



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, December 13, 2019

Volume 32, Number 10

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Contact Us

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Kevin Harrison, PTP
Director of
Transportation

This week *In The News*, How to Navigate I-10 / SR-181 Diverging Diamond Interchange, an opinion of tolls, and the State of Alabama gets a new Office of Public Transit. In *Legislative Updates* House leaders are racing the clock on government spending bill, and talks about the next type of Interstates. Just For Fun this week will brighten your day. Christmas is almost here!

Check out [ALGO Traffic](#) before you travel!

www.mobilempo.org  Check us out on FACEBOOK

SARPC Transportation Video, this is what we do [HERE](#)

Want to know what other SARPC departments do?

[Planning and Community Development](#)

[Area Agency on Aging](#)

[Employment and Economic Development](#)

Anthony Johnson, Monica Williamson, Tom Piper, and Kevin Harrison, PTP

Mobile MPO Updates

MOBILE AREA TRANSIT SYSTEM FEASIBILITY STUDY is underway



In August of 2019, a consultant selection committee selected VIA Mobility to perform the study. VIA Mobility has partnered with local group Goodwin, Mills, and Cawood as a sub consultant. The consultants were given notice to proceed last week, and the kick off was last Friday and there was a teleconference this morning. [HERE](#) is Via's presentation from the kick-off.

There is a lot of work to be done in a short amount of time, and if you would like to be part of this study, we are compiling a stakeholders list. Please call Kevin Harrison for details.



Envision2045
Invest in your transportation Future
Mobile, AL Metropolitan Area Long Range Transportation Plan

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Envision2045 is multi-modal in scope, encompassing long-range plans for highway, public transportation, and bicycle and pedestrian networks. Regional growth, economic development, and accessibility within the study area along with environmental concerns necessitate that the long-range plan addresses not only improved vehicular travel but also improvements to alternative modes. Preservation of the existing transportation system coupled with enhancement of all modal choices will contribute to the improvement of the overall quality of life in the region.

The South Alabama Regional Planning Commission(SARPC) invites decision makers, stakeholders, and members of the general public to participate in the development of the plan. SARPC is seeking feedback on transportation major infrastructure projects, initiatives and policies. Transportation priorities such as congestion, freight, transit, roadways, bicycle and pedestrian, and other transportation modes will be addressed in the 2045 Long Range Transportation Plan.

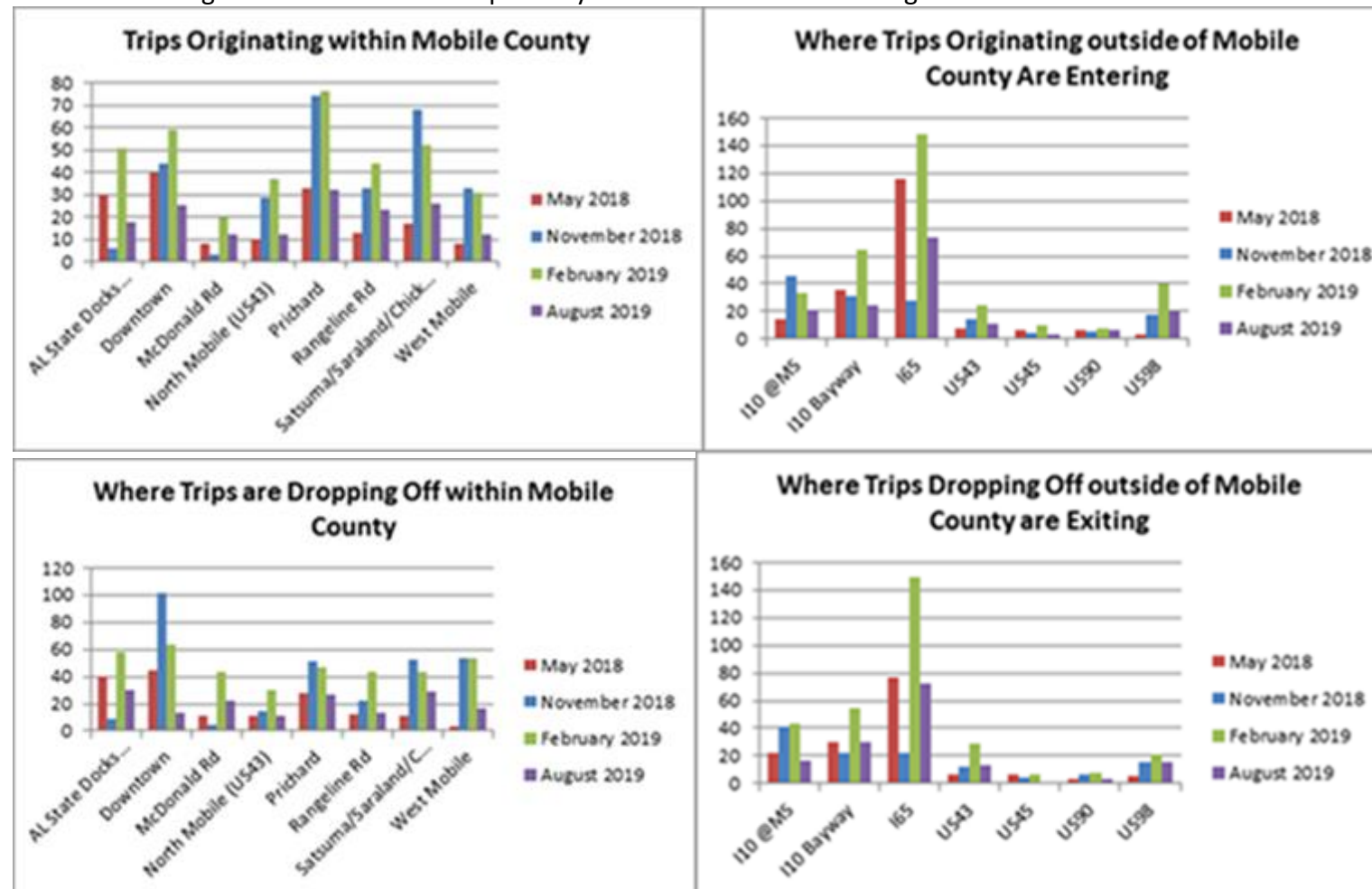
Your comments help SARPC's planners to develop a wide-ranging, action-oriented transportation plan. The Envision2045 plan being developed will also serve as a basis for allocating limited federal money aimed at roadways, bridges, and public transportation facilities. The comment period on the early participation online survey is closed; however, there will be several more opportunities for the public to comment on the plan in the near future.

Please contact Kevin Harrison at kharrison@sarpc.org with any questions or requests for further information.

Preliminary Survey Results have been posted [HERE](#) and will be updated as more of the questions are put into graph and chart form.

FREIGHT DATA

APM Terminals has provided us with their fourth quarterly survey report. Just as last quarter, for two days APM Terminals had on-board tablets for drivers to answer a series of questions in terms of where they came from and where they are going. APM Terminals will continue to gather this information quarterly for our benefit of validating truck data for the travel demand forecasting model.



[FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM \(TIP\) NOW ONLINE](#)

The TIP represents a four year program (2020-2023) for improvements in the various transportation systems located within the Mobile study area as identified in the Mobile MPO's Long Range Transportation Plan (LRTP), the twenty-five year plan for the Mobile Urban area [Destination 2040](#). The LRTP establishes the transportation programs that are needed to meet travel demand by the study year and study area. LRTP projects that become funded are moved into the TIP and submitted to the Alabama Department of Transportation (ALDOT), where they are programmed into the State Transportation Improvement Program (STIP). For MPO projects, TIP project selection is based on priorities established by MPO member governments and the availability of funds through the Surface Transportation Attributable program. For other projects, ALDOT has discretion of project funding based on availability of funds from various types of funding categories. Most often, projects in the TIP are derived from the LRTP. The TIP guides ALDOT in its annual allocation of funds for transportation improvements and becomes a part of the STIP.

ArcGIS Online is now being utilized by MPO staff to map all federally funded surface transportation projects within our area. Check it out [HERE](#).

Mobile River Bridge and Bayway Project:

<http://mobileriverbridge.com/>

About the project:

The Mobile River Bridge and Bayway project would reduce congestion on I-10 in South Alabama through the addition of additional capacity: a new six-lane bridge over the Mobile River, full replacement of the existing Bayway with an eight-lane structure, and redevelopment of seven interchanges. The project would run from Virginia Street in Mobile to the US 90/98 interchange in Baldwin County. Information in the project is available at www.MobileRiverBridge.com.

The Alabama Department of Transportation on August 28, 2019 ceased project development efforts on the proposed Mobile River Bridge & Bayway.

Recent Scheduling Changes This Week for Mobile

The target start date, plan status, or project engineers estimated amount has changed for the following:

Project : 100070541 (FM)

Federal aid number : STPAA 0188 (504)

County : MOBILE

Project Description : RESURFACING ON SR-188 FROM FRANKLIN ROAD TO LAKELAND DRIVE

Old Engineers Estimate : \$1,201,584.00

New Engineers Estimate : \$1,043,665.63

Project : 100068297 (FM)

Federal aid number : NH 0193 (506)

County : MOBILE

Project Description : RESURFACING ON SR-193 FROM SR-163 TO HIGGINS ROAD

Old Engineers Estimate : \$2,855,342.00

New Engineers Estimate : \$2,628,566.85

Project : 100055881 (RW)

Federal aid number : STPMB 7550 (602)

County : MOBILE

Project Description : ADDITIONAL LANES ON CR-656 (ZEIGLER BLVD) FROM CR-70 (TANNER WILLIAMS RD) TO CR-31 (SCHILLINGER RD)

Old Target start date : March 01, 2020

New Target start date : April 01, 2020

South Alabama RPO Updates

Rural Planning Organization (RPO) Meeting

The South Alabama Regional Planning Commission (SARPC) had a meeting of the Rural Planning Organization (RPO) Committee last Thursday, September 19, 2019 at the Baldwin County Central Annex at 22251 Palmer Street in Robertsdale, Alabama.

Items discussed were current and future transportation projects in the rural areas of our region by the ALDOT Southwest Regional Office.

Other items on the agenda included:

Adoption of the minutes of the previous meeting

- Review and adoption of the Fiscal Year 2020 Work Program (available for review online at <http://www.mobilempo.org/RPODocuments.html>)

- Updating the RPO Transportation Plan with Project List (attached and available for review online at <http://www.mobilempo.org/RPODocuments.html>)

Projects in Region Let December 6th, 2019

MOBILE COUNTY

None at this time

BALDWIN COUNTY

- For constructing the Planing, Resurfacing, Steel Blockout Replacement, and Traffic Stripe on SR-59 from the junction of East 29th Avenue to the junction of CR-12 in Foley. Length 5.268 mi. The Bracket Estimate on this project is from \$2,691,921 to \$3,290,125 .
- For constructing the Safety Widening, Planing, Resurfacing, and Traffic Stripe on SR-181 from the junction of SR-42 (US-98) west of Barnwell to just south of the junction of Quail Creek Drive in Fairhope. Length 7.065 mi. The Bracket Estimate on this project is from \$1,486,034 to \$1,816,264

ESCAMBIA COUNTY

None at this time

[What's Under Construction?](#) [Project Status](#)

Legislative Updates

Senate, House committee leaders applaud efforts of NETT Council

BY [CHRIS GALFORD](#) | DECEMBER 12, 2019

Leaders from the Senate Committee on Commerce, Science and Transportation, as well as the House Committee on Transportation and Infrastructure, wrote Transportation Secretary Elaine Chao this week to applaud efforts undertaken by the Non-Traditional and Emerging Transportation Technology (NETT) Council.

“Strong leadership is critical at the Federal level to support innovative transportation in the U.S. to improve mobility,” U.S. Sens. Roger Wicker (R-MS) and Maria Cantwell (D-WA), as well as U.S. Reps. Peter DeFazio (D-OR) and Sam Graves (R-MO), wrote. “Your establishment of the NETT Council seeks to provide this guidance and leadership. The Department must now take the next steps to ensure existing mechanisms are workable to regulate emerging technologies effectively. We appreciate the thoughtful approach to addressing oversight gaps for emerging technologies taken to date, and urge you to continue to advance the process upon receiving stakeholder input from the public comment period.

The NETT Council seeks to improve connectivity and safety in the national transportation system through new, innovative technology. However, gaps remain, particularly in jurisdiction and regulation, which lawmakers worry could impede the deployment of these technologies. The USDOT also recently published a Federal Register notice seeking comments on the regulatory models and alternatives the NETT Council could consider for such technologies.

“Our transportation system continues to evolve, and it is imperative that our regulatory oversight and safety checks keep pace,” the lawmakers wrote. “Businesses cannot innovate if the regulatory frameworks in place are unworkable for prompt and safe testing and implementation of new technology, particularly if such innovations could lead to changes that improve the safety and efficiency of travel for people and goods. At the same time, we must ensure safety is the priority when considering new technology.”

The recent notice, lawmakers noted, was an important step toward innovation and improvements to connectivity and safety. Continue [HERE](#)

House leaders racing the clock on government spending bill

By [Andrew Taylor](#) Associated Press December 11, 2019

The Senate’s top Republican issued a downbeat assessment of talks on a government spending bill Wednesday, warning that it will require a “laser focus from both parties and both chambers” to meet next week’s deadline and avert a federal shutdown.

Across the Capitol, House Speaker **Nancy Pelosi** met with Hispanic lawmakers about the upcoming appropriations measure, which is likely to largely maintain President **Donald Trump’s** tactical ability to fund his much-sought border wall.

It’s part of an effort to solidify support for the emerging catchall funding bill, which promises to deliver plenty of small-bore victories for lawmakers in both parties and is seen as preferable to the alternative of simply keeping the government on autopilot. Trump cares mostly about border fence funding.

“To be frank, only a laser focus from both parties and both chambers on getting results will create a path to pass appropriations bills this year,” Senate Majority Leader **Mitch McConnell** said. “There simply is not time left for my Democratic friends to continue haggling over ... poison pills, partisan policy riders and presidential transfer authorities.”

As is often the case, California rivals Pelosi and **Kevin McCarthy** are feuding, this time about a long-shot McCarthy bid for additional funding for a controversial dam project that would provide more water for Central Valley farmers.

Nobody wants a government shutdown when a stopgap spending bill expires at the end of next week, but time is running out and it's not at all certain that negotiations can close in time for the Senate to process a year-end spending package. Another temporary funding bill, called a continuing resolution, or CR, could be needed to avert a repeat of last year's 35-day partial federal shutdown.

At issue is the almost one-third of the federal budget passed by Congress each year for day-to-day operations of federal agencies. This year's annual appropriations cycle was supposed to be relatively easy after this summer's budget and debt deal reversed a sharp set of spending cuts that would have otherwise struck both the Pentagon and domestic agencies.

But a Senate GOP move to more than triple a key border wall account to meet Trump's demands sparked a two-month stalemate. Negotiations are back on track, with most of Trump's \$5 billion wall demand being returned to other domestic accounts.

It's complicated, but Trump has a significant tactical advantage that allows him to obtain several billion dollars for his border project. That's because he will refuse to sign any bill that denies his wall request outright or curtails his powers to transfer money from Pentagon accounts to border construction. Another option is to keep the Homeland Security Department budget largely frozen under a continuing resolution while maintaining those same transfer authorities that Trump has used to shift almost \$7 billion to wall accounts even as Congress directly appropriates far less — \$1.4 billion for the 2019 budget year.

Nobody wants the third option: a government shutdown battle.

The no-win spot that anti-wall forces find themselves in promises to generate unrest among some progressives, though they may be reluctant to give leaders much blowback during the height of impeachment. Continue [HERE](#)

Building next generation interstate highways

BY JENNIFER COHAN AND PATRICK MCKENNA, OPINION CONTRIBUTORS — 12/12/19

Congress is currently debating reauthorization of federal surface transportation legislation and the stakes could not be higher, or timelier. As we work within our respective states and with our federal partners to address infrastructure maintenance and upgrades across all travel modes, as is clearly required, it must be recognized the nation's interstate highway system is flashing red. Once the envy of the world, interstates today now suffer rampant congestion while many bridges and pavement across the system are reaching, or well-past, their intended design lives.

To understand the scope of the problem, consider a single bridge in Missouri, among the more than 55,000 interstate bridges coast-to-coast. Built more than 60 years ago to span the Missouri River, the Rocheport Bridge on I-70 supports 12 million cars and trucks annually. It's vital to both the region's and nation's economy—but it will last only another decade before safety dictates it will need to be fully replaced. Yet, building that bridge alone will likely eclipse \$200 million. Fortunately for Missouri, this structure and its significance to the national freight network merited a discretionary [U.S. Department of Transportation grant](#) and will, in fact, be rebuilt. What is clear, however, is that this is but one of far too many such critical bridges, other structures and pavements whose time is fast expiring, with no cohesive national plan to head off the looming crisis.

Severe weather is another challenge. Climate change may accelerate the deterioration of interstate highways, increase operational disruptions and cause catastrophic failures of some structures. States like Delaware, with the lowest average elevation in the nation, are at particular risk from rising sea levels and are seeing first-hand its damage now. The state routinely closes roads with minimal rain, mixed with higher tides this will continue to get worse. Floods in Texas and wildfires in California recently shut down and damaged several interstate highways. If stretches of the nation's highways become inaccessible for extended periods, economic damage would quickly ripple across the economy.

Simply rebuilding existing interstate highways to address these and other challenges is not enough. A forward-focused interstate system must help reduce congestion to reduce carbon emissions from vehicle traffic. It also needs to support everything from electric vehicle charging stations, to consistently clear pavement markings for automated cars and trucks. That's because emerging technologies are poised to improve our lives, our safety, our economy and our environment—but only to the extent our interstate system will facilitate them. As it exists today, it can't.

Across party lines, the public overwhelmingly supports infrastructure investments—people generally agree on the problems. The political process bogs down, however, agreement on the answers. Congress is struggling to find workable solutions and innovative ways to fund them. Fortunately, there is a detailed roadmap for Congress to follow—because they commissioned one. Continue [HERE](#)

House to Consider Expanded Coastal Management Package

According to Bloomberg Government, several grant programs benefiting coastal areas would be created in an [expanded version](#) of [H.R. 729](#), including initiatives related to fish habitats, coastal science and data, and related fellowships. The measure combines 10 bills approved separately by the House Natural Resources Committee. The package would primarily affect programs managed by the Commerce Department's National Oceanic and Atmospheric Administration (NOAA), though other agencies' programs are also covered. The bill includes provisions related to the National Sea Grant College Program, Coastal Zone Management Program, and National Integrated Coastal and Ocean Observation System. This expanded package also contains language authorizing \$5 million annually for grants from NOAA to American Indian tribes for coastal management and improvement projects.

Funding Opportunities

U.S. Department of Transportation Announces Funding Opportunity for Roadway Safety Tools

WASHINGTON – The U.S. Department of Transportation today published a Notice of Funding Opportunity (NOFO) to build the capacity of state, local, and tribal governments to use innovative data tools and information to improve roadway safety.

“This is part of the Department’s ongoing effort to utilize predictive data analytics to identify and address systemic factors contributing to crashes and improve roadway safety in communities across America,” said U.S. Transportation Secretary Elaine L. Chao.

The NOFO is an important step in the Department’s [Safety Data Initiative](#), which helps communities devise policies to reduce roadway fatalities. This funding opportunity makes available up to \$3 million to develop, refine, and deploy safety tools that address specific roadway safety problems. The Department anticipates making awards of \$250,000 to \$500,000 to each successful applicant.

Eligible applicants are state or local governments, metropolitan planning organizations and regional governments, other political subdivisions of a state or local government, and tribal governments. The funding complements existing safety data improvement programs at the Federal Highway Administration, the National Highway Traffic Safety Administration, and the Federal Motor Carrier Safety Administration by focusing on improving data tools practitioners use to inform their policy and decision-making.

The NOFO is available on grants.gov at: <https://www.grants.gov/web/grants/view-opportunity.html?oppld=322472>

On December 3, 2019 at 2:30 PM ET, the Department will hold a webinar to provide an overview of this funding opportunity. Information about registering for the webinar is available on the Department’s [Safety Data Initiative](#) webpages.

Applications are due by January 17, 2019 at 3:00 PM ET.

FTA Mobility Program

Applications due by January 6, 2020.

Following Transportation Secretary Elaine L. Chao's recent [announcement](#) to fund new programs to develop and deploy innovations in technology to improve access and mobility, FTA published a [notice of funding](#) for the [Mobility for All Pilot Program](#), which seeks to improve mobility options and access to community services for older adults, individuals with disabilities, and people with low incomes.

The \$3.5 million grants program will fund projects that enhance transportation connections to jobs, education and health services. A complete list of members and related contact information by clicking [here](#).

Opportunity Zones

EDA's Opportunity Zone Web Page

EDA now has an [EDA Opportunity Zone Web page](#) for economic development stakeholders and others to use as a resource to further help foster job creation and attract private investment to support development in economically distressed areas across the United States.

[Section 5307, 5310, and 5311: Using Non-DOT Funds for Local Match](#)

The Department of Health and Human Services (HHS) [Administration for Community Living](#) (ACL) has worked with the [National Aging and Disability Transportation Center](#) to clarify the ability of grantees to use Older Americans Act Title IIIB Supportive Services Funds to match Federal Transit Administration (FTA) programs. These FTA programs include Urbanized Area Formula Grants (Section 5307), Enhanced Mobility of Seniors and People with Disabilities (Section 5310), and Formula Grants for Rural Areas (Section 5311). This information has been publicized [HERE](#)

To stay up to date on all of the many grants that are available visit www.grants.gov.

Just For Fun (THIS IS SATIRE, AND JUST FOR FUN)

Christmas is almost here. So, *Just For Fun*, we thought we would highlight some the downtowns of our Region, and their Christmas decorations. There is a free No. 2 pencil to the first person that can tell us where all of the pictures are from. Merry Christmas everyone!





In the News

Opinion | For whom the bridge tolls

Published
3 days ago
on
December 10, 2019
By



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If you've followed the news lately you could not have missed the fact that there has been a kerfuffle of the highest order near the Alabama coastline. Like a scene from the old fairy tale, the Three Billy Goats Gruff, the local populace has thrown the "bridge trolls" into the bay and seemingly defeated the infamous toll payments that were at issue. The difference between our coastal brethren and sistren and the Goats is that the Goats got a bridge out of it.

For the purposes of THIS discussion you can set aside for a minute whether a bridge is necessary. You can also set aside whether or not the original plans for a \$2.1 billion bridge were reasonable. No opinion is offered here on those two salient points. What is at issue in the broader scheme is: how can one who claims the mantle of "conservatism" pay for regional infrastructure? There are very few options. To be sure, bridges cost money. There is no free lunch and there is no free concrete. If the existing revenue does not match the existing need then the only options are to raise revenue through taxes on all, or tolls on some. Throughout this whole melee it was interesting to hear public officials and well-meaning citizens rebuke the idea of a toll as somehow being a violation of conservative principles.

Here's a news flash: research by the Alabama Policy Institute clearly indicates that one of the most conservative approaches to funding regional infrastructure is what is often referred to as "a user pays system", or more commonly "a toll".

Before you start charging the gates with pitchforks and torches consider that this finding is backed by the imminently credible Heritage Foundation. In a July 2019 report on conservative approaches to infrastructure spending, Heritage scholars offered four bad and four good solutions to infrastructure revenue. Among the four "good" solutions: that's right, tolls. (<https://www.heritage.org/budget-and-spending/report/paying-surface-transportation-infrastructure-four-wrong-routes-four-good>)

One has to also consider that the free market will be at play in the advent of a toll road. Basically, if the toll is set too high the market will not sustain it any more than the cost of food at a restaurant being priced out of reach of the general populace. The consideration of market-based pricing also has the effect of engaging the private sector in the construction of transportation infrastructure according to a recent article by Steven Polzin (<https://www.planetizen.com/blogs/99148-who-should-pay-transportation-infrastructure-and-services>), the Director of mobility policy research at the University of South Florida.

But the other factor that often goes unspoken in regional infrastructure debates is that of equity. Should a project that is designed for regional impact be paid for by taxpayers who may never see it? The good people of Limestone County in north Alabama likely have no real interest in being specially assessed so that the good people of Mobile and Baldwin Counties can have a quicker commute. Likewise, the citizens of the coast have no interest in a span over the Coosa River in Etowah County despite its absolute necessity for that community. By considering infrastructure spending from a user-pays standpoint, there is no question that only those who need it and use it will pay for it. Continue [HERE](#)

How to Navigate I-10 / SR-181 Diverging Diamond Interchange

The Alabama Department of Transportation is constructing a new interchange at I-10 and SR-181 in Baldwin County. This new interchange, known as the Diverging Diamond Interchange (DDI), will be the first one in Alabama. The DDI is designed to improve traffic flow efficiency and safety with fewer traffic lights and safer entry and exit lanes to and from I-10. The improved traffic flow with fewer conflict points is proven to reduce accidents and increase safety of motorists.

[How to Navigate the DDI MP4](#)



UAH new site of state Office for Public Transportation under grant

DEC 12, 2019 | [Jim Steele](#)



Dr. Mike Anderson, chair of UAH's Department of Civil & Environmental Engineering, is the principal investigator for the grant.

Michael Mercier | UAH

Beginning in January, The University of Alabama in Huntsville (UAH) will be the site of the Office for Public Transportation under a three-year, \$4.5 million grant.

The grant is through a partnership between the Alabama Department of Transportation (ALDOT), Federal Transit Administration (FTA) and University of Alabama in Huntsville.

"We are being established to provide support services to ALDOT and the state's public transportation providers through UAH," says Dr. Mike Anderson, chair of UAH's Department of Civil & Environmental Engineering and the principal investigator for the grant.

UAH will staff the new office with a director, a financial manager and three regional managers. They will work with rural providers of public transportation and providers of transportation specifically designated for elderly and disabled passengers, Dr. Anderson says. The office's financial manager will be located in Montgomery and the regional managers will be in the regions they represent.

The state has approximately 30 rural transit agencies and 150 agencies transporting the elderly and disabled.

"For the most part, these agencies are run by county governments or designated non-profit organizations," Dr. Anderson says.

UAH will assume the Office for Public Transportation's roles in overseeing invoicing and spending, vehicle maintenance activities, passenger policies and procedures, and driver rules and regulations. Reporting to ALDOT's State Local Transportation Engineer and the Local Transportation Bureau, the office will ensure local providers are in compliance with all ALDOT and FTA regulations.

Regional managers will also conduct training sessions for drivers on a variety of topics including passenger conduct, vehicle inspections and vehicle maintenance. In addition, the office will provide assistance to counties wishing to establish federally compliant public transportation agencies and with route mapping or other requests.

"Call us and we'll work with you to establish whatever transportation system you need," Dr. Anderson says. "Or, if you have an established system, we'll work with you to make sure that it follows the FTA guidelines."

We know the risk': South Alabama bikers, cyclists fight for safety on roadways

Posted Dec 11, 2019

By [Levi Edwards | ledwards@al.com](mailto:ledwards@al.com)

On a Thursday afternoon in Fairhope, Katherine Bolton, an avid bike rider and owner of Pro Cycles in Fairhope, was casually riding on Scenic 98 near Battles Road South when she was struck by a Kia driven by a 93-year-old man.

Bolton was taken to the hospital for her injuries and no charges have been filed.

According to Alabama Law Enforcement Agency, there are currently four motorcycle and or bicycle fatalities in a span of 90 days under investigation in Mobile or Baldwin County.

Alabama was ranked the 15th most dangerous state for bikers by the U.S. Department of Transportation with 79 motorcycle fatalities and state bicyclist fatalities reported in 2017. ALEA expects those numbers to be even higher in 2019 than they were in 2017.

Jane Hill, Baldwin County Trailblazers administrator, works to ensure safety for cyclists by advocating for new laws in Alabama. [This includes a bill that died in committee that would allow a person riding a bicycle to treat a stop sign as a yield sign.](#)

The bill was sponsored proposed by Sen. Gerald Allen, R-Tuscaloosa, and state Rep. Victor Gaston, R-Mobile. This bill has already passed in several states.

"We are trying to educate cyclists to be visible, vigilant, predictable, and wear a helmet, and to educate drivers that bicycles have a right to be on the road and to give them at least three feet," said Jane Hill.

Mobtown Riders, a nonprofit organization and motorcycle riding club, are also advocates for motorcyclist safety. [Two members of their organization suffered injuries in an accident with another vehicle at the intersection of Highway 90 and Lansdowne.](#) [HERE](#)

Transportation Research

FHWA Webinar Announcement:

USLIMITS2: A Tool to Aid Practitioners in Determining Appropriate Speed Limits

You are invited to register for this free webinar, sponsored by FHWA, about the USLIMITS2 speed setting tool. USLIMITS2 is a web based tool designed to help practitioners set reasonable, safe, and consistent speed limits for specific segments of roads. USLIMITS2 is applicable to all types of roads ranging from rural local roads and residential streets to urban freeways. However, the tool is not applicable to school zones or construction zones.

When: December 11, 2019

Time: 2:00 pm – 3:30 pm ET/11:00 am – 12:30 pm PT

Registration: <https://collaboration.fhwa.dot.gov/dot/fhwa/WC/Lists/Seminars/DispForm.aspx?ID=2212> You must register in advance in order to attend this webinar. Space is limited so please register as soon as possible. Once you register you will receive an email with login instructions. Non-USDOT employees must have an FHWA external collaboration account to register. If you do not have an account please visit <https://collaboration.fhwa.dot.gov/FBA/MembershipRequest.aspx> to request one. Once you receive your account confirmation you can then register through the registration link above.

Description: This webinar will begin with an overview of USLIMITS2, how it works, the decision rules behind the tool that lead to the speed limit recommendations, recent updates made to the tool, and plans for future updates. This presentation will be followed by presentations from a local agency and a State agency discussing how they have used USLIMITS2 and the benefits that have been recognized.

Presentations:

- USLIMITS2: An Overview presented by Doug Cobb, PE, PTOE, RS1, Transportation Operations and Safety Lead, Toxcel
- The City of Maryland Heights, Missouri's Experience with USLIMITS2, by Debbie Wright, PE, Engineer II, City of Maryland Heights Department of Public Works
- The Connecticut Department of Transportation's Experience with USLIMITS2, by Eamon Flannery, EIT, Transportation Engineer III, Connecticut Department of Transportation

Aspen Institute Releases Rural Development Research

Posted on: November 20th, 2019 by [Carrie Kissel](#)

The [Aspen Institute Community Strategies Group](#) has released the new research report [Rural Development Hubs: Strengthening America's Rural Innovation Infrastructure](#). The report is drawn from interviews with 43 rural development practitioners to address what works to address community and economic development in rural America. The report focuses on the roles of intermediaries, called Rural Development Hubs in the report, that operate on a regional level to improve assets, increase local ownership and control of assets, and address equity and inclusion. NADO member Region Five Development Commission was one of the organizations featured in the report. Learn more at www.aspeninstitute.org/blog-posts/rural-development-hubs-report.

2020 Alabama Recreational Trails Conference

SAVE THE DATE

February 5-7, 2020
Gulf State Park and Lodge
21196 E Beach Blvd., Gulf Shores, AL 36542

A fun and informative event with mobile workshops and speakers from across Alabama and the United States presenting sessions on the latest trends and ideas in creating recreational trails that are inclusive, accessible, and connected to enhance quality of life and economic development in our state!

Registration announcement coming soon!

RURAL ROADWAY DEPARTURE WEBINAR ON 12/12

Rural Roadway Departure Webinar on 12/12

On December 12, 1 – 2:30 p.m., the Federal Highway Administration will present the webinar Reducing Rural Road Departures. Overall, one third of all traffic fatalities are caused by rural roadway departures. Using data-driven systemic analysis, local and tribal agencies can target problem areas in their rural roadway networks. By implementing targeted safety improvements, local and tribal

agencies can improve roadway safety and save lives! This webinar will be useful to staff of local government agencies and the regional rural transportation planners who often work with them. Register for the free webinar [here](#).

Transportation Dictionary

The USDOT released a searchable online dictionary that includes over 9,000 transportation terms and acronyms. The terms were collected from a variety of public and private transportation publications and databases. This dictionary presents over 9,000 terms and acronyms related to transportation. The terms and acronyms were obtained from various transportation publications and databases which exist within the federal government, private organizations, Canada and Mexico.

Search Tips

- Sources are listed in parenthesis after the definition.
- None of the searches are case sensitive. Searching for PEDESTRIAN will produce the same results as searching for pedestrian.
- The Dictionary searches for the word, phrase or acronym as it is entered and returns all records that match or contain that word, phrase or acronym. For example, searching for pedestrian will return records for pedestrian and pedestrian walkway.

Click [HERE](#) for the search engine.