Housekeeping

⇒ Submit your questions

⇒ Webinar archive: www.pedbikeinfo.org/webinars

⇒ Certificates and professional development hours

⇒ Follow-up email later today

⇒ Review previous episodes and sign up for upcoming sessions
# Improving Pedestrian Safety on Urban Arterials

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Improving Pedestrian Safety on Urban Arterials: Learning from Australasia

U.S. DOT Federal Highway Administration
Office of International Programs
October 2023
Study Team Overview

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in coordination with:
Special Guest… from tomorrow morning!

Anna Bray Sharpin
Principal Advisor – Speed, Infrastructure and Urban Mobility,
Safe System – Road Safety
Waka Kotahi NZ Transport Agency
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in coordination with:
Pedestrian Fatality Trends 2010 – 2021

Data Source: ITF and FARS

71% increase since 2010
The Problem with Stroads

52% of all fatal crashes

60% of fatal pedestrian crashes occurred on principal & minor arterials in 2021

Source: FHWA
The WHAT: Core Factors to Improve Safety

- Reduce vehicle speed to mitigate kinetic energy using geometric design and operational strategies, including emerging technologies like camera enforcement.

- Separate vulnerable road users from motorized vehicles in time and space when vehicle speeds exceed survivable levels.

- Design roads and streets to suit their desired context considering future land use, as well as economic, climate, public health, and equity goals.
1. Pedestrian Safety is Foundational for Wellbeing and Livability

2. Holistic Policy Goals — climate change, inclusivity, resilience, public health, as well as safety, freight, economic growth and access to opportunity, and travel options.

3. Planning, Programming, and Designing for Context — Movement and Place are an Interconnected System

4. Interdisciplinary Integration — Road Safety Audit as a Process and Systemic Speed Management

- Movement & Place
  - Linking land use and transportation through context classification

- Road Safety Audit Process
  - Integrating safety auditing into all stages of the transportation lifecycle

- Speed Management
  - Policies and practices that achieve safe and appropriate vehicle speed limits and behavior
Matching Speed to Context

Street types

- Default speed limits
  - Built-up areas
  - Other notable speed limits

Road types

- All other roads
  - Motorways

Speed limits:
- Shared zones: 10
- Local traffic areas and school zones: 30, 40, 50
- Other notable speed limits: 60
- Motorways: 100, 110

Design speed matches posted speed
Design speed matches context
Design speed is 10km/h higher than posted speed

Source: Transport for New South Wales
Speed Management Guide

Safety
Set speed limits that minimise the risk of fatal and serious injury to all road users by reducing impact speeds and crash forces.

Whole of system
Support speed limits with other speed management activities such as regulation, enforcement, communications, engagement and monitoring.

Community wellbeing
Set speed limits to enable equitable access to a variety of safe and healthy transport options, and generate public health, accessibility, environmental and amenity co-benefits.

Movement & place
Set speed limits in accordance with the One Network Framework street categories, design and infrastructure.
ONF categories and speed limit ranges
Each corridor may do many different jobs

“Understanding how corridors change along their length in response to context is fundamental to the practice of street design.”

Source: Auckland Transport
Policy: Measure Actions by their Results

Speed Management – NSW key performance indicators:

- Share of urban roads with safe speed limits of 40 km/h (25 mph) or less
- Share of at-grade urban intersections designed at no more than 50 km/h (31 mph)
- Share of vehicles compliant with 40 to 60 km/h speed limit on urban roads (25 to 37 mph)

Source: New South Wales 2026 Road Safety Action Plan
Design: Vertical Deflection / Speed Management
Design: Speed Limits / Camera Enforcement

Source: FHWA
Design: Modal Separation / Vertical Deflection

Source: FHWA
Design: Modal Separation / Vertical Deflection
1 lane – edge island neck down @ 40km/h
1 lane – signs, lines, and limits
Continued traffic diversion with L/R turn lanes

Source: FHWA
Design: Retrofitting a “Principal Arterial Road”

Source: Google Streetview
Design: Retrofitting a “Principal Arterial Road”

Source: Google Streetview
Design: Retrofitting a “Principal Arterial Road”
Speed Management
A new framework for Aotearoa New Zealand

Anna Bray Sharpin
Principal Advisor Speed, Infrastructure & Urban Mobility
### An enabling moment for speed management

**International direction and commitments**
- Sustainable development goals
- Second Decade of Action on Road Safety
- Stockholm Declaration on Global Road Safety

**Government direction and priorities**
- Government Policy Statement on land transport (GPS)
- Road to Zero Strategy and Action Plan
- National Land Transport Programme (NLTP)

**Safe and appropriate speed limits framework**
- One Network Framework (ONF)
- Speed management guide
- Land Transport Rule: Setting of Speed Limits Rule 2022 (the Rule)
A new framework for speed management

Land Transport Rule: Setting of Speed Limits 2022 (the Rule)

One Network Framework (ONF)

Speed Management Guide (PDF)
MegaMaps (online geospatial tool)

The guide is the “why” and the “how” of safe and appropriate speed limits (SAAS)
Megamaps is the “what” of SAAS
Land Transport Rule: Setting of Speed Limits 2022

The rule introduces a new approach to planning and consulting on speed limit changes

• One network-based speed management plan for each local authority or region
• Sets a 10-year vision (principles) and a 3-year implementation plan

The rule disconnects speed limit setting from infrastructure changes

• This means that speed limits can be set first, impacts monitored, and infrastructure implemented where it will have the best impact on safety and operating speeds on the network

The rule sets targets for safe speeds around all schools

• RCAs must make best efforts for 40% of schools by 2024 and all schools by end of 2027
• Permanent school speed limits are now enabled

The rule establishes expectations for partnership with Māori

• Engagement with Māori is required during the development of speed management plans
• Fostering capacity for Māori to contribute to this is required
• Variable speed limits outside marae do not require Waka Kotahi approval
The One Network Framework
Introduction
This section provides an overview of the purpose and audience for the guide and a brief summary of the Land Transport Rule: Setting of Speed Limits 2022.

Principles
The Guiding Principles for Speed Management are designed to sum up key concepts to help guide the speed management plan process and understand the rationale behind advice about speed limits from Waka Kotahi.

Speed Limits
This section outlines the Setting of Speed Limits Framework which provides the rationale for assessing and confirming the safe and appropriate speed limits for all streets and roads.

Speed Management Plans
This section provides detailed information on the concept, content, process, and roles and responsibilities for developing a speed management plan.
MegaMaps Road to Zero edition – Geospatial tool
Principles of Speed Management for Aotearoa

Safety
Set speed limits that minimise the risk of fatal and serious injury to all road users by reducing impact speeds and crash forces.

Whole of system
Support speed limits with other speed management activities such as regulation, enforcement, communications, engagement and monitoring.

Community wellbeing
Set speed limits to enable equitable access to a variety of safe and healthy transport options, and generate public health, accessibility, environmental and amenity co-benefits.

Movement & place
Set speed limits in accordance with the One Network Framework street categories, design and infrastructure.
“A safe and appropriate speed limit is... a speed limit that is safe according to standards set by the Safe System approach and appropriate in terms of aligning with community wellbeing objectives as well as with the movement and place function, design and infrastructure of the street or road.”
Survivable Speeds

Risk of crash with vulnerable road users
Risk of crash at intersections
Risk of head-on crash

Source: AT 2019
Managing speed presents a huge opportunity

Targeting the Top 10%

- Aligning speed limits with SAAS on the Top 10% of roads (10,000km) is estimated by the strategic programme to save 319 DSIs per annum, representing 80% of the full potential reduction if all speed limits in NZ were aligned to SAAS.

- The 10,000kms comprises approximately 6,500kms on State Highways and 3,500kms on local roads.
Managing speed presents a huge opportunity

- Reduced vehicle speed
- Fewer people killed and seriously injured
- Reduced emissions and air pollution
- Safer, healthier environment for all
- Increased cycling, walking and scooting
- Reduced vehicle travel

Safe Speeds around Schools

Queenstown District Council Example: Wanaka School Zone Transition from separate, variable speed limits at school entrances, to permanent 30km/h combined zones
# The One Network Framework

<table>
<thead>
<tr>
<th>Place</th>
<th>Movement</th>
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</thead>
<tbody>
<tr>
<td>P5</td>
<td>M1</td>
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<tr>
<td>P4</td>
<td>M2</td>
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<tr>
<td>P3</td>
<td>M3</td>
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<tr>
<td>P2</td>
<td>M4</td>
</tr>
<tr>
<td>P1</td>
<td>M5</td>
</tr>
</tbody>
</table>

**Rural**
- Interregional Connectors
- Rural Connectors
- Peri-urban Roads
- Stopping Places

**Urban**
- Transit Corridors
- Urban Connectors
- City Hubs
- Main Streets
- Activity Streets
- Local Streets
- Civic Spaces

---

[Diagram showing the One Network Framework]
Now we can match our network with safe speeds
Safe & appropriate speed limits framework

The framework follows proven Safe System thresholds
• This means the guidance indicates more 30km/h SAAS in areas with presence of vulnerable users, and 80km/h SAAS on undivided rural roads and highways

The framework introduces movement and place to speed limit setting
• The One Network Framework replaces the One Network Road Classification (movement only)
• Safe and appropriate speed limits (SAAS) are more clearly linked to adjacent land use and types of road users

The guidance takes into account infrastructure, such as
• The infrastructure risk rating (IRR) (most, but not all elements)
• The presence of safety infrastructure to manage speeds or avoid certain crash types

The expectation is for incremental change over time towards safe and appropriate speed limits across the network, aligned with Road to Zero Targets
Safe and appropriate speed limits inputs

Survivable speed limit thresholds + One Network Framework ONF + Infrastructure: Road stereotype, horizontal alignment, volume, carriageway width, access density & land use

Assessed safe and appropriate speed limit (Megamaps) + Local knowledge, especially present or planned additional safety infrastructure

Confirmed safe and appropriate speed limit

“Baseline data”
Safe & appropriate speed limit framework - Urban

Table 2 - One Network Framework urban street categories and safe speed limit ranges

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Safe and appropriate speed limit*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civic spaces</td>
<td>These streets have a higher place classification than other urban street categories, representing a higher level of on-street activity and higher-density adjacent land use generating that activity. These streets have a lower movement classification because they are mainly intended for localised on-street activity with little or no through movement.</td>
<td>10-20km/h</td>
</tr>
<tr>
<td>Local streets</td>
<td>These streets provide quiet and safe residential access for people of all ages and abilities and foster community spirit and local pride. They are part of the fabric of Aotearoa New Zealand neighbourhoods, and they facilitate local community access.</td>
<td>30km/h</td>
</tr>
<tr>
<td>Activity streets</td>
<td>These streets provide access to shops and services by all modes. They have a significant movement demand as well as place, so competing demands need to be managed within the available road space.</td>
<td>30-40km/h</td>
</tr>
<tr>
<td>Main streets</td>
<td>These streets have an important place function and a relatively important movement function. They support businesses, on-street activity and public life and connect with the wider transport network.</td>
<td>30-40km/h</td>
</tr>
<tr>
<td>City hubs</td>
<td>These are dense and vibrant places that have a high demand for people movement.</td>
<td>30-40km/h</td>
</tr>
<tr>
<td>Urban connectors</td>
<td>These streets provide safe, reliable and efficient movement of people and goods between regions and strategic centres and mitigate the impact on adjacent communities.</td>
<td>40-60km/h</td>
</tr>
<tr>
<td>Transit corridors</td>
<td>These streets provide for the fast and efficient long-distance movement of people and goods within the urban realm. They include motorways and urban expressways.</td>
<td>80-100km/h</td>
</tr>
</tbody>
</table>

*The safe and appropriate speed limit will typically be at the lower end of the range unless design and infrastructure criteria are met to justify a higher speed limit. For details on the criteria for each ONF street category see tables 4 and 5.
Safe & appropriate speed limit framework - Rural

Table 3 - One Network Framework rural street categories and safe speed limit ranges

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Safe and appropriate speed limit*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interregional connectors</td>
<td>These roads provide safe, reliable and efficient movement of people and goods between regions and strategic centres in a rural context.</td>
<td>60-110km/h</td>
</tr>
<tr>
<td>Rural connectors</td>
<td>These roads provide the link between rural roads and interregional connectors.</td>
<td>60-100km/h</td>
</tr>
<tr>
<td>Rural roads</td>
<td>These roads primarily provide access to rural land for people who live there and support the land-use activity being undertaken.</td>
<td>60-80km/h</td>
</tr>
<tr>
<td>Peri-urban roads</td>
<td>These roads primarily provide access from residential property on the urban fringe, where the predominant adjacent land use is residential, but usually at a lower density than in urban residential locations.</td>
<td>50-80km/h</td>
</tr>
<tr>
<td>Stopping places</td>
<td>These are where people gather in a rural setting. Adjacent land use generates on-street activity, and people are likely to be crossing the road.</td>
<td>40-80km/h</td>
</tr>
</tbody>
</table>

*The safe and appropriate speed limit will typically be at the lower end of the range unless design and infrastructure criteria are met to justify a higher speed limit. For details on the criteria for each ONF street category see tables 6 and 7.
Additional considerations for a safe and appropriate speed limit

Some things to keep in mind

• Safe and appropriate speed are the desired ‘end state’ but will take time
  • Speed limit changes may be phased to progressively transition to SAAS

• Highest benefit areas may be prioritised as part of the transition to SAAS
  • These include best opportunities to reduce trauma and support active travel

• The Rule does not require speed limit changes to be considered in relation to current mean operating speeds
  • Once speed limit changes have been made, mean operating speeds should be monitored, and additional speed management tools applied where they are most needed on the network

• Variable speed limits can be appropriate to support permanent SAAS changes
  • Variable speed limits are an additional speed management tool to address specific safety needs, but do not replace the need for transition to permanent SAAS over time
Changing perceptions about safe speed limits is our next generational change
IT TAKES TO GET TO NO ONE.
Speed Management in Austin, Texas

Lee Austin, P.E.
Austin, Texas

- 10th largest US city
- 26th largest metro area
- Less density than Houston
- ~3% yearly population increase
- Accompanying rise in crashes and fatalities
Texas’ Regulatory Climate

- Texas State Law
  - The commission, in conducting the engineering and traffic investigation specified by Subsection (a), shall follow the "Procedure for Establishing Speed Zones" as adopted by the commission.

- TxDOT Procedures
  - The maximum speed limits posted as the result of a study should be based primarily on the 85th percentile speed

- Red Light Cameras prohibited in 2019
Re-examining Arterial Speeds

- Systematically collected data on urban arterials
- Applied USLIMITS2
  - 50th percentile speed
  - Driveway Density
  - Traffic Controls
  - Adjacent Land Use
  - Bike/Ped Activity
  - Crash History
  - Plus Others
Sampled data on ~600 streets and calculated statistical values for ~100 to determine how the built environment influences prevailing speeds.

- Speeds increase in a nearly linear relationship to street width.
- Speeds are most influenced by on-street parking utilization, conflicts from driveways, and visual cues from adjacent front-facing residences.
- Speeds are not strongly influenced by traffic volume or speed limit alone.
- Street widths less than 36 feet cause yield-flow operation.

![Graph showing Prevailing Speed as a Function of Street Width]

- Speed (MPH) vs. Street Width (Feet)
- Key points: 31.87 MPH at 30 feet, 34.35 MPH at 36 feet, 36.32 MPH at 40 feet.
Neighborhood 25 mph Speed Limit

• For streets 36 feet or less in width, establish a citywide speed limit of 25 miles per hour (mph).

• For streets between 36 feet and 40 feet in width, establish a speed limit of 25 mph based on individual evaluation or by implementation of appropriate speed mitigation measures.
Downtown core of the City was built on a grid layout with consistent block lengths.

Operation is typically controlled by traffic signals set at a progression speed or all-way stop signs.

Streets have consistent, and generally slower, prevailing speeds less than the nominally posted speed limit of 30 mph.
Traffic Calming/Pedestrian Refuge Islands

- Yielding comparable to RRFBS or greater
- Speed reduction if designed well
- Use design speed below posted
- Place making opportunity
Barton Springs Pilot

- Four lane divided arterial
- Main access to large park
- Connects to limited access highway
- Urban context
- ADT ~ 30,000
- 85% ~ 37 mph
Barton Springs Pilot
How can we apply at a state DOT?

Virginia

- Adopted Safe System Approach as part of Strategic Highway Safety Plan
  - Kicking off effort to incorporate safe systems principles & road safety audits throughout project lifecycle
  - Will include discussion with traffic operations, planning, and design leads to reach consensus on target design speeds based on context to promote safe speeds for all road users
- Revamping speed study policy to include target speeds based on roadway type
- Utilizing automated speed enforcement cameras in school zones and work zones, thanks to recent legislation
FHWA Update
Speed Management Resources

Anyesha Mookherjee, P.E.
FHWA’s Office of Safety
Promoting Speed Management Countermeasures

- ePrimers
  - Speed Management for Rural Transition Zones and Town Center
  - Traffic Calming
- Guidelines for the Use of Variable Speed Limit Systems in Wet Weather
- Noteworthy Speed Management Practices
- Speed Management Proven Safety Countermeasures (PSCs)
- Speed Safety Camera Program Planning and Operations Guide
- Safe System Approach for Speed Management
- NHI Course: Designing and Operating Roadways for Safe Speeds

Source: FHWA
Free, online resource for rural transportation professionals and community decision-makers seeking to mitigate speeding-related safety issues facing rural communities.

Six distinct modules allow the reader to move between each to find the desired information, without a cover-to-cover reading.

Case studies that cover effective processes used to plan and define a rural community speed management program or project.
Traffic Calming ePrimer

- Presents a thorough review of current traffic calming practice.
- Illustrates 22 different types of traffic calming measures; considerations for their appropriate application, including effects and design and installation specifics.
- Case studies that cover effective processes used to plan and define a local traffic calming program or project.

Image Source: Jeff Gulden
Proven Safety Countermeasures is a collection of countermeasures and strategies effective in reducing roadway fatalities and serious injuries.

- Choose from 28 PSCs
- Implement quickly

Source: FHWA
Proven Speed Management Safety Countermeasures

- Appropriate Speed Limits for All Road Users
- Speed Safety Cameras
- Variable Speed Limits

Expanded information on how program decisions affect transparency, equity, public perception, and “Focus on Safety” – pitfalls to avoid.

Greater emphasis on SSCs as a component of a comprehensive speed management program.

New technologies and processes, like Point-to-Point (speed over distance) enforcement and automated citation processing.

Expanded range of performance measures.

New noteworthy practices on how jurisdictions are addressing concerns to implement programs, including equity.
Safe System Approach for Speed Management

- A comprehensive resource for practitioners interested in implementing a Speed Management program using the Safe System Approach.
- Helps practitioners understand the impacts of speed on traffic safety and explore linkages between speed management and the Safe System Approach by introducing a five-tiered Safe System Approach for Speed Management Framework.
- Includes noteworthy practices to highlight successful deployments.

Source: FHWA
A 10-hour, Web-based Training (WBT) on the importance of considering all road users at each stage of design and operations to encourage safe speeds and proactively address safety issues.

Designed to be both a comprehensive self-paced course and serve as a prerequisite for an Instructor Led Training (ILT).

Be a Safe Speed Superhero!
FHWA provides technical assistance to States, local, and tribal agencies for developing and implementing speed management action plan.
Disclaimer

Except for any statutes or regulations cited, the contents of this presentation do not have the force and effect of law and are not meant to bind the States or the public in any way. This presentation is intended only to provide information regarding existing requirements under the law or agency policies.

Note: Unless otherwise indicated, FHWA is the source for all images in the presentation.
Implementation Goal Areas & Upcoming Webinars

- **Goal 1: Opportunities to integrate Movement & Place**
  - Context Classification @ State/Metro Planning (LRTP/MTP)
  - AASHTO Green Book 8
  - FHWA Resources

- **Goal 2: Opportunities to integrate RSA “transportation lifecycle process”**
  - State/Metro Process Integration
  - AASHTO Safety Summit – Mid-October

- **Goal 3: Opportunities to integrate Speed Management**
  - FHWA / NCHRP Resources (USLIMITS 2, etc.)
  - Speed Limit Setting Guidance
  - Camera-based Enforcement

**Movement & Place**
Linking land use and transportation through context classification

- Monday, October 2
  - 2:30pm - 4:00pm ET

**Road Safety Audit Process**
Integrating safety auditing into all stages of the transportation lifecycle

- Monday, October 23
  - 2:30pm - 4:00pm ET

**Speed Management**
Policies and practices that achieve safe and appropriate vehicle speed limits and behavior

- Tuesday, November 7
  - 2:30pm - 4:00pm ET

**Sunday Workshop – Jan 7, 2024**
FUNDING SAFETY FOR ALL.

FHWA encourages implementation of projects and programs that improve safety, equity, and accessibility for all road users. Take the first step toward exploring federal funding opportunities for your Complete Streets Network.

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<td>Bridge Replacement and Rehabilitation Program</td>
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<td>Highway Safety Improvement Program</td>
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<tr>
<td>Congestion Mitigation and Air Quality Improvement Program</td>
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<tr>
<td>Bridge Investment Program</td>
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<tr>
<td>Transportation Alternatives</td>
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<td>Carbon Reduction Program</td>
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| Tribal Transportation Program               |
| Metropolitan Planning Funds                 |
| PROTECT                                     |
| Railway-Highway Crossing Program            |
| Statewide Planning and Research             |
| Recreational Trails Program                 |
| Bridge Formula Program                      |
| Railroad Rehabilitation & Improvement Financing |
| TIFIA Program                               |
| Federal Lands and Tribal Transportation Programs |

| Tribal Transportation Program Safety Fund |
| ATTAI N                                   |
| RAISE Discretionary Grants                |
| INFRA Grants                              |
| Safe Streets and Roads for All Grants     |
| Transit Oriented Development               |
| Reconnecting Communities Pilot Program     |
| Areas of Persistent Poverty Program       |
| National Scenic Byways Program            |
| Active Transportation Infrastructure      |
| Investment Program                         |

https://highways.dot.gov/complete-streets/make-complete-streets-default-approach
Q&A

Mark Cole | State Traffic Operations Engineer
Virginia Department of Transportation

Lee Austin | Central Area Engineer
City of Austin, TX

Anna Bray Sharpin | Principal Advisor – Speed, Infrastructure and Urban Mobility
Safe System – Road Safety | Waka Kotahi NZ Transport Agency

Anyesha Mookherjee | Speed Management Program Manager
USDOT - Federal Highway Administration
Discussion

⇒ Send us your questions

⇒ Follow up with us:
  ⇒ General Inquiries pbic@pedbikeinfo.org

⇒ Archive at www.pedbikeinfo.org/webinars