



Transportation Friday

An electronic newsletter concerning regional transportation issues

Friday April 21, 2017

Volume 22, Number 2

In This Issue

- MOBILE MPO UPDATES
- PROJECTS LET APRIL 28th, 2017
- LEGISLATIVE UPDATES
- FUNDING OPPORTUNITIES
- JUST FOR FUN
- IN THE NEWS
- TRANSPORTATION RESEARCH

Recently Completed

- Planning Studies
- Destination 2040 Long
- Range Transportation Plan
- Toole Design Non-
- Motorized Mobility Study for Downtown Mobile
- 2017 Unified Planning Work Program
- 2016-2019 Transportation Improvement Program
- Origin Destination Study Using Cell Phones

Contact Us

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

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

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

The Mobile Urban Area Transportation Alternatives Program (TAP) and the Mobile Urban Area FTA 5310 Funds call for Projects have been announced (please see *Funding Opportunities*). Congress is not in session, but there was movement last week of funding infrastructure improvements (see *Legislative Updates*). Tomorrow morning there is an Earth Day Celebration in Downtown Mobile (see *In the News*).

Have a great weekend! And 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

Recent Scheduling Changes This Week for Mobile

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

Project: 100058747 (CN)
Federal aid number: IM I065 (446)
County: MOBILE
Project Description: RESURFACING I-65 FROM MAIN STREET TO NORTH OF SR-158
Old Engineers Estimate: \$11,371,481.00
New Engineers Estimate: \$9,533,506.10

Project : 100065846 (FM)
Federal aid number: NH 0193 (505)
County: MOBILE
Project Description: RESURFACING SR-193 FROM HIGGINS ROAD TO OAK RIDGE AVE
Old Engineers Estimate: \$756,422.00
New Engineers Estimate: \$1,333,790.46

The Draft Statewide Transportation Plan is available for review

<http://www.dot.state.al.us/tpmpweb/mp/swtp.html>

A long range transportation plan is a tool used by federal, state, and local entities to evaluate transportation assets and to plan for future needs. The Statewide Transportation Plan is a long-range plan that assesses the State's multimodal transportation system and presents plans for improvement and maintenance. The plan will forecast a minimum of 20 years, and will involve engagement with both public and private entities. The plan is designed to meet the goals and other requirements required by federal legislation, including the new FAST Act with its emphasis on performance management.

The Statewide Transportation Plan will include both a document and a travel demand model. The document will provide a means to display the State's current assets and examine where work will be needed in the future. The travel demand model will be used to forecast traffic to help identify future needs. Alabama's transportation infrastructure includes the highway system, transit and rail lines, bicycle and pedestrian operations, freight operations, airports, and river and seaports.

This website will continue to be updated as the development of the Statewide Transportation Plan gets underway. Deliverables will include interim reports, mapping, and other related information. The previous statewide transportation plan is available [here](#). An assessment of the existing transportation system was also performed in 2008 and that document is available [here](#).

Your comments are important to us - please continue to let us know about transportation related concerns that you think will help us to improve the Alabama transportation program. Please send your comments to: altransplans@dot.state.al.us.

SAFETY PERFORMANCE MEASURES

By July 1, 2017, ALDOT Should have developed the statewide performance measures for safety. The Mobile MPO, and the all MPO's including the Eastern Shore MPO, will have until February 27th, 2018 to either adopt ALDOT's methodology for performance measures, or adopt their own. There are five safety performance measures:

- number of fatalities
- rate of fatalities
- number of serious injuries
- rate of serious injuries

- number of non-motorized fatalities and serious injuries combined

The Mobile MPO will have to develop targets for these five performance measures (using ALDOT's methodology or our own) and create an annual *System Performance Report*, and then decide on whether we have met our targets or not. Statewide, if ALDOT does not meet the targets of the performance measures, they will lose the flexibility of their safety funding. At the MPO level, if we do not meet are targets, well, we must try harder.

Performance measures and targets must be specified for Safety (see above), Transit (ALDOT Multi-modal), Freight (ALDOT and MPO) and Highway (ALDOT contracted with Jeff Carroll of South Carolina). The LRTP and the TIP must be modified as it must be explained how each project in both documents are working towards achieving all performance measure targets. . The performance measures used by the Mobile MPO, and the Eastern Shore MPO will be discussed at length in the next several months, and the topic is on the agenda at the Alabama Transportation Planners Association Conference (ATPA) March 23-24 in Florence, AL. Please contact Kevin Harrison if you have any questions pertaining to Performance Measures.

3-C Agreement To Be Updated

To all members of the Mobile MPO, we have to update our 3-C agreement. This is the agreement between SARPC, ALDOT, the WAVE Transit, the eight Urban Area cities and Mobile County that actually creates the Mobile MPO. In order to execute this agreement, we will need a resolution from Mobile County and each city in the next month or so. If you are a new mayor, your staff is familiar with this as we did this last Spring. Because there is a new federal transportation act "the FAST ACT", the language has changed and we must update the agreement. We sent notifications to each MPO member. Please call Kevin if there are any questions.

Projects Within Region To Be Let April 28th, 2017

ESCAMBIA COUNTY

- None at this time

MOBILE COUNTY

- For constructing the Planing, Resurfacing, and Traffic Stripe on SR-42 (US-98) from the Mississippi State Line to the junction of Snow Road west of Semmes. Length 10.479 mi. The Bracket Estimate on this project is from \$1,717,581 to \$2,099,266 .

BALDWIN COUNTY

- For constructing the Intersection Improvements (Turn Lane Installation) on CR-13 at the intersection of Sehay Boulevard and Longue Vue Boulevard in Daphne. Length 0.227 mi. The Bracket Estimate on this project is from \$558,416 to \$682,509 .
- For constructing the Intersection Improvements (Roundabout Installation) on CR-30 at the intersection of CR-13 in Fairhope. Length 0.394 mi. The Bracket Estimate on this project is from \$835,082 to \$1,020,656 .

[What's Under Construction?](#)

[Project Status](#)

Legislative Updates

Congress is on recess and will return Monday, April 24. Please see NARC blogs (in the Regions Lead section below) for connecting with lawmakers while they are home.

Is a Government Shutdown in the Cards?

With Congress on recess for one more week and the April 28 government funding deadline looming, talk of a government shutdown escalated in the media this weekend.

Republican leaders want to show that they can adopt a funding bill that provides the government with sufficient funding, while Democratic leaders pledge that they will not support any bill that includes so-called 'poison pills.' Office of Management and Budget Director Mick Mulvaney said that for a bill to be signed, it must reflect Trump's budget priorities:

- A provision to withhold ObamaCare payments to insurance companies for giving discounted deductibles to low-income ObamaCare enrollees. Democrats have said that they will not support any government funding bill until this proposal is taken off the table.
- A provision to withhold grant funds from cities that give "sanctuary" to undocumented immigrants. Democrats indicate that they will fight this provision – and this might be enough to end support for any appropriations bill.
- A provision to fund the Mexico Border Wall. Democrats say they will oppose any funding bill that includes funding for the wall. Meanwhile, Mulvaney has said that the president is not prepared to sign an appropriations bill that does not include funding for the wall. Democrats reportedly wrote to Senate Majority Leader Mitch McConnell that Republicans will be responsible for "shutting down the government and delivering a severe blow to our economy" if they push an appropriations bill that includes funding for the wall.

And finally, there is the president's requirement of increased funding for the military, which will need to be offset by non-defense discretionary programs like CDBG, the social services block grant, housing, workforce development, and other human services programs.

Traditionally, Congress finds a way to get around a shutdown. But the two week shutdown that occurred in October 2013 must be a cautionary reminder that when positions become deeply entrenched and contrary – a government shutdown may not be far behind.

Budget Committee Urged to Stabilize Trust Fund

A coalition of 34 businesses and industry groups advised Senate budget leaders to fix the Highway Trust Fund in the 2018 budget. The [April](#)

[7 letter](#) calls for a long-term solution to stabilize and grow surface transportation funds and warned against another one-time trust fund infusion. The letter also mentions tax reform and states that infrastructure should be a key piece of any tax reform package. The 34 organization group includes the American Association of State Highway and Transportation Officials, American Public Works Association, and the U.S. Chamber of Commerce.

House to Take Up Senate Bill to Repeal MPO Coordination Rule

the House will consider S. 496 under suspension of the rules. This is great news for at least two very important reasons: first, by taking up the Senate version (instead of the House version that was marked up in T&I), the bill will go straight to the president for his signature once the House passes it; and second, doing it under suspension of the rules indicates that leadership believes it will be non-controversial and pass easily. Bills considered under suspension cannot be amended on the floor, but do require 2/3 support. Debate on Tuesday will be limited to 40 minutes under House rules.

Trump Supports Dem Buy America Bill

Earlier this week President Trump expressed support for a bill that would increase requirements to buy American. [The bill](#), sponsored by Tammy Baldwin (D-WI), would require American iron or steel for certain drinking-water projects. A similar provision was in the waterways bill last year, but was removed by House Speaker Paul Ryan (R-WI). Trump said, "I agree with her 100 percent" when asked about the bill after signing his *Buy American, Hire American* executive order.

[50 YEARS OF US TRANSPORTATION CHECK IT OUT!](#)

Funding Opportunities

Transportation Alternatives Program Funding (URBAN) *deadline June 2, 2017*

The Mobile MPO has announced the availability of the Fiscal Years 2017 and 2018 Transportation Alternatives Program (TAP) funding. The maximum amount that can be applied for per project with Mobile Urbanized TAP funds is \$200,000 (federal). Applicants are welcomed and encouraged to apply for funding for both fiscal years.

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Applications are due to the Transportation Planning Department of the South Alabama Regional Planning Commission (SARPC) no later than 12:00 p.m., Friday June 2, 2017. [Electronic versions of the applications are available online](#) at mobilempo.org. Click the Mobile MPO tab and then the Transportation Alternatives tab. Project budgets should be itemized and completed by a Professional Engineer that is certified by the State of Alabama.

If you have any questions please call the SARPC Transportation Planning Department at (251) 433 6541

FTA 5310 Funds for the Mobile Urban Area *deadline June 2, 2017 no later than NOON*

The South Alabama Regional Planning Commission is responsible for the management and administration of the Federal Transit Administration (FTA) Urban Area Section 5310 Enhanced Mobility for Seniors & Individuals with Disabilities Transportation program in the Mobile Urbanized Area. The goal of the 5310 Program is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. The FTA 5310 Program provides financial assistance for transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities.

This program provides grant funds for capital, mobility management, and operating expenses for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities and with transportation.

SARPC will accept grant applications until June 2, 2017 at noon for Fiscal Year 2018 Mobile Urban Area 5310 funds. Please read the guidelines and application before attempting to complete it. The guidelines and application can be found online at <http://mobilempo.org/5310.html>.

Technical assistance is available on an as needed basis. If you questions or to request technical assistance, please contact Monica Williamson at (251)706-4613 or email mwilliamson@sarpc.org.

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 click [HERE](#) or type www.grants.gov in your browser.

Just For Fun

Tomorrow, April 22, 2017 is Earth Day.

Check out some fun facts about Earth Day [HERE](#).

Local Earth Day Events

Earth Day Mobile Bay

The state's largest Earth Day festival. Saturday, April 22, 10 a.m. to 6 p.m. at Fairhope Municipal Pier. Visit www.earthdaymobilebay.org

Earth Day at Blakeley Park

Celebrate Earth Day with a two-hour nature boat tour of the Mobile-Tensaw Delta. Saturday, April 22, at 9:30 am. Visit <http://blakeleypark.com>

March for Science - Earth Day

Saturday, Apr 22, 2017 at 10:00am, Downtown Mobile, Government Street, Mobile, AL 36601

In the News

Earth Day March for Science



Celebrate Earth Day by showing support for science and its role in keeping our Mobile Bay environment dynamic and healthy. The March for Science begins in Bienville Square at 10:30 a.m. this Saturday. After a short procession through downtown, supporters will wind up back at Bienville Square for comments by local scientists. Click [HERE](#) for more information, and to view the map of street closings for the march.

WANT AMERICA TO BE 'GREAT' AGAIN? PAY FOR IT

BY PAT JONES, IBTTA
[April 20, 2017](#)

The following article, [Want America to be Great Again? Pay for It](#), by Pat Jones was originally published as a guest editorial in the April 18 issue of Time magazine. Pat Jones is the CEO of the International Bridge, Tunnel, and Turnpike Association (IBTTA), an organization that represents

tolling agencies from around the nation and world. His organization has been at the forefront of advocating for increased resources to maintain our roads, bridges and tunnels, and other infrastructure. This blog argues for a coherent, thoughtful transportation policy that provides the necessary funds to ensure that America's roads and bridges, and other infrastructure, are properly maintained. Most recently, Mr. Jones was a general session speaker at NARC's 2017 National Conference of Regions.

[Elon Musk](#) recently announced that he is fed up with traffic in Los Angeles and will soon begin boring a [tunnel](#) under the city to relieve congestion. As a billionaire and innovator, Musk has the resources to make something like this happen. But even if he bores his tunnel, where does that leave the rest of the country with its congested highways, crumbling bridges, aging water systems and fragile power grid? One big push in L.A. doesn't solve the problems of an entire country struggling under the burden of billions of dollars in deferred maintenance. We need a national vision to pay for and revitalize our [infrastructure](#) for all Americans.

For decades, my association (IBTTA) and many others have urged Congress and the states to make much bigger investments in our vital [infrastructure](#). But we are still far behind where we would like to be. The problem is us. We say we want better roads and safer drinking water. But year after year, we refuse to come up with the money to make the big improvements that we need. Yes, some states and local governments have taken it upon themselves to raise revenue. But that isn't enough to meet all our [infrastructure](#) needs.

But there is hope. President [Donald Trump](#) has shined a bright light on [infrastructure](#). During the campaign, his [inaugural address](#) – and most recently, his Joint Address to Congress – he emphasized his commitment to rebuild roads, bridges and schools. Last October, his advisors published a paper that proposed \$1 trillion in new infrastructure investment over ten years by offering tax credits to private investors. And recently, Senate Democrats introduced their own \$1 trillion plan to repair crumbling roads, rebuild schools and do more while creating over 15 million new jobs.

As hopeful as these proposals are, there is a big problem: They are heavy on vision and light on details, specifically how to pay for them. Paying for a grand plan is always the sticking point. Those who advance these proposals don't want to talk about "pay-fors" until the last minute, because they want to limit the opportunity of their adversaries to oppose them. So, we get the big vision first in the light of day, and the messy sausage-making of pay-fors in the dead of night.

And who's to blame for this? The American people. It may seem that Congress and the President are pursuing wicked ends through clandestine means when they wrap up a deal with pay-fors at the eleventh hour. But they are simply following our lead.

Consider this reader comment in response to a recent newspaper article describing Americans' reluctance to pay user fees to rebuild infrastructure. The reader said, "Americans want first class roads but don't want to pay for them. Well, folks, nothing is free. No one will provide these things without taxes or user fees."

In response to this attitude, Congress and the President have twisted themselves into unnatural shapes to say to voters, "Yes, we're going to rebuild your infrastructure," and "No, we're not going to raise taxes or fees to do it (well, maybe just a little)."

This Harry Houdini act must end. We can't rebuild our infrastructure if our elected leaders are forced to carry out our will wrapped in a straitjacket and submerged in a glass coffin rapidly filling with water. This tableau makes for great theater but lousy public policy.

Having a grand infrastructure proposal without a means to pay for it doesn't solve the problem. It merely names the problem and a happy end state, without any of the hard work needed to get to the end. We need to be honest with each other and make sacrifices now to ensure a better future. Sacrifice in this case means money, with Americans paying more than they pay today in exchange for better infrastructure.

It's time to treat the American people like adults and explain the need for bigger investment in the form of taxes and user fees. Adults understand that there is no free lunch and there are no free roads. Let's have an honest conversation that starts like this: We are going to build and maintain the finest infrastructure in the world and we, the American people, are going to pay for it.

FTA Provides New Resources on Performance-Based Planning

To assist with the transition to performance based planning, FTA held a series of webinars, peer exchanges, and other outreach activities. Based on feedback from stakeholders during these exchanges, FTA developed a series of [webpages](#) with FAQs, timeframes, summary reports of peer exchanges, a fact sheet, and a summary of the new requirements.

Mulvaney says White House budget will include \$200 billion for infrastructure

By [Greg Robb](#)

President Trump's budget director Mick Mulvaney said Thursday the administration plans to include \$200 billion for new infrastructure spending in its full fiscal year 2018 budget. In a moderated discussion at the Institute of International Finance conference, Mulvaney said this is all the money needed to fund \$1 trillion in projects, as Trump has loosely pledged, if leveraged properly. "The president wants \$1 trillion worth of work on the ground and we expect to give it to him," Mulvaney said. There will not be any specific votes on infrastructure spending until the fall, he said.

Transportation Research

Fostering Innovation in Pedestrian and Bicycle Transportation Pooled Fund Study

Call for participants ends May 31

Transportation agencies across the country are seeking ways to improve pedestrian and bicyclist safety and mobility. However, existing research programs that advance innovation, such as the National Cooperative Highway Research Program, cannot meet the growing needs for pedestrian and bicyclist research. This Transportation Pooled Fund (TPF) study will supplement existing research venues and fill an important missing gap by emphasizing short turnaround practical research on issues immediately relevant to practitioners. It will address national goals and priorities identified through input from local, state, and national partners in FHWA's Strategic Agenda for Pedestrian and Bicycle Transportation. The pooled fund will provide a mechanism for federal, state, regional, and local transportation agencies; academic institutions; foundations; private firms; and other stakeholders to collaboratively fund and implement pedestrian and bicycle research.

New FHWA Courses Available

A new FHWA course, [MAP-21 Transportation Performance Management Overview \(Including FAST Act Updates\)](#) is now available through the National Highway Institute. The one-day instructor-led course, FHWA-NHI-138004, provides an overview of TPM provisions of MAP-21 and the FAST Act; describes the responsibilities that agencies—federal, state, MPOs, RTPOs, and transit—have in delivering these requirements; highlights the importance of data in meeting performance management provisions; and shares noteworthy practices. The course is highly recommended for those interested in taking more detailed system-specific TPM implementation training. Practitioners may also be interested in [Transportation Performance Management Awareness – Federal Aid Version](#). This web-based course, FHWA-NHI-138001, provides an introduction to performance management, explains the critical role that the planning process plays in implementing a performance management program, and addresses what performance management means to FHWA.

BTS' National Transportation Statistics Updated

The U.S. Department of Transportation's Bureau of Transportation Statistics (BTS) last Friday updated [National Transportation Statistics](#) (NTS) – a web-only reference guide to national-level transportation data. NTS, updated quarterly, includes a wide range of national transportation information. NTS consists of more than 260 tables of national data of which 36 were updated today. This quarter's updates are [Transportation System](#) (System Mileage Within the United States, U.S. Oil and Gas Pipeline Mileage, Condition of U.S. Bridges, U.S. Vehicle-Miles and U.S. Passenger-Miles); [Safety](#) (Transportation Fatalities by Mode, Injured Persons by Transportation Mode, Motor Vehicle Safety Data, Passenger Car Occupant Safety Data, Fatalities by Highest Blood Alcohol Concentration (BAC) in Highway Crashes); [Economy](#) (U.S. Gross Domestic Product (GDP) Attributed to For-Hire Transportation Services, Price Trends of Gasoline v. Other Consumer Goods and Services and Average Passenger Revenue per Passenger-Mile); and [Energy and the Environment](#) (Gasoline Hybrid and Electric Vehicle Sales, Energy Intensity of Passenger Cars, Other 2-Axle 4-Tire Vehicles, and Motorcycles, Average Fuel Efficiency of U.S. Passenger Cars and Light Trucks and Estimated National Emissions of six pollutants). The next quarterly update is scheduled for July 2017. [NTS](#) contents are available on the [BTS](#) website.

Access vs. Isolation: Preserving Rail Connectivity

On April 21, 1:00 - 2:00 p.m. ET, the NADO Research Foundation will host the free webinar [Access vs. Isolation: Preserving Rail Connectivity](#), to share information on a topic of national importance to regional planning and development organizations and local communities.

As regional economies change over time, the demand for transportation facilities and services also evolves. As a result of a decline in coal demand and output, private sector freight transportation has decreased. Rail lines and service are a valuable transportation network asset and a concern for maintaining and growing future economic activity that might rely on access to active rail lines. The webinar speakers will use transportation impacts of the decline of coal production in Appalachia as an example to frame the issue of rail preservation for attendees from across in the nation, as well as within the Appalachian region. Attendees can earn 1 AICP CM credit for attending the webinar. Questions? Contact Carrie Kissel at ckissel@nado.org.

Upcoming Webinars to Focus on Multimodal Networks

The Pedestrian and Bicycle Information Center is leading two webinars during the month of May that will focus on measuring, visualizing and developing multimodal transportation networks.

Incorporating Bicycle Networks into Resurfacing Projects

Wednesday, May 10, 2017

1:00-2:30 pm Eastern Time

[PBIC's May 10 webinar](#) will explore opportunities for bicycle network developing through regular resurfacing programs. With limited funds available to implement bicycle plans, communities are challenged to take advantage of ongoing maintenance and resurfacing efforts to support bicycle network development. This webinar will provide participants with a strategy for integrating bicycle facilities into their routine resurfacing programs, specifically through the use of Road Diets. Peter Lagerwey and Jeremy Chrzan from Toole Design Group will lead this session, which is based on the Federal Highway Administration (FHWA) guide [Incorporating On-Road Bicycle Networks into Resurfacing Projects](#).

Measuring and Visualizing Multimodal Networks

Wednesday, May 17, 2017

1:00-2:30 pm Eastern Time

[The May 17 session](#) will document strategies agencies can use to measure and visualize their nonmotorized transportation networks. Eliot Rose of ICF and Dan Goodman of FHWA will share early findings and examples from a guidebook that FHWA is producing to help transportation agencies select connectivity measures based on the data and technical tools available, the scale of analysis, and point in the planning process at which measures are applied. Eli Glazier of Toole Design Group will share the results of an effort to document the variety of ways communities choose to visually represent their bicycle networks, drawing from FHWA's [Bike Network Mapping Idea Book](#).

New ADA Sidewalk and Curb Ramp Compliance App

Download it Today



<http://www.vieworks.com/sidewalks-and-curb-ramps-application/>

- Simple to Use
- Download from Apple Store or Google Play
- Collect information at your pace
- Gathers ADA Compliance inventory and condition information

- Location is automatically collected in GIS
-

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.