



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday, August 9th, 2019

Volume 31, Number 5

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Contact Us

<http://www.mobilempo.org>
transportation@sarpc.org

Kevin Harrison, PTP
Director of Transportation
kharrison@sarpc.org

There is a commentary from Governor Kay Ivey “I simply ask you, to show us how “ this week *In The News*, ATRIPII IS ANNOUNCED along with climate adaptation workshop availability in *Funding Opportunities*. **MPO 101 CLASS is this Wednesday**, see *Mobile MPO Updates*. This week’s *Just For Fun* is swimmingly about toll avoidance. Finally, Tom Piper of SARPC staff coached his son’s Cal Ripken baseball team to the world series in Branson, MO this week. Matthews Park put up a heck of a fight, but had a loss and ended the season in the world series, placing second in their pool. Have a great weekend, it gonna be HOT! **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

Last week the Technical Coordinating / Citizens Advisory Committee (TCC/CAC) met and recommended PM1 and PM3 Performance Measures, the FY 2020 Unified Planning Work Program and the 2020-2023 Transportation Improvement Program (TIP) to be adopted by the MPO at its upcoming meeting on August 21st. Both the TIP and UPWP are currently out for public review at 43 places around Mobile County and available at www.mobilempo.org. If you have any questions pertaining to the agenda of the August 21st meeting, please do not hesitate to call Kevin Harrison.

MPO 101

The South Alabama Regional Planning Commission and The Eastern Shore MPO are jointly conducting a class for our committee members. This class is intended for committee members of the Bicycle Pedestrian Advisory Committee, Citizens Advisory Committee, Technical Advisory Committee, or MPO Policy Board for either the Mobile MPO or the Eastern Shore MPO. This class was held two years ago for just the Mobile MPO, and was well received. This may become a biennial event depending on the success of next week.

THIS CLASS IS FULL.

METROPOLITAN PLANNING ORGANIZATION (MPO) 101 Informational Seminar

Date: August 14, 2019

Time: 8:30 a.m. – 2:00 p.m.

Location: Blakeley Hall
Five Rivers Alabama Delta
Resource Center
30945 5 Rivers Blvd.
Spanish Fort, AL 36527



MOBILE AREA TRANSIT SYSTEM FEASIBILITY STUDY

Last week the consultant selection committee shortlisted three firms to present to them, concerning *Mobile Area Demand Response Transit System Feasibility Study*. Directly following the presentations on August 16th, the consultant selection committee will select a consultant to conduct the Feasibility Study. We would like to get the study under way as soon as the new fiscal year begins.

Tom Piper
Senior Transportation
Planner
tpiper@sarpc.org

Monica Williamson
Transportation Planner
mwilliamson@sarpc.org

Anthony Johnson
Transportation Planner
ajohnson@sarpc.org

South Alabama
Regional Planning
Commission
110 Beauregard St
Mobile, Alabama
36602
(251) 433-6541

Click on link below to see the Scope of Work
[Mobile Area Demand Response Transit System Feasibility Study \(6/27/19\)](#)

If you would like to be part of this study, please call Kevin Harrison for details.

FREIGHT DATA

APM Terminals has provided us with their third quarterly survey report. Just as last quarter, for one day 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. This third survey report had 88% of trucker visits answering the survey, the best percentage yet, which helps refine our understanding of container truck trip patterns in the area.

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/>



About the project:

The Mobile River Bridge and Bayway project will 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 runs from Virginia Street in Mobile to the US 90/98 interchange in Baldwin County. Information in the project is available at www.MobileRiverBridge.com. Please contact Allison Gregg (251-604-9790) to coordinate site visits

Recent Scheduling Changes This Week for Mobile

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

Project : 100040610 Federal aid number : ACAA59064F-STPMBF 7503 (600) County : MOBILE
Project Description : 5-LANE SCHILLINGER RD FROM HOWELLS FERRY RD TO SR-42 (US-98)
Urban Area : 067 MOBILE
Current Funding : \$1,134,058.00 Requested Funding : \$1,575,321.00

Project : 100040609 Federal aid number : ACAA59064F-STPMBF 7503 (600) County : MOBILE
Project Description : 5-LANE SCHILLINGER RD FROM HOWELLS FERRY RD TO SR-42 (US-98)
Urban Area : 067 MOBILE
Current Funding : \$7,000,000.00 Requested Funding : \$6,491,702.00

Project : 100040611 Federal aid number : ACAA59064F-STPMBF 7503 (600) County : MOBILE
Project Description : 5-LANE SCHILLINGER RD FROM HOWELLS FERRY RD TO SR-42 (US-98)
Urban Area : 067 MOBILE
Current Funding : \$23,381,719.00 Requested Funding : \$26,826,019.00

Projects in Region Let August 30th, 2019

ESCAMBIA COUNTY

None at this time

MOBILE COUNTY

None at this time

BALDWIN COUNTY

None at this time

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

Legislative Updates

A proposal to ban tolls in Alabama gains traction with lawmakers

by Andrea Ramey

Thursday, August 8th 2019



(WPMI) A proposal to ban tolls in Alabama gains traction with lawmakers

MOBILE, Ala (WPMI) — A proposal to ban tolls in Alabama is gaining traction with lawmakers. It's a plan aimed at stopping a \$6 toll from going into effect on the I-10 Mobile River and Bayway Project. Two state lawmakers, Representative Shane Stringer of Mobile County, and Senator Greg Albritton who represents Baldwin County, both say they would consider sponsoring a constitutional amendment that would ban tolls on the interstates in Alabama.

"We need to look at all options before we finish this project out and were stuck with a 55 year toll," says Stringer.

The Alabama House and Senate would have to pass the bill with 60% of the vote before it could be placed on a ballot for voters statewide to decide. The proposal was first introduced on Wednesday, August 7, by Orange Beach business owner, Dean Young, who says he knows how people would vote. Young says the answer would be a resounding "no." Senator Albritton says while he would consider being the Senate sponsor, he's concerned the timing of it may be too late.

"We don't have the opportunity to vote on that until next Spring. If it passes the legislature, then the next opportunity to get it on the ballot at the absolute earliest would be June, but probably not until November. That's more than a year away," says Albritton.

A special public meeting will be held at the State Capitol on October 7th at the State Capitol auditorium in Montgomery. This meeting will allow the community to have their voices heard regarding the proposed toll.

Senate Highway Bill's Freight Plan Touts Infrastructure Resiliency



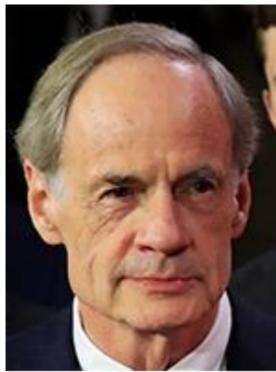
C.H. Robinson

[Stay on top of transportation news: [Get TTNews in your inbox.](#)]

Tucked into highway policy legislation that the Senate Environment and Public Works Committee recently advanced is a provision calling for possible strategies to prepare for the impact of severe weather events as part of a nationwide plan for improving freight connectivity.

Specifically, a strategy for weather-resilient infrastructure projects along the country's freight corridors would entail having the ability to "anticipate, prepare for, or adapt to conditions, or withstand, respond to, or recover rapidly from disruptions, including extreme weather and natural disasters."

Since the beginning of the year, Democrats on the transportation panels, such as committee ranking member Tom Carper (D-Del.), have called on colleagues to support provisions that would increase awareness about infrastructure resilience. They've pointed to severe flooding in the Midwest, and hurricanes in Texas, Florida, Puerto Rico and the U.S. Virgin Islands as examples of weather events that destroyed freight and commuter corridors.



Carper

Additionally, the legislation's freight portion calls for an evaluation of states' parking facilities and rest stops for commercial vehicles. The U.S. Department of Transportation also would be required to study the safe integration of freight into a "smart vehicle world."

"Freight is [an] extremely important part of our objectives on an infrastructure reauthorization bill," Sen. Ben Cardin (D-Md.) said during the committee's consideration of the bill.

On July 30, the panel [approved the five-year, \\$287 billion highway policy measure](#) by a vote of 21-0. The bill would reauthorize provisions in the 2015 FAST Act highway law.

"The legislation will grow our economy, will create jobs and will improve the quality of life for the American people," committee Chairman John Barrasso (R-Wyo.) said.

Committees with jurisdiction over funding matters, commercial transportation and transit have yet to schedule legislative hearings on the reauthorization.

America is in desperate need of infrastructure investment: Senate highway bill a step in the right direction

BY CHRIS JAHN, OPINION CONTRIBUTOR — 08/07/19 04:10 PM EDT 139 THE VIEWS EXPRESSED BY CONTRIBUTORS ARE THEIR OWN AND NOT THE VIEW OF THE HILL

It's no secret that our country's infrastructure is in desperate need of investment after years of neglect. We've all groaned and said some choice words when hitting deep potholes or been late to an appointment due to road or bridge closures. As our network of roads and bridges have continued to crumble, the situation has degraded from an occasional personal inconvenience to a serious barrier to national economic growth and prosperity.

The infrastructure network we depend upon to move people and commercial goods has long outlived its designed lifespan and is operating on borrowed time. For agriculture, [recent flooding in the Midwest](#) highlights how vulnerable our network is, the extensive nature of disrepair and how quickly critical food supply chains can be severed. These disruptions are not just headaches for the fertilizer and farming industries; they can potentially lead to higher prices on everyday goods for all consumers.

Last week Sens. [John Barrasso](#) (R-Wyo.), [Tom Carper](#) (D-Del.), [Shelley Moore Capito](#) (R-W.Va.) and [Ben Cardin](#) (D-Md.) demonstrated much needed leadership by introducing “[America’s Transportation Infrastructure Act of 2019](#),” legislation that would provide \$287 billion over five years to maintain and repair our crumbling roads and bridges. The funding level authorized in the bill is a nearly 30 percent increase over current levels and will be a much-needed economic shot in the arm for all communities and local economies across the country.

Our country’s roads and bridges have always played a critical role in getting plant nutrients to farmers’ fields when they are needed. But with [railroad rate increases](#), rail service challenges and stalled reform efforts due to oversight board vacancies, roadway infrastructure is more important now than ever. Unfortunately, the state of our road system is hurting our industry’s ability to deliver fertilizer to customers. Last year we had truck drivers waiting in line for up to 11 hours to pick up fertilizer due to bottlenecks and breakdowns in road networks. This year we saw heavy rains wash away deteriorating roads and bridges that should have long ago been repaired and upgraded to standards that keep our economy growing and our communities connected. The Senate proposal would provide \$6 billion over five years to address the backlog of bridges in poor condition nationwide and alleviate and prevent future network delays.

The importance of the timeliness of fertilizer deliveries cannot be overstated. The safe and reliable delivery of fertilizer to ensure that nutrients can be applied at just the right time in the growing process is absolutely essential to both keeping crop yields high enough to sate global demand and protecting the environment. The Fertilizer Institute (TFI) has for years been tirelessly promoting 4R Nutrient Stewardship, a collection of best management practices which include using the Right fertilizer source, at the Right rate, at the Right time and in the Right place. The 4Rs have been identified by multiple conservation and environmental stakeholders as one of the most impactful pathways to keep fertilizer on fields where it belongs and out of waterways where it doesn’t. A key part of that formula is getting it there at the *Right* time and a reliable infrastructure network is necessary to make that happen.

In addition to providing needed investment in roads and bridges, the Senate legislation supports increased research for carbon capture and storage projects. Thanks to years of investment, nitrogen fertilizer production efficiency has essentially reached its technical efficiency limit due to the laws of chemistry. Carbon capture and recycling is and will continue to be a strategy to reduce emissions from the nitrogen fertilizer production process. In 2016, our industry captured 8 million metric tons of carbon dioxide, the equivalent of removing 1.7 million cars from the road for a year. Additional investments in research and development in this area will help continue to reduce emissions by making the technology more feasible, efficient and scalable for future use.

At the end of the day, the fertilizer industry relies heavily on the timely delivery of product to growers where and when they need it so they can grow the food, fuel and fiber to feed a growing world. Our country’s farmers are the best and most productive in the world and the United States is the globe’s top agricultural exporter. A robust and well-maintained infrastructure network to facilitate the movement of critical inputs is necessary to ensure that doesn’t change. “America’s Transportation Infrastructure Act” will help ensure U.S. agriculture has a 21st century transportation network that allows it to thrive and grow in a competitive global marketplace.

Funding Opportunities

Alabama Transportation Rehabilitation and Improvement Program-II (ATRIP-II)

Deadline August 30th. 2019

The purpose of this program is to rehabilitate and improve transportation infrastructure by funding projects of local interest, proposed by one or more local governments, related to the state-maintained highway system. Projects may include local roads and bridges essential to such projects. The program's goal is to address critical needs projects across the state to rehabilitate and improve the in-place facilities and in some cases provide new facilities at locations throughout the state. The program's focus is an emphasis on the public safety, economic growth, and stability of the state and its roads and bridges.

GENERAL INFORMATION

[Frequently Asked Questions \(FAQ\)](#)

[ATRIP-II Procedural Guidelines](#)

[FY2020 ATRIP-II Project Application](#)

[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](#)

Does your community need help with a climate adaptation process?

August 31, 2019 Deadline

EcoAdapt, in partnership with Virginia Tech, is excited to offer support for up to eight communities to undertake a stakeholder-driven climate change vulnerability assessment and adaptation planning workshop (1-2 days). We are looking for interested communities who are creating, updating or implementing a local plan (e.g., comprehensive/general, hazard mitigation, neighborhood). The goal of these workshops is to build local capacity for climate change adaptation, improve understanding about local climate change vulnerabilities, and develop implementable adaptation responses. Following the workshop, each community will receive a

climate adaptation action plan focused on specific issues identified and discussed during the workshop. The action plan will summarize local climate vulnerabilities and impacts as well as adaptation strategies and actions designed to minimize vulnerabilities and increase community resilience.

EcoAdapt and Virginia Tech are convening these workshops as part of an ongoing National Science Foundation-funded study to determine what factors support effective adaptation learning and catalyze post-workshop action. Participants will be asked to respond to surveys before and after the workshop to assess learning and outcomes.

If your community is interested in being considered as a workshop site, please let us know using this [application form](#). Applications must be submitted by 30 August 2019 and you will be contacted by EcoAdapt in the fall.

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

Just For Fun

New non-tolled lane introduced



There are a lot of emotions concerning the toll for the I-10 Mobile River Bridge and Bayway Project. [Voldemort and the Devil himself](#) have even come out in favor of the toll. Toll avoidance is going to be a huge issue for local residents. In 25 years, it will take a long time to get from Mobile to the Eastern Shore for free, or one can pay a toll and take 15 minutes. Without the project, it is going to take a long, long, long time to get from Mobile to the Eastern Shore, with no options; but hey, it will free. So with or without the project, there is going to be congestion across our beloved bay and delta.

The MPO's of Alabama support all modes of transportation; SOV, HOV, transit, bicycles, pedestrian, and now aquatic pedestrians know as a AQUASTRIANS. Did you know flying animals are found to require relatively more energy compared with swimmers. Cost of transport (COT), defined as the energy spent per unit distance traveled, is often used as a measure of the energy efficiency of movement. Swimming is the way to go, and the group called America- Swimming Commuters Across Mobile (A-SCAM) has approached ALDOT with a new toll free lane for the aquastrians. It is proposed that this can be paid for as part of the Port of Mobile's dredging project, as some of the larger commuters draw more water.

In the News

Mobile River Bridge and Bayway Project: The Cost of Doing Nothing is Too High

Posted by [Lagniappe](#) | Aug 9, 2019 | [Commentary](#), [Latest](#), [Letters to the Editor](#), [News](#) | [0](#) | (reprinted with permission from the LAGNIAPPE)

By: Alabama Gov. Kay Ivey

For the past 25 years, serious efforts have been underway to design and eventually build a new bridge along Interstate 10 that runs through Mobile and Baldwin counties. Once completed, this bridge would relieve the growing congestion along this busy corridor that runs from Florida to California.

Building a bridge over a major shipping channel with an active waterfront, as is the case in downtown Mobile, was always going to be a challenge even when the price tag was projected to be \$850 million. In recent months, the effort to consider a toll to help pay for this project – where the price tag has climbed to more than \$2 billion – has only added to the challenge.

Most people agree a new bridge is necessary. However, the most significant obstacle has always been how to pay for it. As governor, I am committed to looking at all reasonable solutions to move this project forward.

In February, I told President Trump that I strongly support his major new infrastructure package. However, we all know that waiting on Washington to agree on anything isn't a realistic option. Besides, if additional federal funding comes, there would be provisions to lower the toll which, based on the current proposal, would be about \$2.25 per vehicle for those who use the bridge on a regular basis.

A little history...

Tolls have been used since the 1920s to connect Alabama's coastal counties. The old Cochrane Bridge had a \$1 per car toll. And in 1941, a toll plaza for the Bankhead Tunnel was installed when it opened, charging motorists 25 cents per car.

Almost one million vehicles traveled through the Bankhead Tunnel during its first year of use. This toll remained until the mid-1970s and would amount to \$4.25 today if it had remained.

Thirty-two years later, when the Wallace Tunnel opened in 1973, the capacity was approximately 36,000 vehicles.

Today, almost 50 years later, the daily traffic count numbers are around 75,000 vehicles with holidays and summer traffic often seeing upwards of 100,000 vehicles per day.

Throw in a wreck or breakdown — there were 132 crashes from June 2018 to May 2019 during peak travel times — and it is not uncommon for drivers to have delays of 75 minutes or more.

One can only imagine how long the delays and backups will be when the daily traffic count is 100,000 in the not-too-distant future.

Fast forward to today...

One obvious reason for the congestion is the Wallace Tunnel and existing Bayway are only four-lanes wide. To meet our growing needs, the Bayway needs to become an eight-lane bridge.

Because of the anticipated growth of the metropolitan Mobile area, there will be added roadway congestion in this already-busy area. The plans to move Mobile Regional Airport to the Brookley Aeroplex is just one example of an already crowded area becoming even more so in years to come.

Additionally, we have been told that the existing Bayway, which is over 40 years old, cannot be widened without being raised, requiring a new structure if we are going to use the Federal dollars we are seeking.

Since Hurricanes Ivan in 2004 and Katrina in 2005 washed away numerous roads and bridges, including some along I-10, new bridges along coastal regions are now required to meet a 100-year storm surge level.

Another key factor that has added to the cost – perhaps one of the most important – is the required height of a new Mobile River Bridge. As you know, the State recently committed \$100 million over the next decade to improving the Port of Alabama which has a \$22 billion annual economic impact on our state.

And by working closely with Senator Shelby and the rest of the Alabama Congressional Delegation, efforts are already underway to ensure our port has an even greater impact in the future by being able to take the biggest cargo ships in the world.

Planning for this growth – both cargo ships and even larger cruise ships – requires the bridge to be raised from its original design of 190 feet to 215 feet. We must position our state for the next 50 to 100 years as a world leader in trade and commerce.

Some new Federal dollars are on the way

Last month, Transportation Secretary Elaine Chao and our federal delegation announced that Alabama was selected for a \$125 million Infrastructure for Rebuilding America (INFRA) Grant to help finance the Mobile River Bridge and Bayway Project.

While we are grateful for this grant, it represents just six percent of the total estimated cost.

Finding the money to pay for this project – the biggest infrastructure project in our state's history – was never going to be easy. Be assured, we will continue to look to Washington for additional help that can make this project a reality.

“No Toll or No Bridge”

In recent weeks, some in the “No Toll or No Bridge” camp have suggested we ought to just “slow this down” and wait until after the next presidential election.

Slowing down a project that is almost a quarter-century old seems unwise. The cost of doing nothing is too high and no one is suggesting it will get any cheaper if we just wait.

Like others, I am sensitive to those legitimate concerns of what a toll would do to working families, lower and middle-class citizens, small businesses, students and the elderly.

However, there are also countless individuals who would like the option of choosing a safer, less congested route across the Mobile River and Bay – even if it means that route will come with a toll. Keep in mind, there will always be “toll-free” options for anyone who wants or needs to cross Mobile Bay for free.

To those who say the bridge can be built without a toll, I simply ask you to show us how.

To that end, I am inviting all who have different suggestions to build the bridge to a meeting that will be held on October 7th in Montgomery. Elected leaders from local, state and federal office will be given an opportunity to show us their plan and the meeting will be open to the public.

This project is too important for us to be paralyzed by misinformation and inaction. I hope we can prove that when we work together, there is no limit to what we can accomplish.

Ivey calls toll road authority meeting to discuss Mobile’s I-10 project

Updated Aug 02, 9:43 PM; Posted Aug 02, 3:17 PM



Alabama Gov. Kay Ivey announces her Rebuild Alabama Infrastructure plan in Maplesville on Feb. 27, 2019. The governor, who chairs the Alabama Toll Road, Bridge and Tunnel Authority, call for a Sept. 17 meeting to discuss the project and its funding mechanism. (file photo).

By [John Sharp | jsharp@al.com](mailto:jsharp@al.com)

A state authority that rarely meets will get together next month to discuss a controversial plan to build a \$2.1 billion infrastructure project in Mobile by tolling drivers.

The nine-member Alabama Toll Road, Bridge and Tunnel Authority will meet at 1:30 p.m. on Tuesday, Sept. 17, inside the Auditorium in the Alabama State Capitol to discuss the Interstate 10 Mobile River Bridge and Bayway project.

The meeting was officially called Friday by Alabama Gov. Kay Ivey, who is the authority’s chair. State transportation officials will provide a project update to authority members, and multiple stakeholders will be allowed to pitch “viable options” as [alternatives for financing the project](#).

“I am sensitive to concerns of what a toll would do to working families, lower and middle-class individuals, small businesses and students and the elderly, as I am sure you are,” Ivey said in a letter Friday to authority members in which she officially called for the public meeting.

“I am also concerned about the cost of doing nothing which is what some of the opponents to a toll are suggesting,” Ivey said.

The meeting comes as mounting concerns have been raised through the Mobile area media and through the Facebook page called, “[Block the Mobile Bayway Toll](#),” which is administered by Alabama Auditor Jim Zeigler.

“This is a small step in the right direction,” Zeigler said in an email to [AL.com](http://al.com). “The meeting of the Toll Authority can be the first step toward halting the I-10 toll scheme.”

Public concern has existed in recent months over a plan, pitched by the Alabama Department of Transportation, to fund the project through the use of a public-private partnership (P3). Continue [HERE](#)

Safety concerns bringing changes to entrance at McDonald's



Traffic fix on Alabama 161 at the Orange Beach McDonald's have nothing to do with a proposed bypass in the same area.

By John Mullen

August 8, 2019 – Orange Beach, AL – (OBA®) – Rumors of work starting on a bypass from Canal Road behind Big Fish, Frank & Co. and Your CBD Store intersecting with Alabama 161 south of McDonald's are greatly exaggerated, Mayor Tony Kennon said.

Changes are coming at the Alabama 161 part aimed at improving safety in what has become a dangerous entrance-exit to McDonald's including a head-on collision there on the morning of Aug. 7.



Working with state officials the City of Orange Beach is planning to extend lane-dividing poles south past the southern entrance to the restaurant. Traffic coming north on 161 would not be able to make a left turn there any longer. Traffic in the southbound left lane also would be denied access to the southern entrance to McDonald's.

"It's because we've had an unbelievable number head-ons and T-bone accidents there," Kennon said. "It's the state's decision and we've been talking with them. They were very concerned about the number of accidents. They've come to the conclusion that the access is not as important as the number of wrecks."

Most of the accidents happen when northbound traffic makes a left into McDonald's or when traffic exiting that entrance tries to make a left turn north.

"There's no line of site if you're trying to make a left turn to cross over and head north," Kennon said. "We're in the process of those being closed off. You'll be able to make a right in at all of them but you won't be able to do a left in if you're heading north or a left out."

"We're going to continue those lane delineators south on 161 so that you can't cross over. If you're going south in the right lane you can turn in or turn out but right turns only. The only left turn in and left turn out will be on Canal Road."

Cars in the southbound left lane have been known to stop at the current end of the lane dividers and wait for the right lane to clear to turn into McDonald's bringing that lane to a standstill.

"It's crazy," Kennon said. "Sometimes when they are busy it will back up all the way to the intersection because they are sitting there trying to cross over to McDonald's. That's going to eliminate all of that."

The state recently awarded the \$7.4 million bid for construction of the fifth lane on Canal Road from William Silvers Parkway to Alabama 161 but it doesn't include work on the Canal-161 intersection, Alabama Department of Transportation Assistant Southwest Engineer Brian Aaron said. It will be bid as a separate project.

"That project is being funded through Restore," Aaron said. "We are in the process of getting grant agreements in place so that design can begin."

Kennon is anxious for that project to be bid as well but it could face some delays getting the permitting because it involves wetlands.

"We're trying to get that in the process but we've got some wetlands to deal with and some other things," Kennon said. "We're trying to put it on a fast track as well and get that thing done and (the state) seems to be all in."

Kennon was unsure when the new poles would be installed. While it's the state's road they must give permission for the installation but the city will have to buy them.

Ride-sharing apps designed to take kids to after school activities expanding in Alabama

by Stephen Quinn

Thursday, August 8th 2019

BIRMINGHAM, Ala. (WBMA) — School is back in session in many parts of the country and parents are busy carpooling their children. Turns out there's an app for that.

[Ride-sharing apps](#) designed to work like Uber and Lyft are being specifically tailored for transporting children to after-school activities. The apps such as HopSkipDrive have yet to begin operating in Alabama but have been growing in major cities.

"Clean commuting, carpooling, ride-sharing, it's definitely designed to make your life a lot easier," said CommuteSmart's Jeniese Hosey. The Birmingham company offers services and incentives to workers looking to commute into the city.

Hosey said the growth of these apps is not surprising for busy parents armed with modern conveniences. "We've definitely seen a lot of growth. A lot of younger people come from areas that are used to having public transportation. They may be car free."

Lindsey Booth said she would not be comfortable letting her children ride with a stranger. Still Booth does use modern technology to coordinate after-school carpools for her two children.

"We have to rely pretty heavily on our friends in our neighborhood. I live in a neighborhood that has a group message that we use. So sometimes if the kids are playing sports together we'll just give the other kids a ride."

Baldwin cities lining up opposition to I-10 toll plan

Posted by [John Mullen](#) | Aug 7, 2019 | [Baldwin County](#), [Bay Briefs](#) | [0](#) | (reprinted with permission from the LAGNIAPPE)

The way Daphne City Councilman Robin Lejeune sees it, asking citizens of Baldwin and Mobile counties to bear the brunt of tolls to build a new Interstate 10 bridge is piling on.

His city and both counties are sending gobs of money north to Montgomery in the form of sales, lodging and gas taxes and he sees tolling the new bridge as another way to cash in on the local economic success.

"Baldwin County, our citizens say, is the cash cow to the rest of the state," Lejeune said. "Our citizens are starting to get tired of being the cash cow. It's a big concern that they keep putting that burden on this area."

Elected officials at just about every level from U.S. Rep. Bradley Byrne to State Auditor Jim Zeigler have lined up against the plan to pay for the \$2.1 billion project with tolls. City councils on the Eastern Shore are joining in expressing their displeasure with the plan.

Daphne and Spanish Fort councils each passed resolutions coming out totally against the tolls, or at least favoring a reduction in the state's initial plan that could cost families and businesses potentially thousands of extra dollars a year. Fairhope is considering a resolution.

"We have a lot of citizens that work in Mobile that travel back and forth and we do a lot of business," Lejeune said. "I have a restaurant and we get product from the Mobile area, from Bayou La Batre for me to get my seafood in. It's just going to increase the cost of everything."

Mayor Karin Wilson of Fairhope said a new I-10 bridge has been a topic locally for many years and questioned the sudden urgency she says is pushing the project and the toll plan.

"To react as though building it now is an overnight emergency is absurd," Wilson wrote in a social media post. "Proposing a toll due to lack of strategic planning and budgeting is not the answer. I'm 100 percent against a toll to build this bridge whatever the fee."

Fairhope is considering a resolution against the toll plan and Daphne began discussing it in May and formalized it at its Aug. 5 meeting. Spanish Fort came out against the plan formally in a July 17 vote. Officials in Foley, Gulf Shores and Orange Beach all say they have no plans to pass any resolutions about the I-10 project or tolls but it was also discussed at a recent Loxley town council work session.

Mayor Mike McMillan of Spanish Fort says the tolls will create at least two headaches for his town, the first being increased traffic.

“Naturally, we’re concerned about traffic issues it will cause with the people trying to avoid the toll and congesting all the streets in Spanish Fort, the Causeway and everything else,” McMillan said.

Lots of people cross over from Mobile to take in the shopping areas and restaurants in Spanish Fort. Having to pay to reach them may take a toll on businesses there, McMillan said.

“I think there’s great concerns in both counties and everywhere in the state it should be a concern,” McMillan said. “You are setting a precedent for things that could affect people in North Alabama at some point.”



PUBLIC NOTICE

Service Modifications

EFFECTIVE Tuesday, September 3, 2019. Transit Management of Mobile, Alabama D/b/a The Wave Transit System (The New Wave) has scheduled service modifications designed to address current travel patterns and maximize efficiency of its resource's to better serve the community.

ROUTE	ROUTE NUMBER	ACTION
Airport	#1	Modify weekday and Saturday bus service with direct service along Airport Boulevard from the Shoppes at Bel Air to include Providence Hospital, Schillinger Road and Mobile Regional Airport's Airport Station.
Dauphin Street	#7	Modify inbound route to include services to Midtown Walmart.
Crosstown Malls	#10	Modify inbound route, discontinuing bus services to Atlanta Bread Company. Modify outbound route to include services to the new Department of Human Resources on Broadcast Drive.
Dauphin Island Parkway	#11	Modify weekday bus service with continuous service along Dauphin Island Parkway to include, Fulbrook Shopping Center, Mobile Public Library, B.C. Rain High and Boykin Boulevard.
Highway 90-Tillmans Corner	#12	Modify weekday and Saturday bus services to include The Shoppes at Bel Air.

The Wave Transit System assures nondiscrimination in accordance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act

SERVICES OPEN TO THE GENERAL PUBLIC

For Additional Information call [251-344-6600](tel:251-344-6600) or visit the website at www.thewavetransit.com

Transportation Research

TRB TCRP Report on Dialysis Transportation

The Transportation Research Board's (TRB) Transit Cooperative Research Program (TCRP) has released a pre-publication version of [Research Report 203: Dialysis Transportation: Intersection of Transportation and Healthcare](#). The report responds to major concerns of public transportation agencies about the rising demand and costs to provide kidney dialysis trips and about experiences showing these trips require service more specialized than public transportation is designed to provide.

The report documents the complicated relationship of two different industries—public transportation and healthcare, each with its own perspective and requirements—to highlight problems, identify strategies addressing concerns, and suggest options that may be more appropriate for dialysis transportation.

Accompanying the report are a supplemental report and Excel spreadsheet. The [Supplemental Report](#) includes, along with a literature review and results from the project's surveys, an assessment of the comprehensive data provided by the U.S. Renal Data System. The community data tool is an [Excel forecasting tool](#).

[Learn more and access the reports and tool here.](#)

2018 Benchmarking Report on Biking and Walking from the League of American Bicyclists

WASHINGTON, DC – February 8, 2019: In 1958, Walt Disney imagined the future of transit was a “Magic Highway” where technology and infrastructure combined for fast, uncongested, sedentary travel by car. In 2019, with the rates of chronic diseases like obesity and diabetes rising and roads get deadlier for pedestrians and cyclists, the real solutions for better infrastructure are not found in 1950s futurism – they are found in the Bicycle Friendly Communities and States where more people are biking and walking, and fewer bicyclists and pedestrians are dying.

[CLICK HERE TO READ THE 2018 BENCHMARKING REPORT ON BIKING AND WALKING »](#)

Congress first authorized federal funding to improve infrastructure projects intended for bicyclists and pedestrians in 1991. In 25 years, the United States has made significant investments in infrastructure, but a review of data and official documents by the League of American Bicyclists for Bicycling & Walking in the United States: 2018 Benchmarking Report shows that more federal and state leadership is needed to make improvements in infrastructure. While forward-thinking advocates and city leaders have made progress for bicyclist and pedestrian safety at the local level, further leadership at the federal and state level is necessary to coordinate the design and implementation of cohesive, connected, and safe environments for bicycling and walking in America.

“The way we’re investing in infrastructure isn’t working,” said Ken McLeod, policy director with the League of American Bicyclists, and lead author of the 2018 Benchmarking Report. “There is a crisis in traffic safety and we have the tools to reduce the number of bicyclists and pedestrians killed on our roads every year—we need leaders at the national and state levels to take action: adopt Complete Streets policies, draft and implement bike and pedestrian master plans, and build protected infrastructure.”

The 2018 Benchmarking Report is the sixth edition of the report, the first published by the League of American Bicyclists. By combining data analysis with the League’s research and data collection, the 2018 Benchmarking Report offers the most comprehensive look at national and regional statistics on bicycling and walking alongside an examination of the policies and plans, or lack thereof, to improve infrastructure for people biking and walking. In investigating the relationship between states with Complete Streets policies and/or bicycling and walking master plans, the League found that states with long-term and multiple actions on both had more growth in active transportation.

“The Benchmarking Report should be a wake-up call,” said Bill Nesper, executive director of the League of American Bicyclists. “While the state and safety of bicycling and walking may seem dire, it’s not all bad news. The data shows there are places like Oregon, Minneapolis, and Washington, DC, where officials are working with advocates on the ground to create communities that are more welcoming for bicyclists and pedestrians. Local bike advocates are working to meet their communities’ needs and make biking better—it’s time for state and federal leaders to empower local efforts.”

Produced with support from groups such as AARP and Toole Design Group, the 2018 Benchmarking Report demonstrates the urgency to create bikeable and walkable communities to not only save lives on the roadway, but also encourage healthy living options. Just 30 minutes a day, 5 days a week, of moderate to vigorous physical activity for adults can help prevent eight types of cancer, heart disease, stroke, high blood pressure, type 2 diabetes, and depression. Even small amounts of physical activity each day have health benefits. Building Bicycle Friendly Communities and ones that enable even short trips to work, school, or the doctor’s office encourage healthier outcomes for everyone.

The 2018 Benchmarking Report contains state and city-level data charting the increases and declines in bicyclist and pedestrian safety, federal funding for active transportation infrastructure, policies and plans for biking and walking, and much more. A few noteworthy findings include:

- Mississippi was the deadliest state for bicyclists with the highest average fatality rate per 10k bicycle commuters from 2012-2016. Mississippi also had the lowest percent of commuters biking to work in 2016 at .1 percent of the population.
- Cities where the rate of biking to work is highest, like Portland, Oregon, and Washington, DC, have the lowest rate of bicyclist fatalities.
- 71 percent of bicyclist deaths occurred in an urban area, with 61 percent occurring on principal or minor arterial roadways, which only make up 10 percent of the national roadway system.
- 39 percent of biking trips and 35 percent of walking trips in 2017 were for social and/or recreational purposes.
- 20 percent of biking trips in 2017 were to earn a living.
- Women are underrepresented among people who bike to work, but there have been modest participation increases in recent years.
- For people with an income below \$25,000 per year, biking in an increasingly common method for taking trips.

A new initiative from the Centers for Disease Control and Prevention, [Active People, Healthy NationSM](#) aims to get 27 million Americans more active by 2027. This initiative supports proven strategies to promote physical activity, including creating bikeable and walkable communities.

The nearly 400-page 2018 Benchmarking Report contains graphs, maps, and tables touching nearly every topic related to bicycling and walking in the United States. Please contact communications@bikeleague.org to ask about specific cities or states, speak to an expert, or learn more about how your state and community can become more bicycle friendly.

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.