	Calhoun County
Tim Huddleston	Calhoun County
Richard Lindblom	Jacksonville
Tommy Thompson	Jacksonville
David West	Calhoun County
Jerome Freeman	Calhoun County

The meeting was called to order by Mr. Dennis Reaves, Chairman.

OLD BUSINESS:

Minutes of the CAC meeting of July 27, 2016, were approved on a motion by Mr. Tim Huddleston and seconded by Mr. Richard Stubbs. Motion carried.

Chairman Reaves stated that Anniston, Oxford and Hobson City needed to fill vacant CAC positions, and asked that all members talk with their mayors to help fill the vacant positions.

Chairman Reaves asked Mr. Plunk if he had any responses to the concerns that the CAC addressed at their last meeting about the accidents on Hwy 78 in Oxford around the Anniston Industrial Park. It was stated that the City of Anniston had done a traffic study last year but no results were known. Mr. Plunk added that the City would also like to hear from the employers in the Industrial Park about this issue. Mr. Plunk explained that on pages 5 & 6 in the agenda packet were the email responses he received from Mr. Shannon Jones of ALDoT and Mr. Toby Bennington from the City of Anniston

for review. Mr. Jones said that he knew of no formal project for that area at this time and Mr. Bennington said that he would follow up with his staff to see if the City would want to revisit the area because they had not heard anymore problems or concerns from Fitco Industries or New Flyer.

NEW BUSINESS:

Chairman Reaves called for the Review of FY 16-19 TIP Update. Mr. Plunk gave the members a handout of the list of MPO projects to review. All projects highlighted in green have been authorized to move forward by the ALDoT. The projects in yellow are the projects that have been shifted from one FY to another with the additional 1% added to the allocation, projects highlighted in blue have had a recent up or down adjustment in allocation, and the projects highlighted in pink are ATRIP or ARRA funded. Mr. Plunk also discussed projects that have started construction or will be let in the next couple of months. He mentioned the last change to the spreadsheet was to shift \$10,000 from CN to PE for the Intersection Lighting at 202/CR109 project.

Next, Chairman Reaves called for the Review of Projects Authorized During FY 16. Mr. Plunk gave the members a handout of area projects authorized during FY 16 and briefly reviewed it with them. He stated that each project is broken out by it's sponsoring jurisdiction.

Chairman Reaves continued by calling for the discussion of Transportation/Land Use Cycle. Mr. Plunk gave the members a handout with graphs explaining the transportation land use cycle for review. The first graph was published by the USDOT, Federal Highway Administration for Access Management and basically explains that when highway improvements are done, the adjacent land has increased access which increases land value. Eventually the land use will change which increases traffic, increased traffic conflicts which causes deterioration in level of service, then highway improvements are needed all over again. The second and third graphs were published by Mr. Walter Kulash, PE of Tampa, Florida, and explain the impacts or unintended consequences of adding (lanes) capacity, or of accepting and managing peak hour congestion. When you widen a road or add lanes, you will reduce cost and reduce delay for the travelers on the road. But, then they will move their home to further out in the suburbs and drive more miles and own more cars per household. This in turn causes people to move their businesses which makes jobs move, then this causes more business development which in turn causes more lane miles and new low density construction. The third graph explains that if you except the normal peak hour congestion, as normal, initially you will have increased delay and increased costs, but businesses and other destinations stay closer to home, permitting use of alternative modes of transportation, like public transit, walking and bicycling, which means you drive less and there are fewer cars on the road. This also means that businesses will stay closer to town, people will keep the jobs closer to town which is good for main street with less strip development. This in turn reduces the urban miles traveled, decreases transportation costs per household and encourages reinvestment in your own community.

Chairman Reaves continued with New Business by calling for the discussion of Active Living by Design. Mr. Plunk gave the members an article titled "Active Living: A Planning Subfield Comes Of Age" by Reid Ewing, Chair of the Department of City and Metropolitan Planning at the

University of Utah for review. He stated that this article goes along with the same topic as the last article. The article states that built environments in the U.S. have become increasingly car centric, and levels of physical activity have correspondingly declined. Reduced physical activity, and constant or increasing calories, has resulted in population weight gains and increased health problems. Therefore, to counter these trends, it is necessary to make communities more conducive to physical activity once again, particularly walking and cycling.

Next, Chairman Reaves called for discussion of the ALDoT 2040 Statewide Plan Meetings. Mr. Plunk explained that page 7 in the agenda packet is the flyer detailing meeting dates and times. Mr. Plunk stated that the closest meeting to us was going to be held Thursday, Sept. 22nd in Hoover.

Chairman Reaves suggested to the members that a Vice-Chair be voted in for when he cannot attend meetings. Chairman Reaves suggested to the members and nominated Mr. Richard Stubbs. The floor was opened to other nominations. No other nominations were made and Mr. Tim Huddleston made a motion to close nominations and accept the nomination for Mr. Stubbs to be Vice-Chair. Motion carried.

OTHER BUSINESS:

Mr. Plunk briefly reviewed the status report of the current local ALDoT sponsored projects, which were included in the agenda for review.

Chairman Reaves called for the report on Anniston Express and ADA Para-Transit Ridership. Mr. Plunk stated that there was a total of 10,241 riders for August. For the ADA Paratransit Ridership for August; Anniston had 805 one-way trips, Jacksonville had 311 one-way trips, no trips for Weaver, and Oxford had 211 one-way trips. For the Urbanized area 355 one-way trips and 337 one-way trips for the Rural area.

Mr. Plunk gave the members a handout titled "Circular Pedestrian Bridge in Lujiazui, China" and briefly reviewed it with them. The article states that the overpass bridge enables pedestrians to avoid traffic at the round-about terminus of Lujiazui Rd. The bridge sits almost 20 feet above the street, with numerous escalator stairway entrances and exits. The walkaway is 5.5 meters high and can fit 15 people walking side by side.

The next CAC meeting is scheduled for Wednesday, November 16, 2016, at 10:00 a.m. in the EARPDC 3rd floor Conference Room.

There being no further business, the meeting was adjourned.

CAC Members - November 2016

	<u>Name</u>	<u>Telephone</u>	<u>Jurisdiction</u>	<u>Company or Interest</u>
1	Bob Jackson	237-4033	Anniston	Citizen
2	Ed Kimbrough	820-3455	Anniston	Citizen
3	Joan McKinney	235-3995	Anniston	Citizen
4	Carl Nuemann	403-6561	Anniston	Has Not Attended
5	Miller Parnell	236-0959	Anniston	Appointed June 2016
6	Dr. Mike Kimberly	820-4933	Anniston	CDC
7	Carlos Woodward	282-5235	Anniston	Has Not Attended
8	Telesa Stanford Allen	473-4344	Anniston	Resigned 3/15/15
9	Marcus Boykin	453-3358	Anniston	Has Not Attended
10	John Wheeler	237-8279	Anniston	Resigned 11/24/14
11	Phillip Keith	283-3364	Anniston	Citizen
12	Judy Myers	835-5052	Anniston	Resigned 3/15/15
13	Kumira Lemon Mason	499-1399	Anniston	Citizen
14	Nelson Coleman	782-2829	Jacksonville	Citizen
15	David Thompson	782-5455	Jacksonville	JSU
16	Richard Lindblom	435-9582	Jacksonville	New
17	T L Thompson	435-6448	Jacksonville	JPD Chief
18	Lamar Sims	365-5633 or 453-7467	Jacksonville	New
19	Kyle Warmack	435-9483	Jacksonville	Citizen
20	Jamie 'Red' Etheredge	435-0023	Jacksonville	Citizen
21	Andrew Tyson	237-0444	Calhoun County	Has Not Attended
22	Floyd Treadway	435-6139	Calhoun County	Has Not Attended
23	Shirley Miller	241-2825	Calhoun County	Citizen
24	Robert Pyles	831-6683	Calhoun County	Citizen
25	Dennis Reaves, Chairman	835-0714	Calhoun County	Citizen
26	Richard Stubbs, Vice Chair	820-4155	Calhoun County	Citizen
27	Tim Huddleston	282-1566	Calhoun County	New
28	Charles J. Freeman	236-5607	Calhoun County	Citizen
29	Chris Gann	310-9841 or 237-4657	Calhoun County	New
30	Dr. David West	237-1621	Calhoun County	Citizen
31	Steve Akers	282-7816	Oxford	New
32	Bill Watson	236-5966	Oxford	Died August 2014
33	Jack W. Brim	831-5580	Trucking Rep.	BR Williams Trcking
34	Brandon Freeman	231-5900	Oxford	Banker
35	Bobby Spendlove	831-8312	Oxford	Died March 2015
36	Randy Cospser	831-0511	Oxford	Citizen
37	Marshall Shaddix	831-0466 or 591-8225	Oxford	Citizen
38	Lester Boiling	835-1844	Oxford	Has Not Attended
39	Robert Dark	831-4645	Oxford	Has Not Attended
40	Lavoy Jordan	831-4747 or 225-4747	Oxford	New
41	Vacant		Oxford	3 New Positions Based on
42	Vacant		Oxford	2010 Population Increase
43	Vacant		Oxford	Have Not Been Filled.
44	Frank Thomas	454-4840	Weaver	New
45	Adam Hunter	438-8918	Weaver	New
46	Jerry D. Lewallen	453-5639	Weaver	New
47	Ray Read	235-4510	Anniston Army Depot	Has Not Attended
48	Mike Matthews	235-4148 or 310-0739	Anniston Army Depot	AOD Civilian Ex. Assistant
49	Len Hearron	240-3092	Anniston Army Depot	AOD Liason
50	Patricia Green	831-5068	Hobson City	Citizen
51	Joe L. Cunningham	831-7720	Hobson City	Citizen
52	Rev. Deborah Hunter	835-2571	Hobson City	Has Not Attended
53	Vacant	??	ALDoT Multi-Modal	ALDOT

Bold = Need to be Replaced.

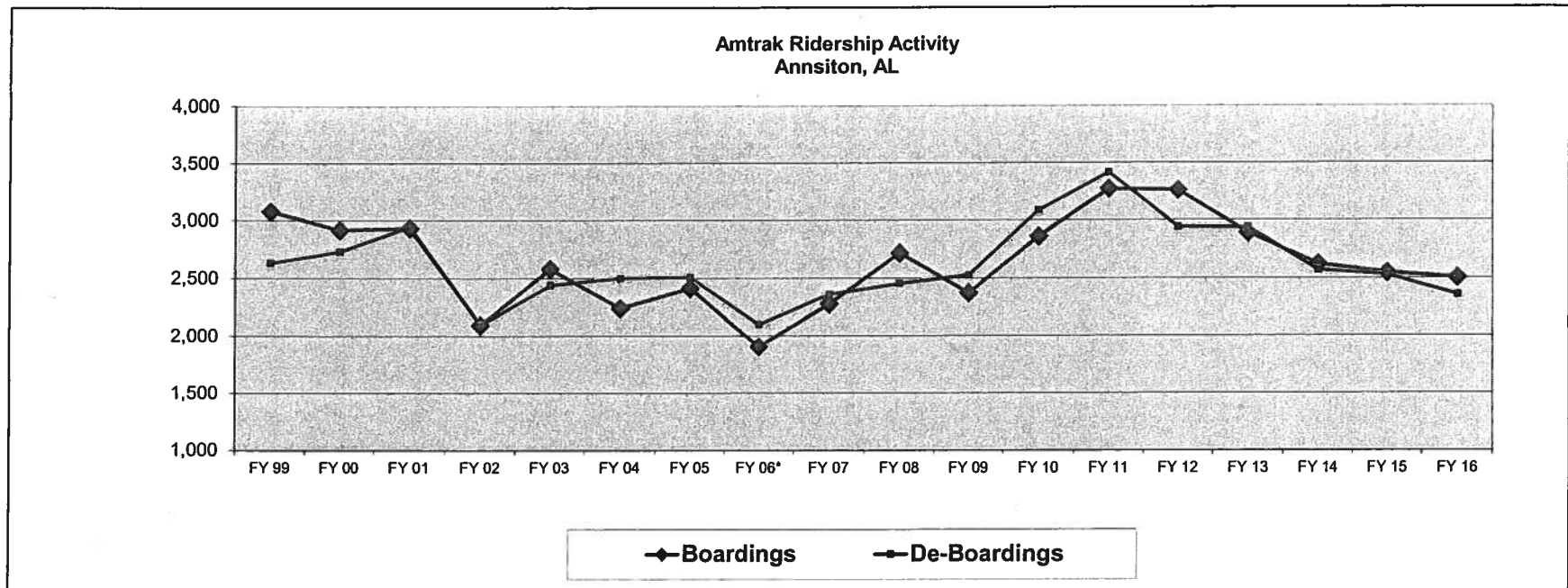
Amtrak Ridership Activity

Anniston, AL

	<u>FY 99</u>	<u>FY 00</u>	<u>FY 01</u>	<u>FY 02</u>	<u>FY 03</u>	<u>FY 04</u>	<u>FY 05</u>	<u>FY 06*</u>	<u>FY 07</u>	<u>FY 08</u>	<u>FY 09</u>	<u>FY 10</u>	<u>FY 11</u>	<u>FY 12</u>	<u>FY 13</u>	<u>FY 14</u>	<u>FY 15</u>	FY 16
Boardings	3,081	2,918	2,936	2,099	2,586	2,245	2,419	1,907	2,284	2,721	2,377	2,864	3,274	3,263	2,893	2,625	2,550	2,508
De-Boardings	<u>2,639</u>	<u>2,737</u>	<u>2,949</u>	<u>2,103</u>	<u>2,448</u>	<u>2,506</u>	<u>2,516</u>	<u>2,107</u>	<u>2,368</u>	<u>2,460</u>	<u>2,532</u>	<u>3,091</u>	<u>3,420</u>	<u>2,946</u>	<u>2,942</u>	<u>2,575</u>	<u>2,535</u>	2,363
TOTAL	5,720	5,655	5,885	4,202	5,034	4,751	4,935	4,014	4,652	5,181	4,909	5,955	6,694	6,209	5,835	5,200	5,085	4,871

Source: Amtrak Marketing Bureau, Jim Sundman (215) 349-3034

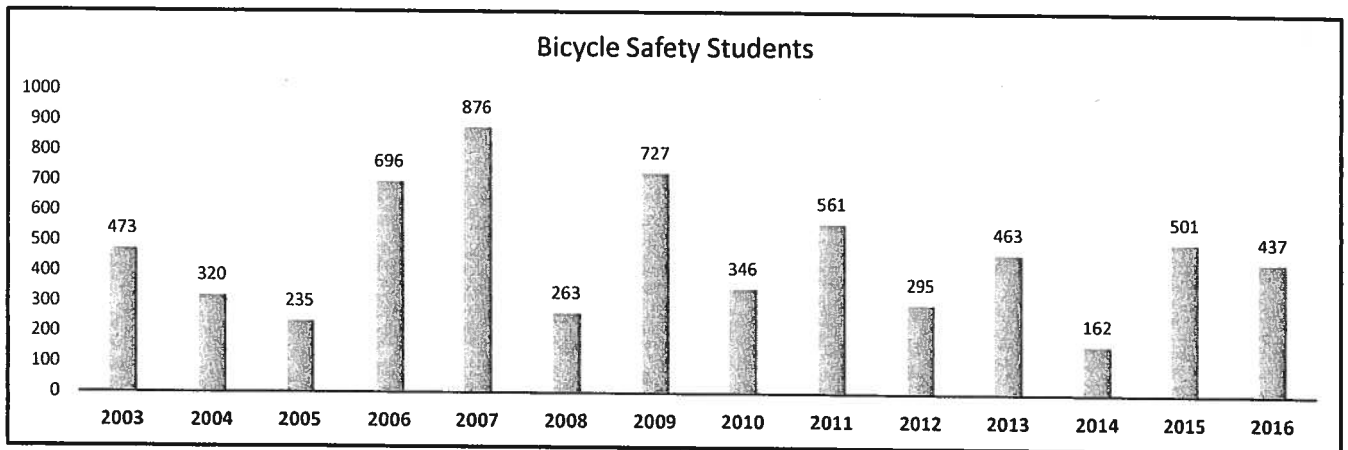
* FY 06 Service Disrupted By Hurricane Katrina



FY 16 Bicycle Safety Education Program

<u>School/Place</u>	<u>Date</u>	<u>Hours</u>	<u>Age Group</u>	<u>Students</u>
Constantine Elementary	10/7/2015	1	4th	24
Cobb Elementary	10/8/2015	1	4th	20
Golden Springs Elementary	4/25/2016	1	4th	28
Saks Elementary	5/10/2016	2	4th	95
Kitty Stone Elementary	5/10/2016	2	4th	150
DeArmanville Elementary	5/13/2016	2	4th	120
TOTAL				437

FY 16 Expenditures	
Class Hours (\$55 ea.)	\$495
Education/ Promo Materials (Share the Road Magnets) (May is Bicycle Month ad)	-
TOTAL	
	\$495



11/8/16

CURRENT CONSTRUCTION PROJECTS

<u>PROJECT NO.</u>	<u>DESCRIPTION</u>	<u>STATUS</u>
NHF-0901(500)	Base and pave of Eastern Bypass from Lake Yahou to US 431	Punch list
STPOA-0204(515)	Resurface SR 204 from US 431 to MP 6.62 (West Point Rd.)	Stripe and cleanup
STPAA-HSIP-0004(542)	Resurface SR 4 (US 78) from MP 166.7 to MP 171.1	Wearing surface to start this week
STPOA-0815(251)	Bicycle & Pedestrian Imp. at 14 th , 11 th , 18 th , and Cobb Ave.	Signs
ACOA59378-ATRP(010)	Signal Improvements in Jville Along SR 21 at 10 intersections	Procurement – start at end of year or start of next year
STPOA-7434(600)	Resurfacing of Coffee Street In Jacksonville	Resets, stripe, and cleanup
STPOA-0814(251)	Chief Ladiga Trail Resurfacing City of Weaver	Began south end this week Closed from Main St. to south

Fixed-Route Ridership									
	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY 13-14	FY 14-15	FY 15-16	FY 16-17
Oct	6,837	6,543	7,850	9,757	11,074	10,266	11,357	9,851	9011
Nov	5,834	5,680	7,714	9,178	10,168	9,690	9,644	9,077	
Dec	5,923	6,545	8,333	9,439	9,069	9,610	10,621	9,749	
Jan	6,510	6,030	7,514	9,458	10,188	9,240	10,446	8,957	
Feb	5,441	6,121	8,050	9,687	10,002	10,393	8,826	9,573	
Mar	5,863	7,480	9,064	10,131	10,117	11,245	9,467	9,965	
Apr	5,990	7,108	8,245	9,466	10,261	11,463	9,872	9,338	
May	5,827	6,843	8,650	9,787	10,258	11,512	9,548	8,838	
Jun	6,620	7,609	9,326	10,234	9,781	10,747	10,449	9,745	
Jul	6,692	7,714	9,358	9,821	10,136	11,707	10,535	9,164	
Aug	6,088	8,282	11,080	11,209	11,488	12,075	10,275	10,241	
Sep	6,229	8,190	10,218	9,573	9,756	11,370	9,688	9,543	

8

2016 Avg./Mo. 728 237 1 200 410 303

ADA Paratransit Ridership

Fiscal Year 2016-2017	Anniston	Jacksonville	Weaver	Oxford	Section 5307 CC Urban	Section 5311 CC Rural
October	778	257	0	168	279	288
November						
December						
January						
February						
March						
April						
May						
June						
July						
August						
September						

2017 Avg./Mo. 778 257 0 168 279 288

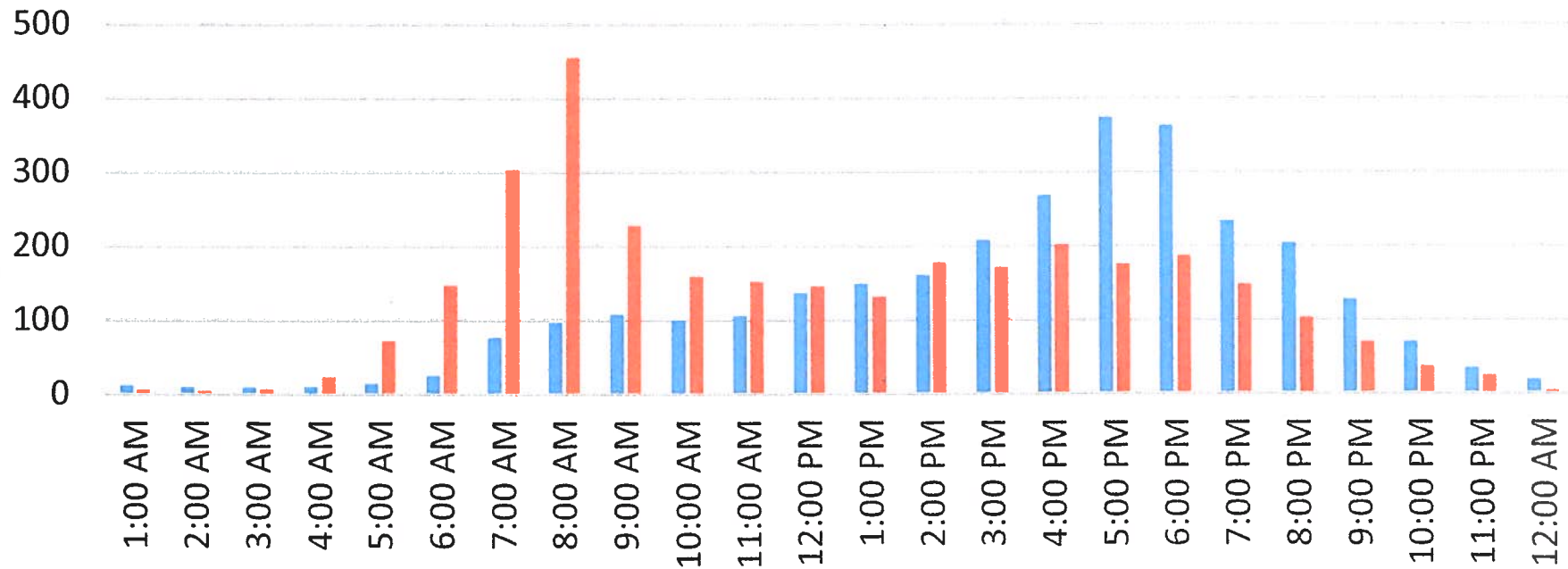
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Time/Volume Graph

Choccolocco Rd. East of Kelly Lynn #232

9/15/15 - Total 6,080

East - West

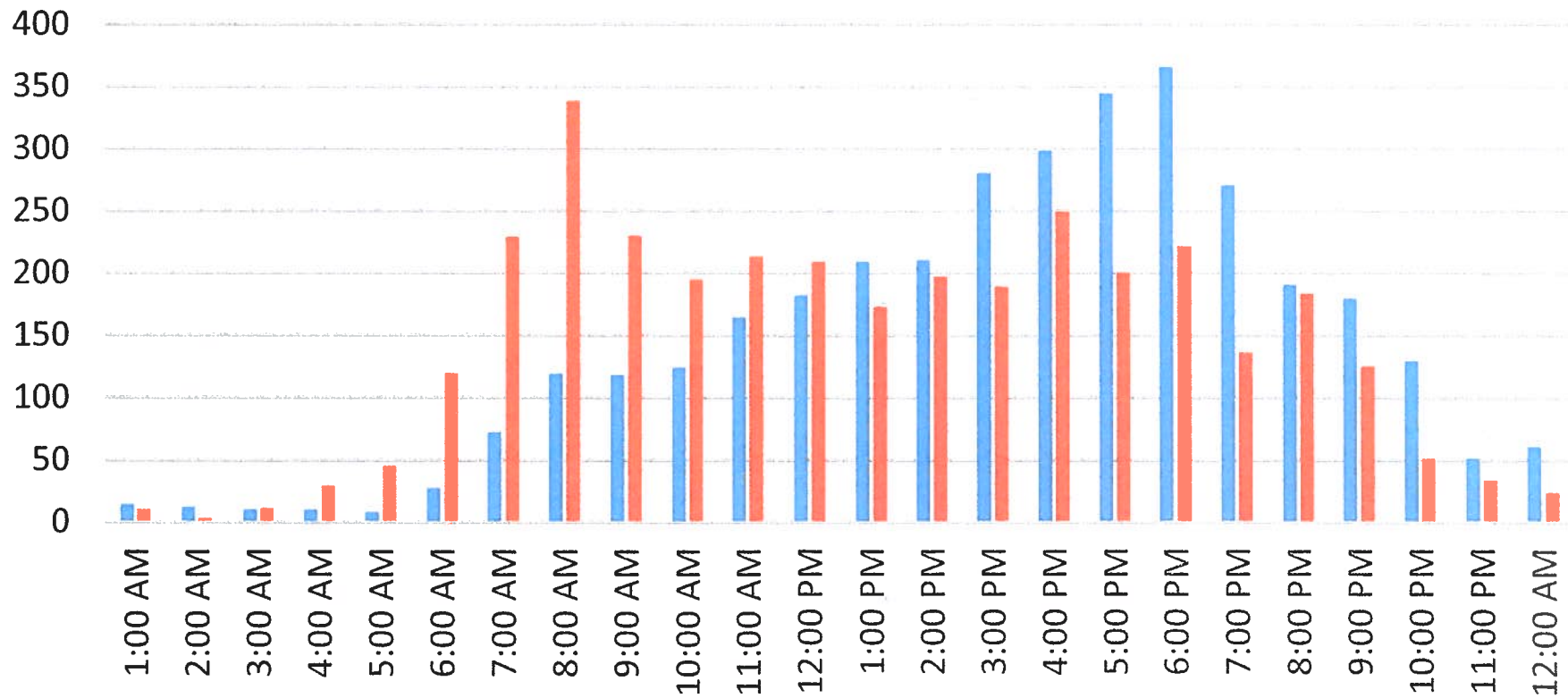


Time/Volume Graph

Weaver Rd. N. of Glade Road #310

9/3/15 - Total 6,903

North - South





Communities should plan parks that are accessible for use by people of all ages and abilities.

Adapting Communities for an Aging Population

BEST PRACTICES

IF YOU'VE NOTICED an increase in the number of older people in your community, you are bearing witness to a global phenomenon.

The aging of society is both an amazing opportunity and a significant challenge. Older adults are an extraordinary social and economic resource—as caregivers, volunteers, skilled employees, investors, and consumers. At the same time, increased longevity corresponds to more years of living with disabilities. For example, we can expect to live six to eight years past our ability to drive safely. The need for support in daily activities such as food preparation and self care will be enormous, but changing household composition will mean less family support and more reliance on increasingly expensive professional services. The health care system will be strained.

Most American communities have built environments that are predicated on continuing capacity to maintain large homes and drivers. This creates challenges for older people who wish to retain their independence and quality of life. Extreme social isolation is possible, and caregiving is more difficult.

It is imperative that communities and their planning efforts get serious about providing a livable environment that is supportive of people at all life stages. Aging should be a dominant consideration in the comprehensive planning process to ensure that this perspective is embedded in all aspects of planning and that implementation is not an ancillary consideration. This focus would also be educational, raising awareness for consumers as they make important long-term decisions such as housing purchases. Aging must also become a cornerstone of several functional areas of planning to integrate it from the start.

LAND-USE PLAN. A livable community for older people includes a range of easily accessible land uses that serve daily needs, such as grocery stores, pharmacies, restaurants, and medical services. Particular attention needs to be given to the long-term tenancy of certain uses like grocery stores, as their closure could have a devastating effect on people who are aging in place. Specialized housing such as assisted living should be in livable, accessible neighborhoods and not relegated to the outskirts of a community or a nonresidential area.

TRANSPORTATION PLAN. Older people will continue to drive, but they must also have viable alternatives. Road design standards should reflect the possibility that drivers might have vision deficits and slower reaction times. Pedestrian amenities such as benches and crosswalks in appropriate locations should address the needs of older people. Transit systems should be accessible, safe, and responsive.

HOUSING PLAN. Communities need to allow the single-family home to adapt to changing demographics. Universal design and accessory dwelling units are the two most significant ways in which the single-family home can be made more responsive to the aging of society. Mandatory universal design will reduce the need to make expensive modifications that delay the need to move to more specialized housing. Accessory dwelling units enable home owners to derive revenue from excess space or provide cost-effective independent living units for family members or care providers.

There is also a need for more housing diversity, including centrally located, higher density housing connected to transit services.

PARKS AND RECREATION PLAN. Parks can play an integral role in an older person's quality of life by serving as a place for physical activity and relaxation. Design standards need to address the specific needs of older people, such as appropriately designed benches with armrests that enable an older person to more easily sit and then stand up. Specific recreational needs such as shuffleboards can be offered in response to the interests of communities adjacent to a particular park.

ECONOMIC DEVELOPMENT PLAN. Aging can be embraced as a significant economic opportunity. This might involve initiatives such as workforce training that supports an older work force and supporting the development of new businesses that view older adults as an important consumer base.

NEIGHBORHOOD PLAN. At this scale it is possible to focus on a level of detail that makes a huge difference in livability for older adults. A new mixed use development might be modified to meet specific local needs. Both private property improvements and public investments can be encouraged to contribute to the incremental improvements that are needed to transform the built environment in support of the aging experience. Even cracks in sidewalks, which could be insurmountable obstacles to older people, could be addressed.

Planning for aging involves recognizing the exceptional opportunity to see communities from a different perspective. It is imperative for those involved in the planning process to develop an appreciation of how people experience a community as they age. To this end, we should engage older people in meetings, focus group interviews, expert interviews, and

surveys. Older people can give neighborhood tours to reveal where improvements are needed. Care providers, both professionals and family members, are an important source of input, as are supportive observations of older people as they negotiate the environment.

It may be necessary to help people consciously view the environment differently in order to identify what is helping and what is hindering older people. Care providers, for example, may not currently appreciate how land-use policy makes their work more difficult; they just do what needs to be done.

Solicitation of input about how the environment can be improved should be an ongoing effort because the work will never be completely finished. But in taking the first steps, planners make a powerful statement that we need to humanize our environment to ensure that it supports life as it is actually lived. Older adults will have greater opportunities to maintain their health and independence and to thereby have a higher quality aging experience.

—Deborah Howe, PhD, FAICP
 Howe is the president of the Oregon College of Oriental Medicine, and a former professor of planning at the Tyler School of Art and Oregon State University.

SIGN-IN SHEET

CITIZENS ADVISORY COMMITTEE

Of the
CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

10:00 am
November 16th, 2016

NAME CITY EMAIL

Jerry Lewallen

Weaver

Bob JACKSON
ANNISTON

Richard Stubbs

Calhoun County

MARSHALL SHADDIX

OXFORD

Mike Kimberly

ANNISTON

Miller Parnell

Anniston

Jack E. Paine

exc/MPO

Patricia Paine

Anniston City

Steve Akers

OXFORD

Joe Curran

Hobson CITY

David Thompson

JSU

Tommy Thomp

Jackson

Ed Kimbrough

ANNISTON

Samie Ethelridge

Jacksonville

Dennis Reeves

Cal Co

Donal West

Calhoun County

Adam Hunter

WEAVER,

SIGN-IN SHEET

CITIZENS ADVISORY COMMITTEE

Of the

CALHOUN AREA METROPOLITAN PLANNING ORGANIZATION (MPO)

10:00 am

November 16th, 2016

NAME

CITY

EMAIL

CHRIS GANN

CALHOUN CO.

cgann@calhouncounty.gov