



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, September 14th, 2018

Volume 27, Number 11

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There will be an Mobile MPO meeting on October 31st, 2018 at 10:00 AM, TCC/CAC meeting on October 17th, 2018 at 10:00 AM, and BPAC meeting on October 3rd, 2018 12:00 PM. The USDOT Announces \$6.3 Million Funding Opportunity to Improve Access to Healthcare; see *Funding Opportunities*. Congrats to the ALDOT TAP awardees, some changes with the South Baldwin bridge, and a Public Meeting announced for next week on US 90 and US 59; see *In The News*. US 45 Feasibility Study is coming to a close; see *Mobile MPO Updates* There is an RPO meeting on September 28th. There's lots to report in *Legislative Updates*, and this week's *Just For Fun* will turn that frown upside down.

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

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



www.mobilempo.org Check us out on FACEBOOK

Mobile MPO Updates

South Alabama Freight Forum (SAFF)

Recently, the South Alabama Regional Planning Commission housed a freight forum which consisted of staff of local governments, and individuals that are involved in the freight community in South Alabama. The idea of the forum is to find out the problems in the freight community, and develop solutions. There is A LOT going on in Mobile right now with the channel to be dredged, Walmart, Airbus, Austal, and it all leads to trucks, and more trucks; they are the backbone of this country. In fact some key takeaways of the Federal Freight Conditions and Performance Report are:

- By the year 2045, the total value of freight in the United States is expected to nearly double that of 2012.
- Trucks move 64 percent of freight by ton and 69 percent of freight by value—by far the single largest mode.
- Intermodal Connectors provide the “last mile” linkage between freight facilities and the NHS.
- Since the year 2000, States have designated approximately 182 new freight intermodal connectors.
- The lack of safe truck parking in all States, and especially in and around large metropolitan areas, is a growing concern to truckers.

The forum was also an opportunity to inform the freight community about various surface infrastructure projects like Water Street, McDonald Road Extension, and the I-10 Mobile River Bridge. That agenda item actually seemed to have the most interest from the freight community; what projects are going to be done, and when.

Dr. Shashi Nambisan with the Alabama Transportation Institute ([ATI](#)) of the University of Alabama also presented. The ATI will have a program housed in the GulfQuest in the upcoming year. Dr. Nambisan spoke thoroughly on the economics of infrastructure. Both the economics of the infrastructure improvements, and the economics of not doing anything. The Alabama Transportation Institute will house a research and policy program at GulfQuest, and the South Alabama Regional Planning Commission will be supportive collaborators with the program. We look forward to it being kicked off in the fall of 2018.

In our efforts to update the freight element of the Long Range Transportation Plan, we have developed a freight survey to be shared with the freight community. The results and data from this survey, will compliment data we purchased from INRIX, and the APM Terminal Survey, to give a snap shot of where trucks are coming from and going to. In the travel demand modeling world, this is an important piece of information.

Below is the link to online freight survey (*which goes live today*) and the presentations. Please forward the link to anyone that may have interest in providing input.

<http://www.mobilempo.org/freightplanning.html>

US 45 Feasibility Study

Two weeks ago, the final stakeholder meeting was held for the *US 45 Feasibility Study*, with a disappointing turn out. However, we do appreciate Mayor Gardner of Prichard and Mobile Councilmember Fred Richardson for all of their participation in the study. We would also like to thank Kelly Warren, Director of Prevention and Wellness for the Mobile County Health Department for her participation and support of this study. The presentation and maps can be found [HERE](#), and by the end of the September the final report will be available as well.

On August 1st there was a public input meeting at the Prichard City Hall, with an introduction from the City of Prichard Mayor, Mayor Jimmie Gardner. Despite the weather, we had a pretty good turnout. Several comments were made pertaining to the study, and we gained some good

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input. June 28th was the first public meeting for the US 45 Feasibility Study, and was held at Leflore High School. The meeting was well attended by nearly 70 people. Mobile City Councilman Levon Manzie was on hand to guide the meeting and answer questions. Nick Amberger, the City of Mobile Engineer was also present and assisted in answering questions posed by the public. Mr. Drew Davis with Volkert and Mr. Clifton Lambert with CERM presented the attendees with preliminary ideas developed in previous Advisory Committee meetings. These included road diets, sidewalk improvements, bike lanes, and roundabouts at key intersections.

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](#)

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) NOW ONLINE

The TIP represents a four year program (2016-2019) 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.

2016-2019 E-TIP [HERE](#)

Stay Up To Date on the Mobile River Bridge and Bayway Project:

<http://mobileriverbridge.com/>

Recent Scheduling Changes This Week for Mobile

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

Project : 100061588 (CN)

Federal aid number : BR 0013 (601)

County : MOBILE

Project Description : CULVERT REPLACEMENT, BIN 5715, SR-13 (US-43) OVER STEELE CREEK

Old Target start date : December 07, 2018

New Target start date : February 22, 2019

RPO Updates

RPO meeting 2:00 p.m. on Wednesday, September 26, 2018

The South Alabama Regional Planning Commission (SARPC) will host a meeting of the **Rural Planning Organization (RPO) Committee** at **2:00 p.m. on Wednesday, September 26, 2017 at the Baldwin County Central Annex at 22251 Palmer Street in Robertsdale, Alabama.**

There will be a discussion of current and future transportation projects in the rural areas of our region by the ALDOT Southwest Regional Office. Other items on the agenda include:

- Adoption of the minutes of the previous meeting
- Review and adoption of the Fiscal Year 2019 Work Program (available for review online at <http://www.mobilempo.org/RPODocuments.html>)
- Updating the RPO Transportation Plan with Project List (available for review online at <http://www.mobilempo.org/RPODocuments.html>)

If you have any questions or comments regarding the above or attached, feel free to call us at (251) 706- 4622.

Projects in Region Let September 28th, 2018

ESCAMBIA COUNTY

For constructing the Drainage Structure Repairs on SR-41 at MP 9.100 in Brewton. Length 0.015 mi. The Bracket Estimate on this project is from \$85,355 to \$104,322 .

MOBILE COUNTY

None at this time

BALDWIN COUNTY

None at this time

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Gearing Up for Reauthorization

National Association of Regional Councils

The federal transportation authorization does not expire for another two years. But the time has arrived to begin outlining priorities that will lead to the development of policies we can take to Congress in the lead up to a new authorizing bill. In that spirit, NARC staff started meeting last week with national association partners to discuss reauthorization plans and reaffirm NARC's interest in working together on areas of common interest. During the process that resulted in the FAST Act, NARC and the rest of the Local Officials on Transportation (LOT) Coalition (National League of Cities, National Association of Counties, U.S. Conference of Mayors, Association of Metropolitan Planning Organizations, and the National Association of Development Organizations) remained united and unwavering in our request that Congress increase the allocation of transportation dollars to local areas through the Surface Transportation Block Grant Program. That relationship will be at the center of our strategy heading into the next reauthorization.

That said, last week's meetings allowed us to touch base with other associations that can be important partners in achieving our goals in the next bill. With the American Public Transportation Association (APTA), which represents the nation's transit providers, we discussed the importance of transit for many of your communities and the important role planning plays in making transit a reality, as well as the impact of emerging technologies on providing transit services in the future. Ensuring on-going and long-term federal support for transit is important for both organizations. With the American Association of State Highway Transportation Officials (AASHTO), which represents the nation's state departments of transportation, we talked at length about our common interest in robust transportation planning, the need for multimodal approaches to current challenges, and opportunities for states, regions, and local governments to work together successfully on things like performance measures, freight, and planning in general. Finally, our meeting with the Intelligent Transportation Society of America (ITS America), which represents cities, state DOTs, technology companies, and vehicle manufacturers, was an opportunity to discuss emerging technologies, how these can be best considered in the planning process, and opportunities to bring together NARC members and private interests.

Subcommittee Hearing Focuses On Fostering Transportation 'Innovations'

editor@ashto.org September 7, 2018 0 COMMENTS



The House of Representatives' Transportation & Infrastructure Subcommittee on Highways and Transit elicited insight concerning a wide array of emerging technologies during a [Sept. 5 hearing](#) that "have the potential to improve the safety and productivity" of the U.S. surface transportation system, according to Rep. Sam Graves, R-Mo., the subcommittee's chairman (*seen above*).

"The population and amount of freight moving through our nation are projected to increase significantly in the coming decades," Graves said in his [opening statement](#), with the [background memo](#) for the hearing noting that America's population is projected to grow from 319 million in 2014 to approximately 400 million in 2051, with the movement of freight expected to increase by 40 percent over the next 30 years.



Highway traffic, MoDOT

Graves added that U.S. trade volume is expected to double by 2021 – and double again by the year 2030 – while vehicle miles traveled is projected to increase by nearly 20 percent by 2035.

“Being innovative and utilizing transportation technologies where it makes sense to do so will help our surface transportation system move people and goods more safely and efficiently,” Graves explained. “[So] it is vital that we share our best practices and lessons learned.”

Four witnesses testified at the subcommittee hearing: James Barna, executive director of DriveOhio, the “smart mobility” division of the Ohio Department of Transportation; Julia Castillo, executive director of the Heart of Iowa Regional Transit Agency; Shailen Bhatt, president and CEO of ITS America; and Randell Iwasaki, executive director of the Contra Costa Transportation Authority.



James Barna, DriveOhio

DriveOhio’s Barna noted in his [written testimony](#) that “one of the biggest things we are learning is the importance of using public/private partnerships to achieve our goals,” adding that his group’s public-sector partners include nine state agencies and municipalities from across Ohio that are in “working groups” with the automotive industry, academia, and research and development institutions.

Barna stressed during the question and answer portion of the hearing that while he is “not a big fan of federal government regulation,” because new innovations such as connected and autonomous vehicles or CAVs will need to operate across 50 states, “at some point we need to have a national conversation about interoperability and standardization, because this technology is going to impact transportation like nothing has before.” Continue [HERE](#)

Alabama delegation throws support behind Port of Mobile improvements

BY [ELIZABETH PATTON](#) ON SEPTEMBER 10, 2018 [INFLUENCE & POLICY](#), [SLIDER](#)

The Port of Mobile is Alabama’s only deep-water port. It moves around 54 million tons of cargo per year — a volume that consistently ranks the port within the top dozen or so ports in the nation. On Monday, the Alabama congressional delegation, as part of a bipartisan and bicameral effort, endorsed the modernization of the port’s navigation channel.

U.S. Senator [Richard Shelby](#) led the delegation letter. In addition to Shelby, the letter was signed by the entirety of the Alabama delegation: U.S. Senator [Doug Jones](#) (D-Ala.), as well as U.S. Reps. [Robert Aderholt](#), [Mike Rogers](#), [Mo Brooks](#), [Martha Roby](#), [Terri Sewell](#), [Bradley Byrne](#) and [Gary Palmer](#).

The Alabama lawmakers submitted comments to the Mobile District of the U.S. Army Corps of Engineers (Corps) in support of the Tentatively Selected Plan (TSP) identified in the Draft Mobile Harbor, Mobile, Ala. Integrated General Reevaluation Report (GRR) with Supplemental Environmental Impact Statement (SEIS).

Due to increased vessel size and channel transit inefficiencies issues, the federal Mobile Harbor Channel is currently undergoing a GRR by the Corps to deepen and widen its navigation channel. The TSP identified in the Draft GRR/SEIS recommends deepening the existing channels by 5 feet, incorporating bend easings in the Bar Channel, widening the Bay Channel from 400 feet to 500 feet for 3 nautical miles, and expanding the Choctaw Pass Turning Basin to better accommodate the safe turning of large vessels. The GRR is currently on schedule to conclude in November 2019.

The letter reads in part, “Modernizing the capabilities of one of the nation’s largest seaports will spur exponential economic investment by allowing larger ships and more goods to be shipped and sold, facilitating and expanding commerce. We believe that the TSP accomplishes these goals in a manner that is economically and environmentally responsible, and encourage the Corps to move forward to attain the Agency Decision Milestone and to expeditiously deepen and widen the federal channel.”



“The deepening and widening of the Port of Mobile will provide economic development opportunities throughout the entire state of Alabama,” said Shelby. “This project will create an avenue for exponential growth by facilitating and expanding commerce in the state. I look forward to continuing our work with the Corps as we strive to improve the safety and efficiency of the Port in an increasingly global marketplace.”



“Alabama is a trade state and the modernization of the Port of Mobile is key to our economic future,” said Jones. “I’m proud to join Senator Shelby and my colleagues in fighting for Alabama farmers and businesses and supporting their efforts to secure new opportunities brought by a wider, deeper port. This is an important step forward in our efforts to maximize the competitive advantage of Alabama’s farmers, shippers, and manufacturers.”

Continue [HERE](#)

Funding Opportunities

USDOT Announces \$6.3 Million Funding Opportunity to Improve Access to Healthcare

(deadline November 13, 2018)

FTA announced the availability of \$6.3 million in Access and Mobility Partnership Grants, competitive funds for transit coordination projects that improve non-emergency healthcare accessibility. Through this grant program, FTA encourages innovative partnerships between the healthcare industry and public transportation agencies for improved coordination. These partnerships support the needs of transit-dependent riders and improve options for people with limited transportation choices. [HERE](#)

[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](#)

FHWA Offers New Funding for Innovative Demonstration Projects

New funding is available from the Federal Highway Administration’s Accelerated Innovation Deployment Demonstration program to encourage the transportation community to adopt proven innovations. [Funding](#) or the AID Demonstration program, launched in 2014 as part of the Moving Ahead for Progress in the 21st Century Act, was continued by the 2015 [Fixing America’s Surface Transportation Act](#). Since AID Demonstration was introduced, FHWA has provided more than \$43 million for 61 awards.

Under the program, funding of up to \$1 million may be awarded for projects that use proven innovations in any project phase, including planning, financing, operation, structures, materials, pavements, environment and construction. Applications are accepted on a rolling basis through [Grants.gov](#), the federal government’s website for information on funding opportunities. For more information on the AID Demonstration program, contact [Ewa Flom](#) of the FHWA Center for Accelerating Innovation.

The FHWA continues the Accelerated Innovation Deployment (AID) Demonstration authorized within the Technology and Innovation Deployment Program (TIDP) under the Fixing America's Surface Transportation (FAST) Act. The AID Demonstration provides incentive funding for any project activities eligible for assistance under title 23, U.S.C. in any phase of a highway transportation project between project planning and project delivery including planning, financing, operation, structures, materials, pavements, environment, and construction that address the TIDP goals. The Notice of Funding Opportunity (NOFO) published on September 1, 2016 (<https://federalregister.gov/a/2016-21063>) requests grant

applications and provides selection criteria, application requirements, and technical assistance with Grants.gov during the grant solicitation period.

Link to Additional Information: [FHWA Center for Accelerating Innovation Grants page](#)

Industrial Access Road and Bridge

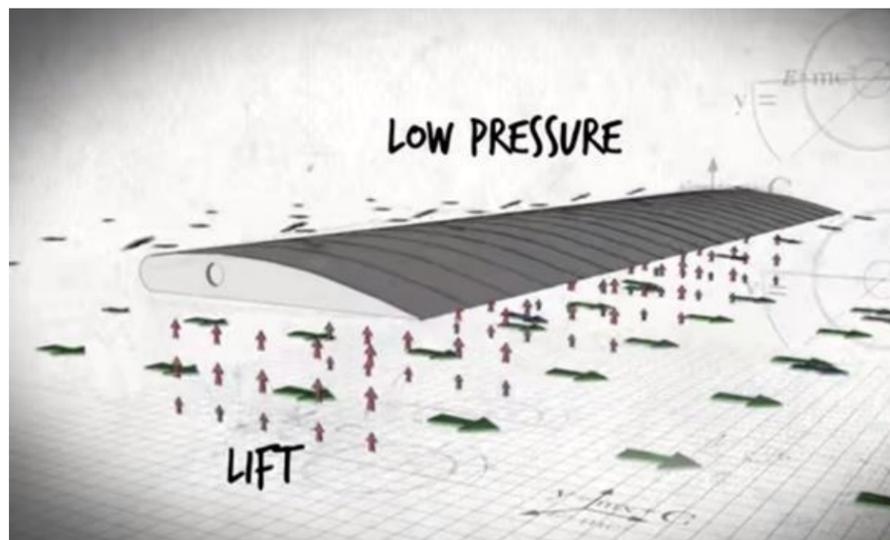
Industrial access funds are intended to provide adequate public access to new or expanding distribution, manufacturing and industrial firms. The industry must be committed to new investment and the creation of new jobs. The new access must be on public right of way for public use (state, city or county) and the project sponsor (city or county) must maintain the completed facility unless the facility consists of turn lanes, crossovers, etc., that are located on state highways. Industrial access funds are limited to construction, construction engineering and inspection costs. The project sponsor is responsible for all preliminary engineering, right-of-way acquisition and utility relocation costs.

Prior to the date the qualifying (new or expanding) project is “placed in service,” the sponsoring entity or its local development agency must notify the Alabama Department of Commerce of its intent to claim the incentives under Section 41-9-202.1, Code of Alabama 1975. Effective October 9, 2008, the Industrial Access Road and Bridge Corporation application submittal should include the notification acknowledgment letter from the Secretary of Commerce. For more info, see [HERE](#)

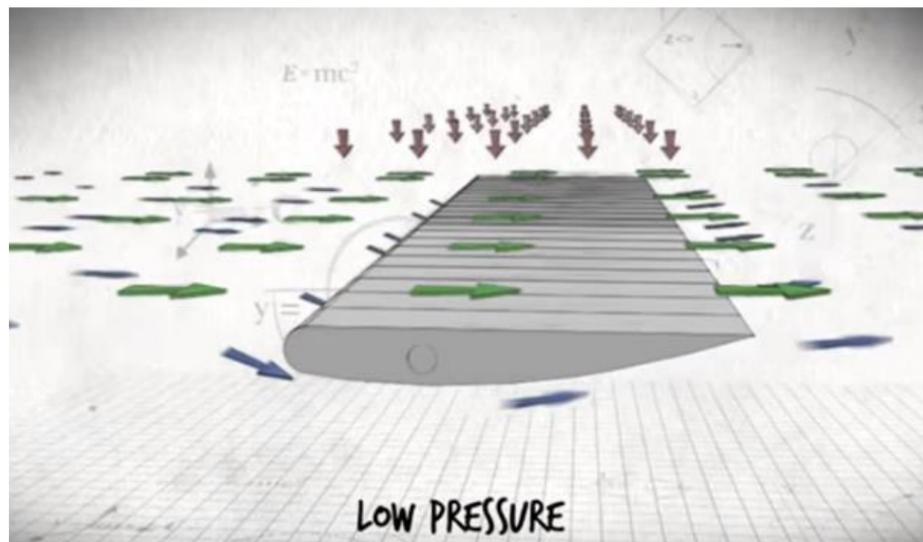
To stay up to date on all of the many grants that are available visit www.grants.gov.

Just For Fun

As Hurricane Florence hits North Carolina and South Carolina, it makes one wonder how structures, such as large suspension bridges, remain intact during hurricane force winds. Why does it not act like an airplane wing?



If you think about it, with 120 mph hurricane wind, a large bridge is liable to act like an airplane wing, and blast for takeoff. For an airplane to fly, there must be greater/stronger/higher air pressure under a wing and smaller/weaker/lower air pressure on top. Bernoulli's Principle, states that pressure decreases when air moves faster. ... A cambered wing only increases the differences in pressure that create lift.



But, if **you turn that frown upside down**, now there is a downward force, actually making the bridge stronger (to a point) in high winds.



These large bridges, like the I-10 Mobile River Bridge, will have all of this all taken into account. That is “Category 5” smart engineering, as explained [HERE](#).

In the News

FY 2019 ALDOT TAP GRANT AWARDS for South Alabama:

City of Creola: Sidewalk along the East Side of Old 43

City of Citronelle: Sidewalk Improvements along E. Lebaron Ave. & E. State St.

City of Brewton: Sidewalk Improvements along Highway 31

City of Gulf Shores: Sidewalk Improvements

ALDOT’s next round of funding will be available in March of 2019, as will the Mobile MPO round of funding.



Public Involvement Meeting HSIP-0016(524) Intersection Relocation SR-16 (US-90) at SR-59 in Loxley Baldwin County

The Alabama Department of Transportation (ALDOT) Southwest Region (Mobile Area) extends an invitation to ALL interested individuals to attend and participate in an informal County Wide Public Meeting.

Place: Loxley Civic Center 4198 Municipal Park Drive Loxley, AL 36551

Date: Thursday, September 20, 2018 Time: 5:00 PM- 7:00 PM

Request for special assistance should be made five (5) business days prior to the hearing.

Mr. Vince Beebe Preliminary Engineering Department I-65 West Service Road N Mobile, AL 36618

South Baldwin residents told flyover bridge plans changed

Posted by [John Mullen](#) | Sep 12, 2018 | [Bay Briefs](#) | [0](#) | LAGNIAPPE MOBILE

Residents who are opposed to a flyover bridge a half mile from their neighborhood at the beginning of a controversial new roadway and bridge project may have gotten some relief.

“They’re finally going to let the citizens in on this and they are supposed to let everyone know what’s going on,” resident Mike Powell said.

Powell lives in Craft Farms and says he has met with state officials who now say the bridge has been taken off the table. Preliminary work is still being done for the project and at least seven land condemnations are headed to Baldwin County Circuit Court.

“Right now, there is a proposal to take that damn flyover out of our backyard,” Powell said. “Supposedly they are going to move the road further east closer to the Foley Beach Express. I don’t have anything set in stone they’re going to totally do away with the flyover.”

Powell has been in contact with state officials including Southwest Region Engineer Vince Calametti and Alabama Department of Transportation (ALDOT) Director John Cooper about the project. He said a meeting is planned for November between state officials and residents.

Early next year residents in the South Baldwin County area should begin to see signs of activity along a corridor for a new road and bridge project.

“We’re finalizing design, right-of-way relocation, environmental documents and utility coordination,” ALDOT Southwest Region Pre-Construction Engineer Edwin Perry said. “It will be two-lane initially but with ability to go to four in the future once traffic need dictates.”

The project completion date is still 2020, Perry said, but some of the cases on condemnation of private land for the roadway may still be in court during construction.

“The state can proceed with the construction of the project if they pay into court the amount the probate court land commissioners award,” attorney Warren Herlong said.

He initially represented owners of seven tracts, three of which have been resolved.

His unresolved cases include an offer of \$3.8 million to owners Laura Almaroad, Wanda Dickman and Joy Sprunger. Others include Doyce and Shirley Ellenberg, who were offered \$1.2 million for 21.25 acres; the Williams Joseph Evans Revocable Trust, which was offered \$737,150 for 3.09 acres; and Anthony and Patricia Diliberto, who were offered \$405,000 for 8.38 acres.

Attorney Richard Davis has two cases in circuit court including the owners of Pandion Ridge, who have land on the south side of the Intracoastal Waterway. ALDOT initially offered them \$3.7 million for 49.75 acres. On the north side of the waterway, where the bridge footing is planned, the state offered Coastal Resort Properties of North Carolina \$943,150 for 29 acres.

The Baldwin County Bridge Co., a subsidiary of the company that owns the Foley Beach Express, was offered \$9,750 for .13 acres and is also awaiting a court date.

State's congressional delegation backs Mobile Bay channel enlargement

Updated Sep 11; Posted Sep 11



A Corps of Engineers image shows the areas affected by a plan to enlarge the ship channel that connects the Port of Mobile to the Gulf of Mexico. (USACE)

By [Lawrence Specker](#)
lspecker@al.com

With a town hall meeting set to take place Tuesday evening on a plan to enlarge Mobile's ship channel, Alabama's congressional delegation has expressed unanimous support for the project.

A letter to that effect (full text below) was released Monday. Signees included both the state's senators, Richard Shelby and Doug Jones, as well as all seven representatives: Robert Aderholt, Mike Rogers, Mo Brooks, Martha Roby, Terri Sewell, Bradley Byrne, and Gary Palmer.

The letter, filed with the U.S. Army Corps of Engineers as part of a public comment period, says that "Modernizing the capabilities of one of the nation's largest seaports will spur exponential economic investment by allowing larger ships and more goods to be shipped and sold, facilitating and expanding commerce. We believe that the TSP [Tentatively Selected Plan] accomplishes these goals in a manner that is economically and environmentally responsible, and encourage the Corps to move forward."

At the end of July the Corps released a draft version of what's known as a General Reevaluation Report and Supplemental Environmental Impact Statement (GRR/SEIS) on the project. Estimated to cost \$387.8 million, the work will deepen the channel and widen sections of it to better accommodate the larger container ships now favored in international shipping.

The study was requested by the Alabama State Port Authority, which says channel enlargement is necessary for the port to remain competitive. But the project [has raised concerns](#) from some who worry about its environmental impact, and others who fear the Corps is missing an opportunity to handle dredge spoil in ways that could replenish Dauphin Island beaches.

Shelby, Jones, Byrne and others commented that port improvements affected economic development and commerce throughout the state. Mo Brooks, whose 5th congressional district covers the swath of north Alabama territory farthest from the coast, said that "As the 10th largest seaport in the United States, the Port of Mobile is a huge economic driver for our state, and I fully support efforts to modernize and improve the capabilities of this vital port."

The town hall meeting on the project takes place from 5:30 p.m. to 8 p.m. Tuesday, Sept. 11, at the Arthur R. Outlaw Mobile Convention Center. The deadline for written comments is Monday, Sept. 17.

The [full report](#) and supporting documents can be found at the Corps of Engineers website for the project: <http://www.sam.usace.army.mil/Missions/Program-and-Project-Management/Civil-Projects/Mobile-Harbor-GRR/>

Comments may be submitted by mail, facsimile, or electronic mail to:

U.S. Army Corps of Engineers Mobile District
Attention: PD-EC
109 Saint Joseph Street, Mobile, AL 36602
E-mail: MobileGRR@usace.army.mil
Fax: (251) 690-2054

Continue [HERE](#)

Transportation Research

Survey: Ride-Hailing Going 'Mainstream,' Desire For Vehicle Ownership Declining

A [mobility study](#) published by Cox Automotive Aug. 23 indicates that the desire to own vehicles is dropping steeply among younger consumers, while awareness and demand for ride-hailing services such as those provided by Uber and Lyft are rising quickly – particularly among those living in urban centers.

The study – conducted online by Vital Findings with 1,250 U.S. consumers in May for Cox – also delved into the growing adoption of the [mobility-as-a-service](#) or MaaS concept, which focuses combining and accessing on-demand transportation options, such as car-sharing, ride-hailing and [public transit](#), via a single digital platform

Cox's survey found that "access to mobility" is viewed as "necessary" by consumers, but not owning a vehicle, according to 39 percent of respondents, which represents a 4-percentage point increase over a similar poll conducted by the firm in 2015. For urban consumers, 57 percent indicate access to mobility is more important than vehicle ownership, which is a 13-point increase since 2015, Cox noted in its report.

And that view is growing among younger generations, the company said. While 34 percent of 37 to 53-year-olds, and 28 percent of 54 to 72-year-olds don't feel owning a vehicle is important, according to Cox's survey, 55 percent of 12 to 22-year-old respondents and 45 percent of 23 to 36-year-old respondents feel that way. That may be in part because the cost of owning or leasing a vehicle is perceived as "becoming too high" by 48 percent of respondents, noted Joe George, president of Cox's Mobility Solutions Group.

It may also be why usage and awareness of ride-hailing services such as Uber and Lyft has now attained "mass market appeal," the company said, as 88 percent of respondents in its poll said they were "aware" of this mobility option regardless of where they live, with 55 percent of 37 to 53-year-olds using this service.

By contrast, car-sharing services such as Zipcar and Maven have experienced slower and more "pocketed" growth with awareness at 54 percent of those polled by Cox. The firm noted that lack of widespread adoption is due in part to car-sharing being significantly "less accessible" than other alternative transportation methods, with only 44 percent of consumers finding it accessible versus the 85 percent of consumers that find ride-hailing accessible.

"Private ownership still dominates the automotive landscape, but options like ride-hailing and subscription programs are increasingly popular with young urban dwellers," noted Michelle Krebs, executive analyst for Autotrader – which is owned by Cox – in a statement.

"The trend line for these programs could drastically alter this industry over the next five to 10 years," she added.

Studies Say Lower Speed Limits Will Help Improve Roadway Safety

[New research](#) conducted by the Insurance Institute for Highway Safety indicates that lowering the speed limit by 5 mph on city streets can improve safety for motorists, pedestrians and bicyclists alike, while a [separate study](#) conducted by the Illinois Department of Transportation convinced the agency to reduce speed limits along certain stretches of two major highways by 10 mph.

The IIHS study focused on Boston, Massachusetts, which lowered the default speed limit on city streets from 30 mph to 25 mph beginning January 9, 2017, after the Massachusetts legislature amended state law in 2016 to allow cities and towns to lower speed limits from 30 mph to 25 mph on municipal roads in densely populated areas or business districts. Unless otherwise posted, the speed limit on all Boston roadways is 25 mph, the group noted.

IIHS said its researchers looked at vehicle speeds in Boston before and after the lower limit took effect and compared them to control sites in Providence, Rhode Island, where the speed limit remained the same.

The study sites in both Boston and Providence included arterials, collectors and local roads and the group noted all of the sites were similar in that they had no more than one lane per direction and were located away from intersections on relatively flat, straight road segments and at least a half-mile away from any school or speed feedback sign.

IIHS researchers evaluated changes in the odds of vehicles exceeding 25 mph, 30 mph and 35 mph associated with the new speed limit and found there was a 29.3 percent decline in the odds of speeding for vehicles traveling faster than 35 mph. The odds of speeding fell by 8.5 percent for vehicles going faster than 30 mph and 2.9 percent for vehicles exceeding 25 mph.

The group said high travel speeds increase the risk of crashing and the risk of injuries when a crash occurs and that speeding – defined on police crash reports as exceeding the posted speed limit, driving too fast for conditions, or racing – has been a factor in more than a quarter of U.S. crash deaths for more than 30 years. In 2016, IIHS noted that the percentage of U.S. crash deaths related to speeding was higher on roads with 35 mph or lower speed limits than on roads with higher speed limits; some 33 percent vs. 26 percent.

“Speeding occurs on roads of all types, not just highways and freeways,” added IIHS President David Harkey in a statement. “Even on lower speed roads, speeding can have deadly consequences, especially for pedestrians and bicyclists. Some cities are lowering speed limits to reduce the risks for these vulnerable road users, who are increasingly dying in crashes.”

The study didn’t examine how lowering the speed limit affected crashes in Boston, but that’s a next step, he pointed out.

The Illinois DOT took that step in its study of speeds on I-74 and I-57 in the Champaign-Urbana area and concluded that, given the current prevailing speeds, crash rates and number of interchanges, a reduction of the posted speed limit from 70 mph to 60 mph along a portion of I-74 connecting to I-57 was justified. “Reducing the speed limit of through traffic to closer to that of traffic from interchanges gives drivers more time to react, thereby reducing the severity of a crash or avoiding one altogether,” the agency stressed.

IIHS said in its research that, outside of urban areas, speed limits are on the rise as 41 states have speed limits of 70 mph or higher on some portion of their roads. The group also noted that [a study it conducted in 2016](#) showed that increases in speed limits from 1993 to 2013 in those 41 states resulted in 33,000 fatalities.

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Metropolitan Planning Organizations (MPO): Transportation Partnerships for the 21st Century

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Staff Contact: Harlan Miller, 202-366-0847

[Identification of High Pedestrian Crash Locations](#)

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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.
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- 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.

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