STEP Safe Transportation for Every Pedestrian

EDC





Leveraging FHWA Resources and Local Partnerships to Improve Pedestrian Crossings

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U.S. Department of Transportation
Federal Highway Administration

March 12, 2019

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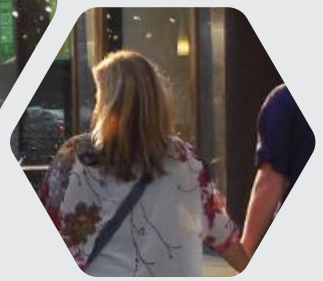
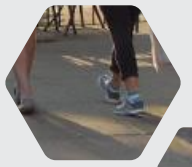
PEDESTRIAN SAFETY AND PUBLIC HEALTH





March 12, 2019

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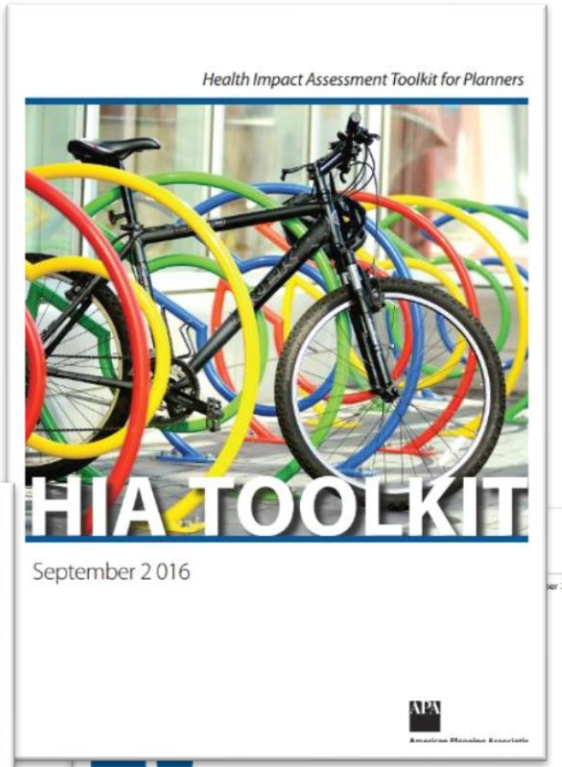
American Planning Association
Making Great Communities Happen

Planning and Community Health Program at APA

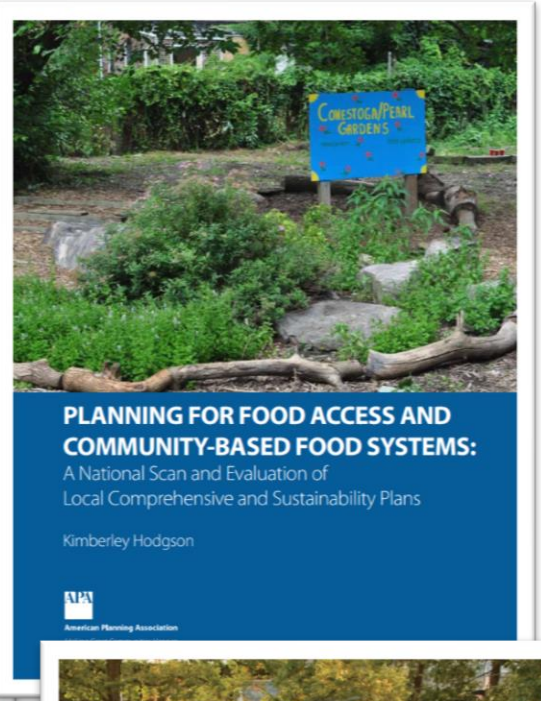
- First nationwide program linking public health and planning practice.

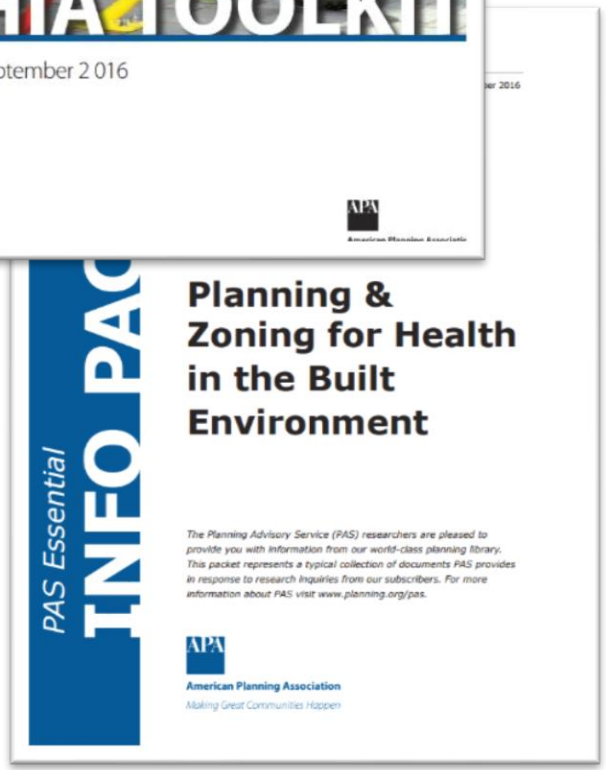
- Provides tools and technical support to members so they can integrate health into planning practice at all levels.

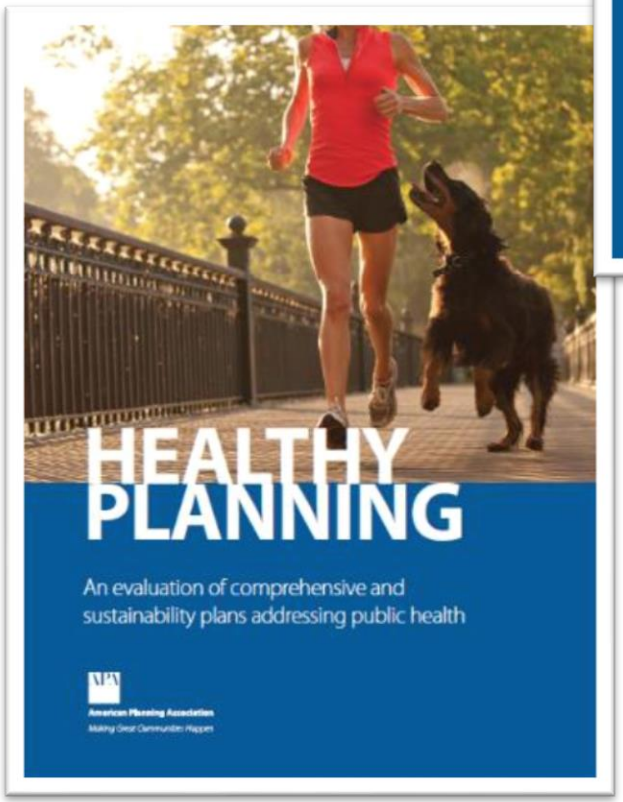
Some Projects

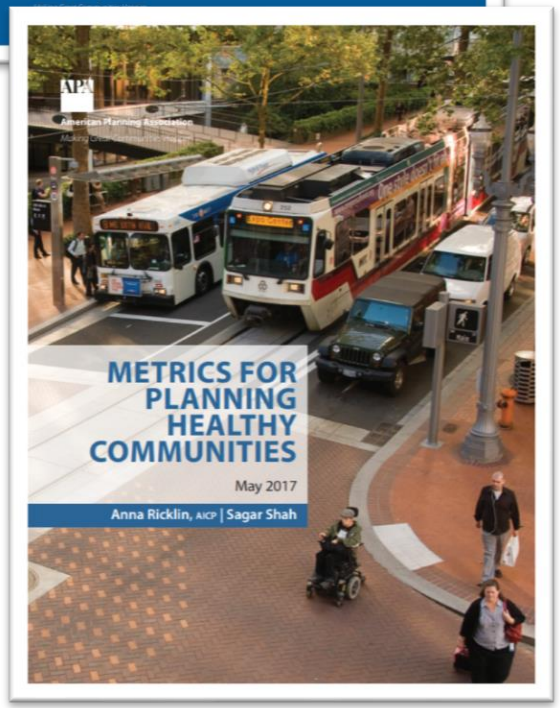


PLAN4Health
An American Planning Association Project









What is a Healthy Community?

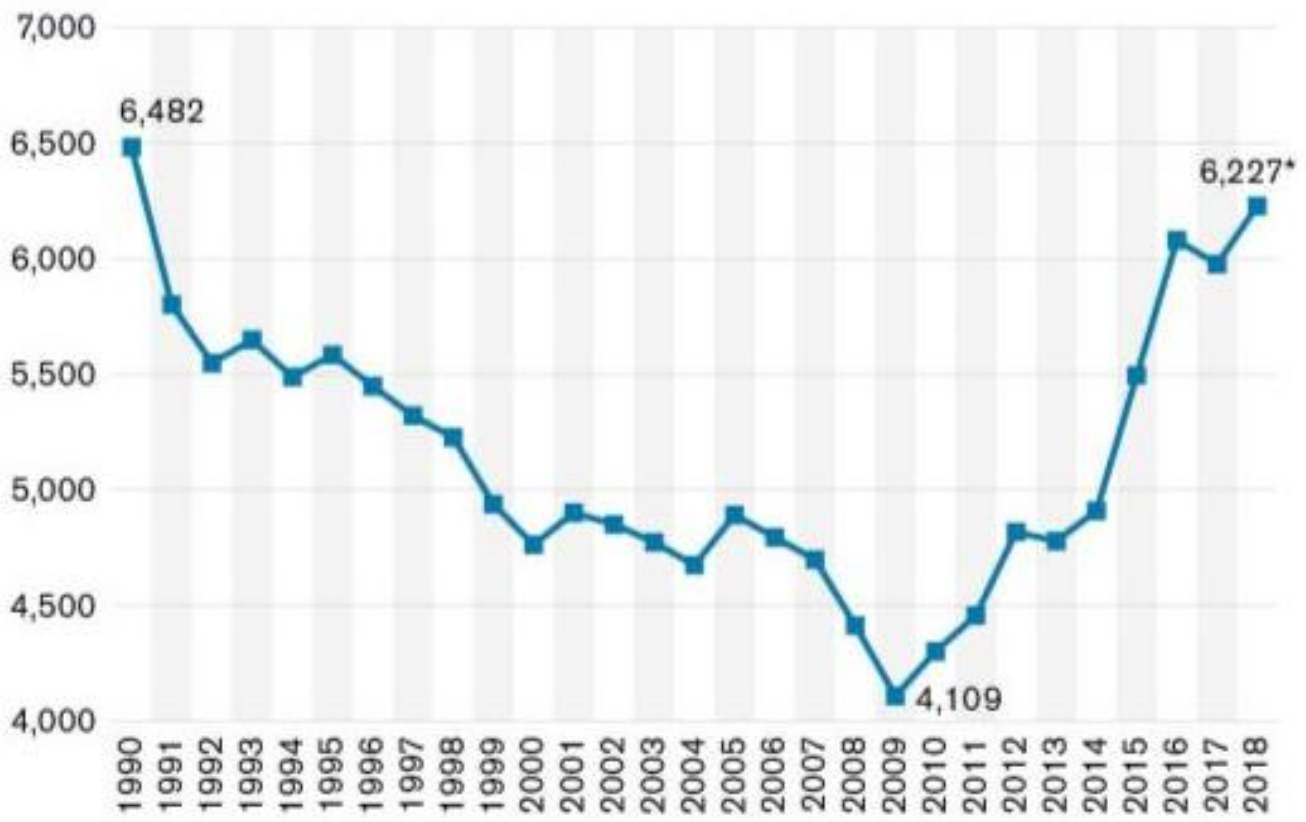
Healthy community is one that offers a positive physical, social, natural, and economic environment that supports the health and well-being of all its members and enables them to live to their fullest potential.

Domains for Planning Healthy Communities

1. **Active Living**
   - Active transportation, Recreation, Traffic safety
2. **Healthy Food System**
   - Access, Production
3. **Environmental Exposures**
   - Air quality, Water quality, Soil contamination
4. **Emergency Preparedness**
   - Natural hazards, Climate change, Infectious disease
5. **Social Cohesion**
   - Green infrastructure, Housing and community development, Public safety

The FACT…

U.S. Pedestrian Fatalities: 1990 - 2018



Source: SHSOs and FARS

What can we do?

Vision Zero Action Plans

Traffic Calming Measures

Long Range Planning

Zoning Regulations

Design Standards

Pedestrian Plans

Tactical Urbanism

Complete Streets

.....

INCLUSIVE

American Planning Association

Making Great Communities Happen

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STEP Safe Transportation for Every Pedestrian

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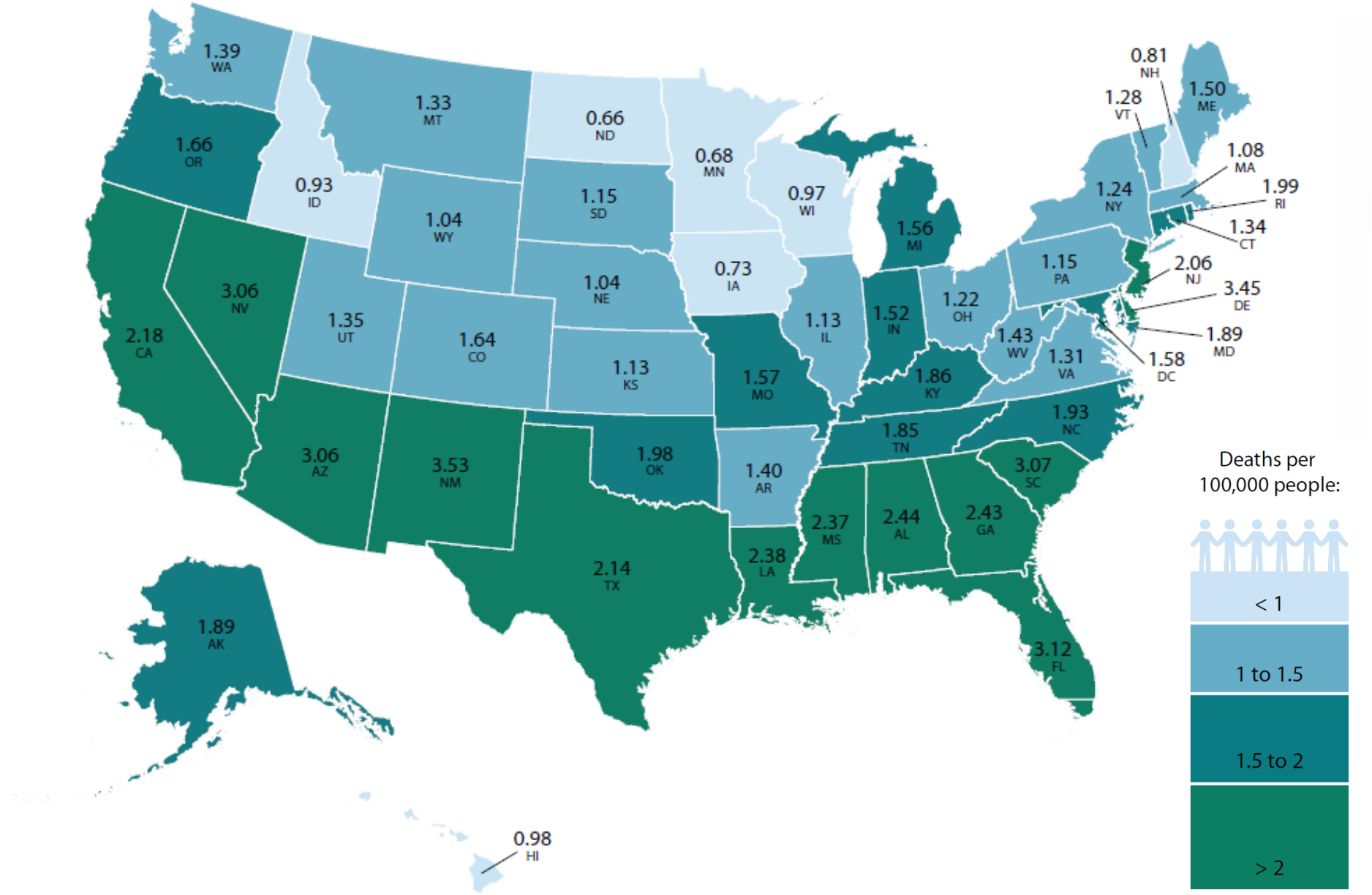
Planning for Pedestrian Crossing Safety

Lauren Blackburn, VHB

U.S. Department of Transportation
Federal Highway Administration

2017 Pedestrian Fatalities by State



Where would you cross?

1000 ft +

2000 ft +

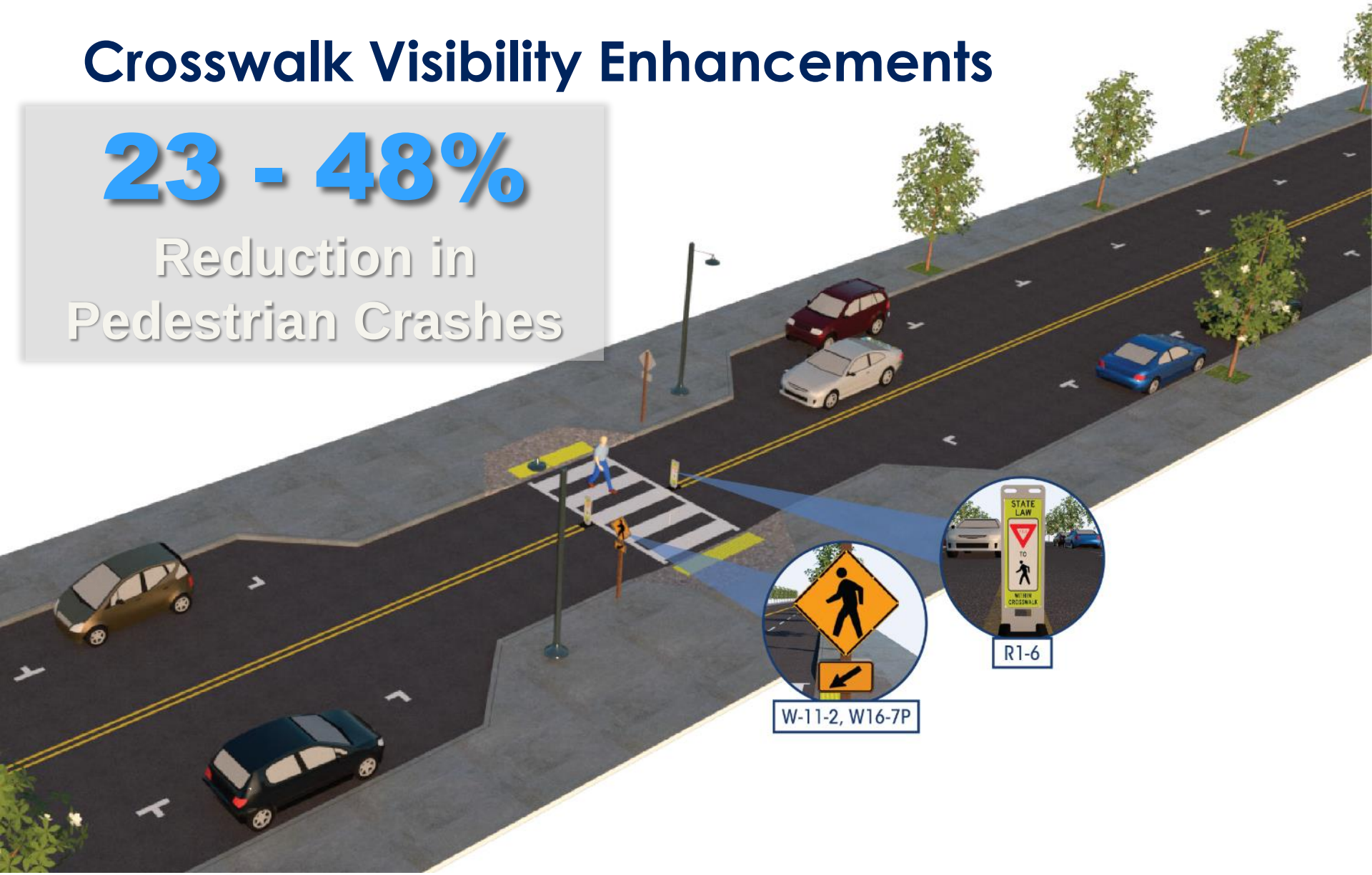
72% of pedestrian fatalities occur at non-intersection locations

The Spectacular Seven

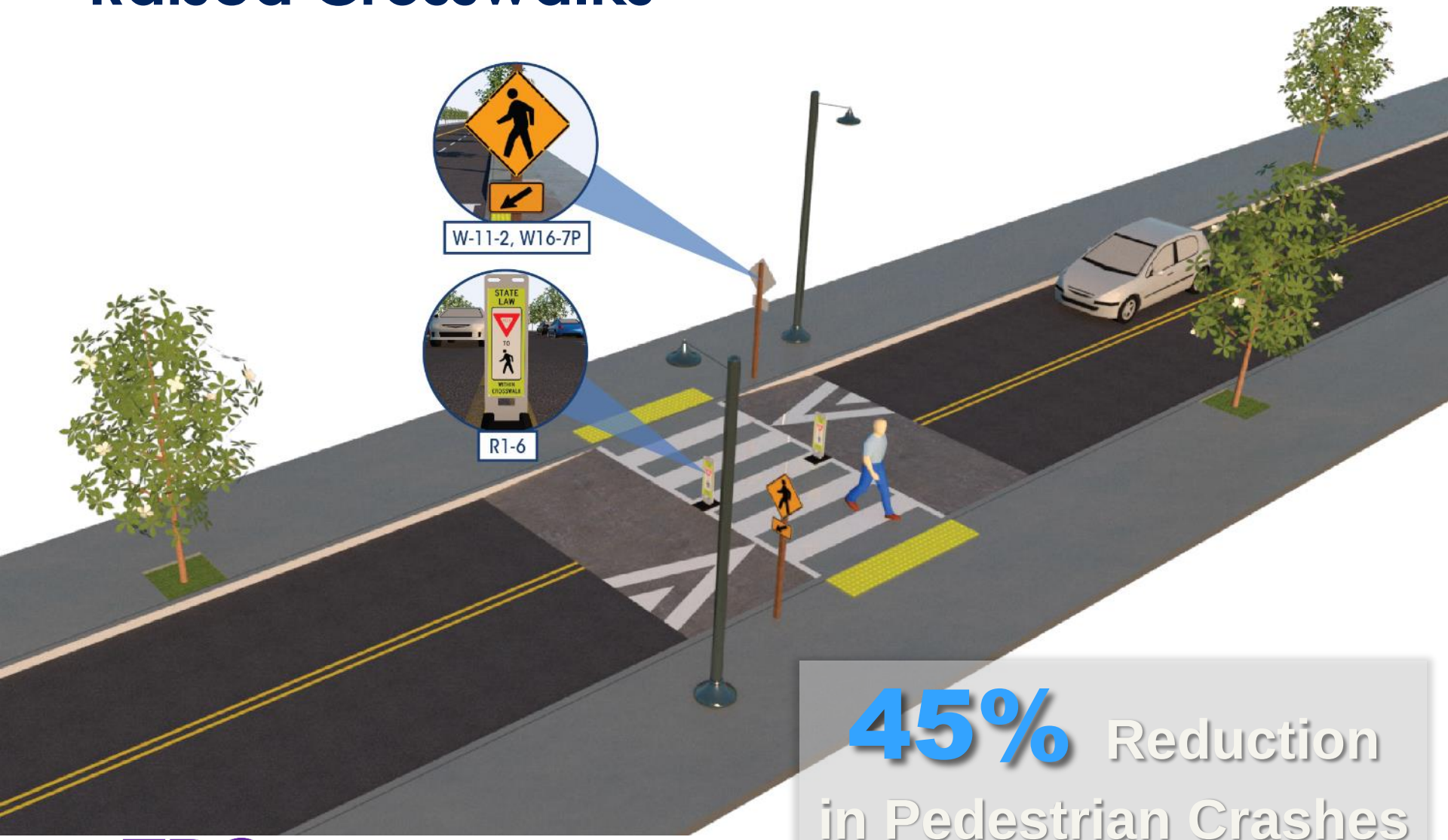
Crosswalk Visibility Enhancements

23 - 48%

Reduction in Pedestrian Crashes



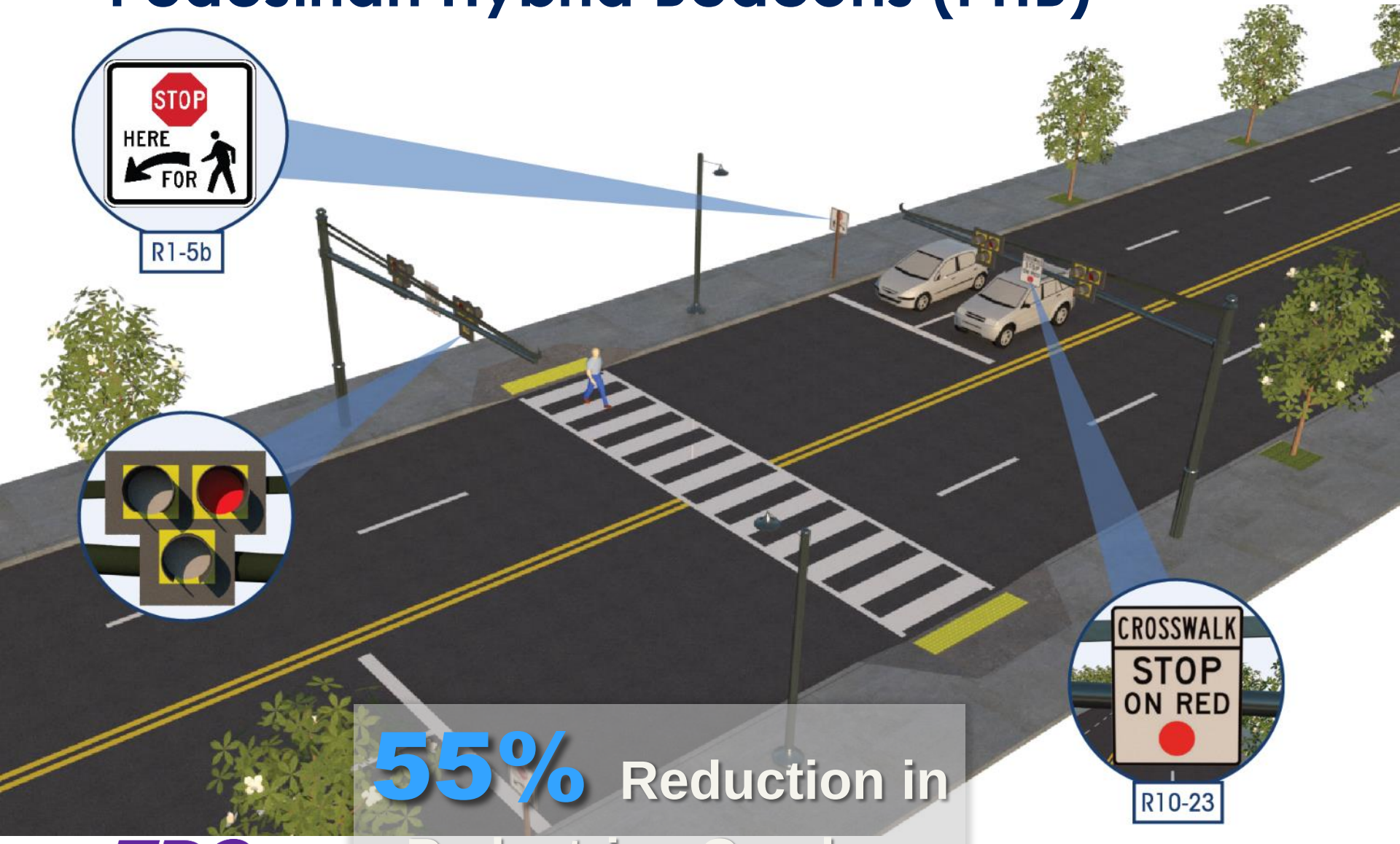
Raised Crosswalks



45% Reduction in Pedestrian Crashes

Pedestrian Refuge Islands

Pedestrian Hybrid Beacons (PHB)



55% Reduction in Pedestrian Crashes

Pedestrian Hybrid Beacons (PHB)

1

Blank for drivers

2

Flashing yellow

3

Steady yellow

4

Steady red

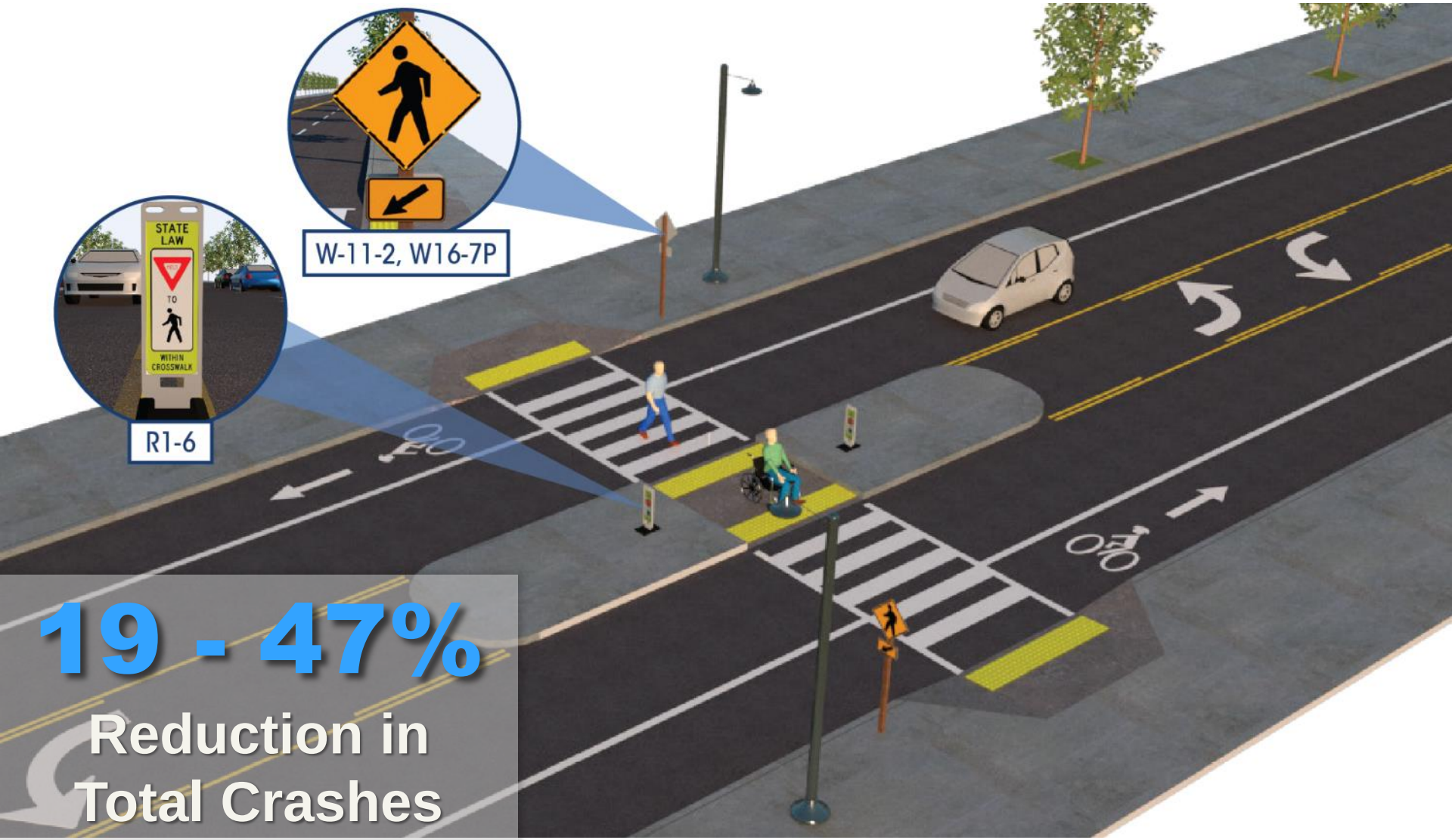
5

Wig-Wag

Return to 1

Road Diet: Before

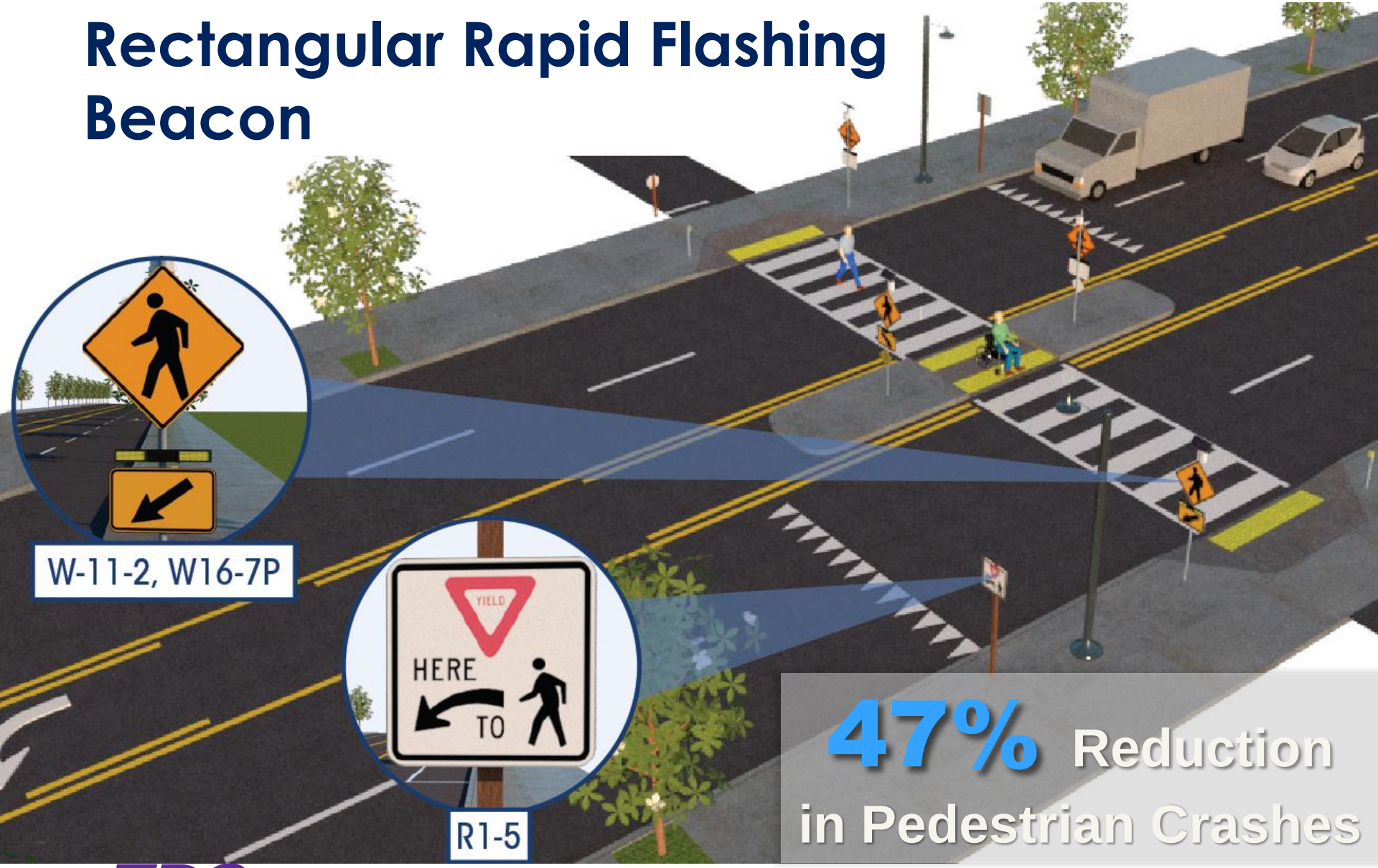
Road Diet: After



19 - 47%

Reduction in Total Crashes

Rectangular Rapid Flashing Beacon



Leading Pedestrian Interval

59% Reduction in Pedestrian Crashes

Countermeasure Selection Process

Following the process suggested in the guide offers countermeasure options based on road conditions, crash causes, and pedestrian safety issues.

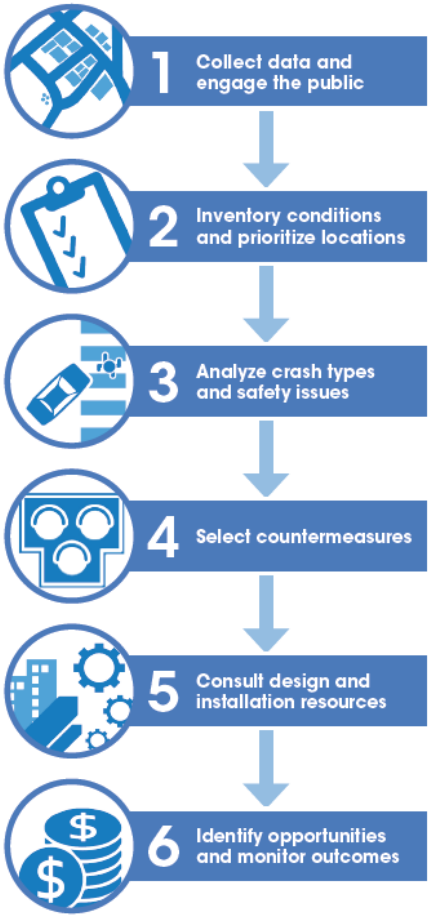


Figure 1. Process diagram for selecting countermeasures at uncontrolled pedestrian crossing locations.

1 Collect data and engage the public

Collect pedestrian crash and safety data
- Location and conditions
- Crash maps
- Crash reports

Review existing traffic safety plans
- SHSP
- HSIP
- HSP

Evaluate pedestrian accommodation and traffic safety policies
- Complete Streets
- Vision Zero

Initiate a PSAP

Review pedestrian master plans for proposed projects

Document informal public comments

Conduct a walkability audit

2 Inventory conditions and prioritize locations

- Inventory pedestrian crossings and observed traffic behavior
- Classify pedestrian crossings
  - Controlled
  - Uncontrolled
- Inventory roadway characteristics
- Screen the network for high-crash or high-risk locations
  - Analyze "hot spots" or crash cluster locations
  - Develop a systemic analysis approach

3 Analyze crash types and safety issues

- Diagram crash reports
- Identify crash factors
- Conduct an RSA
- Lead an informal site visit

Summarize pedestrian crash types and observed traffic safety issues

4 Select countermeasures

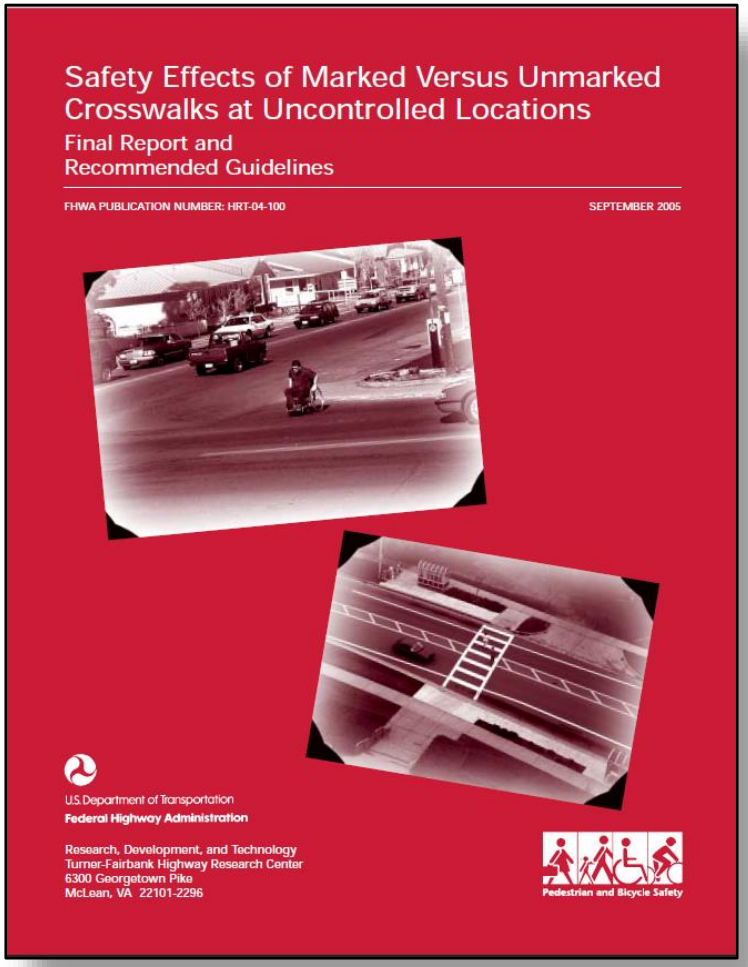
Review Table 1 (roadway features)

- AADT
- Number of lanes
- Median presence
- Speed limit

Review Table 2 (safety issues)

- Conflicts at crossings
- Excessive speed
- Visibility issues
- Other

Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations



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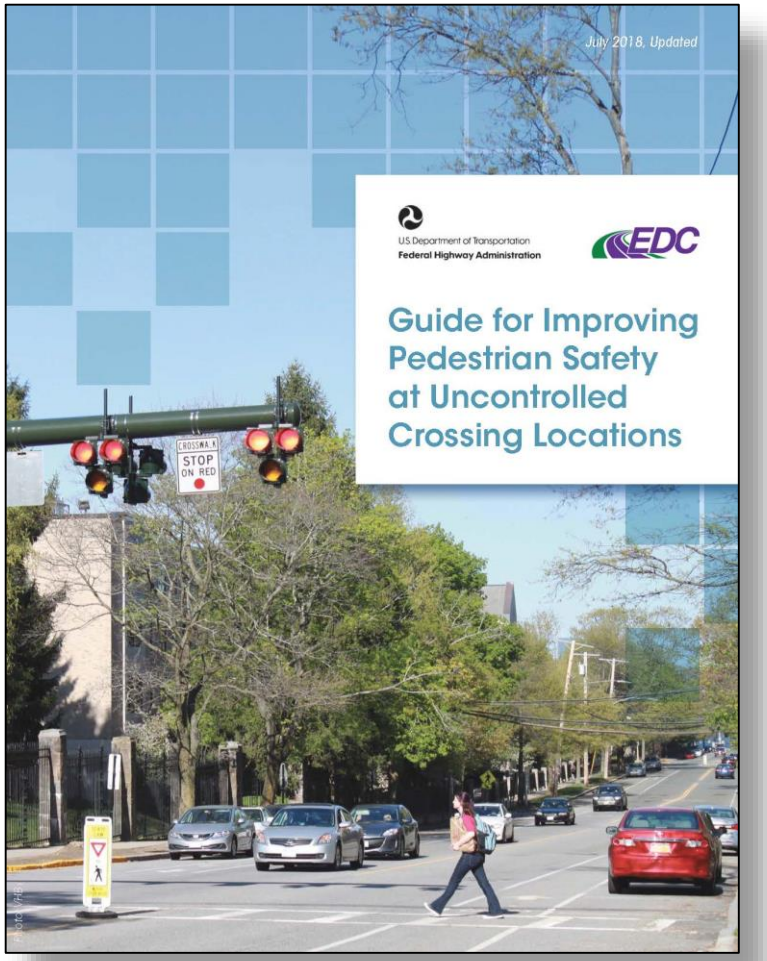

2018

https://safety.fhwa.dot.gov/ped_bike/step/resources/

Table 1. Application of pedestrian crash countermeasures by roadway feature.

Roadway Configuration	Posted Speed Limit and AADT								
	Vehicle AADT <9,000			Vehicle AADT 9,000–15,000			Vehicle AADT >15,000		
	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph	≤30 mph	35 mph	≥40 mph
2 lanes (1 lane in each direction)	❶ 2 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6	❶ 5 6 7 9	① 5 6 ❼ ❾	❶ 4 5 6 7 9	① 5 6 7 9	① 5 6 ❾
3 lanes with raised median (1 lane in each direction)	❶ 2 3 4 5 7 9	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① ❸ 4 5 7 9	① ❸ 5 ❼ ❾	① ❸ 5 ❾
3 lanes w/o raised median (1 lane in each direction with a two-way left-turn lane)	❶ 2 3 4 5 6 7 9	❶ ❸ 5 6 7 9	① ❸ 5 6 ❾	① 3 4 5 6 7 9	① ❸ 5 6 ❼ ❾	① ❸ 5 6 ❾	① ❸ 4 5 6 7 9	① ❸ 5 6 ❾	① ❸ 5 6 ❾
4+ lanes with raised median (2 or more lanes in each direction)	❶ ❸ 5 7 8 9	❶ ❸ 5 7 8 9	① ❸ 5 8 ❾	① ❸ 5 7 8 9	① ❸ 5 ❼ 8 ❾	① ❸ 5 8 ❾	① ❸ 5 ❼ 8 ❾	① ❸ 5	① ❸ 5
4+ lanes w/o raised median (2 or more lanes in each direction)	❶ ❸ 5 6 7 8 9	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 7 8 9	① ❸ 5 ❻ ❼ 8 ❾	① ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ ❼ 8 ❾	① 5	

Given the set of conditions in a cell,

- # Signifies that the countermeasure is a candidate treatment at a marked uncontrolled crossing location.
- ● Signifies that the countermeasure should always be considered, but not mandated or required, based upon engineering judgment at a marked uncontrolled crossing location.
- ○ Signifies that crosswalk visibility enhancements should always occur in conjunction with other identified countermeasures.*

The absence of a number signifies that the countermeasure is generally not an appropriate treatment, but exceptions may be considered following engineering judgment.

1 High-visibility crosswalk markings, parking r… crosswalk approach, adequate nighttime lig… and crossing warning sign
2 Raised crosswalk
3 Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line
4 In-Street Pedestrian Crossing sign
5 Curb extension
6 Pedestrian refuge island
7 Rectangular Rapid-Flashing Beacon (RRFB)**
8 Road Diet
9 Pedestrian Hybrid Beacon (PHB)**

① ❸ 5 ❻ 8 ❾

*Refer to Chapter 4, 'Using Table 1 and Table 2 to Select Countermeasures,' for more information about using multiple countermeasures.

Table 2. Safety issues addressed per countermeasure.

Pedestrian Crash Countermeasure for Uncontrolled Crossings	Safety Issue Addressed				
	Conflicts at crossing locations	Excessive vehicle speed	Inadequate conspicuity/ visibility	Drivers not yielding to pedestrians in crosswalks	Insufficient separation from traffic
Crosswalk visibility enhancement	✓	✓	✓	✓	✓
High-visibility crosswalk markings*	✓		✓	✓	
Parking restriction on crosswalk approach*	✓		✓	✓	
Improved nighttime lighting*	✓		✓		
Advance Yield Here To (Stop Here For) Pedestrians sign and yield (stop) line*	✓		✓	✓	✓
In-Street Pedestrian Crossing sign*	✓	✓	✓	✓	
Curb extension*	✓	✓	✓		✓
Raised crosswalk	✓	✓	✓	✓	
Pedestrian refuge island	✓	✓	✓		✓
Pedestrian Hybrid Beacon	✓	✓	✓	✓	
Road Diet	✓	✓	✓		✓
Rectangular Rapid-Flashing Beacon	✓		✓	✓	✓

5 Consult design and installation resources

MUTCD

- Part 2: Signs
- Part 3: Markings
- Part 4: Highway Traffic Signals

AASHTO Guide for the Design of Pedestrian Facilities

Local design guidance and selection criteria

- PEDSAFE
- Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations

6 Identify opportunities and monitor outcomes

Identify implementation opportunities

- Routine maintenance activities
- STIP

Consider funding options

- HSIP
- Other (TAP, CMAQ, STBG)

Construct improvements

- Review design considerations
- Conduct public outreach

Monitor results of implementation

- Track performance measures
- Obtain public feedback
- Analyze crash data

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Pedestrian Safety in Arizona

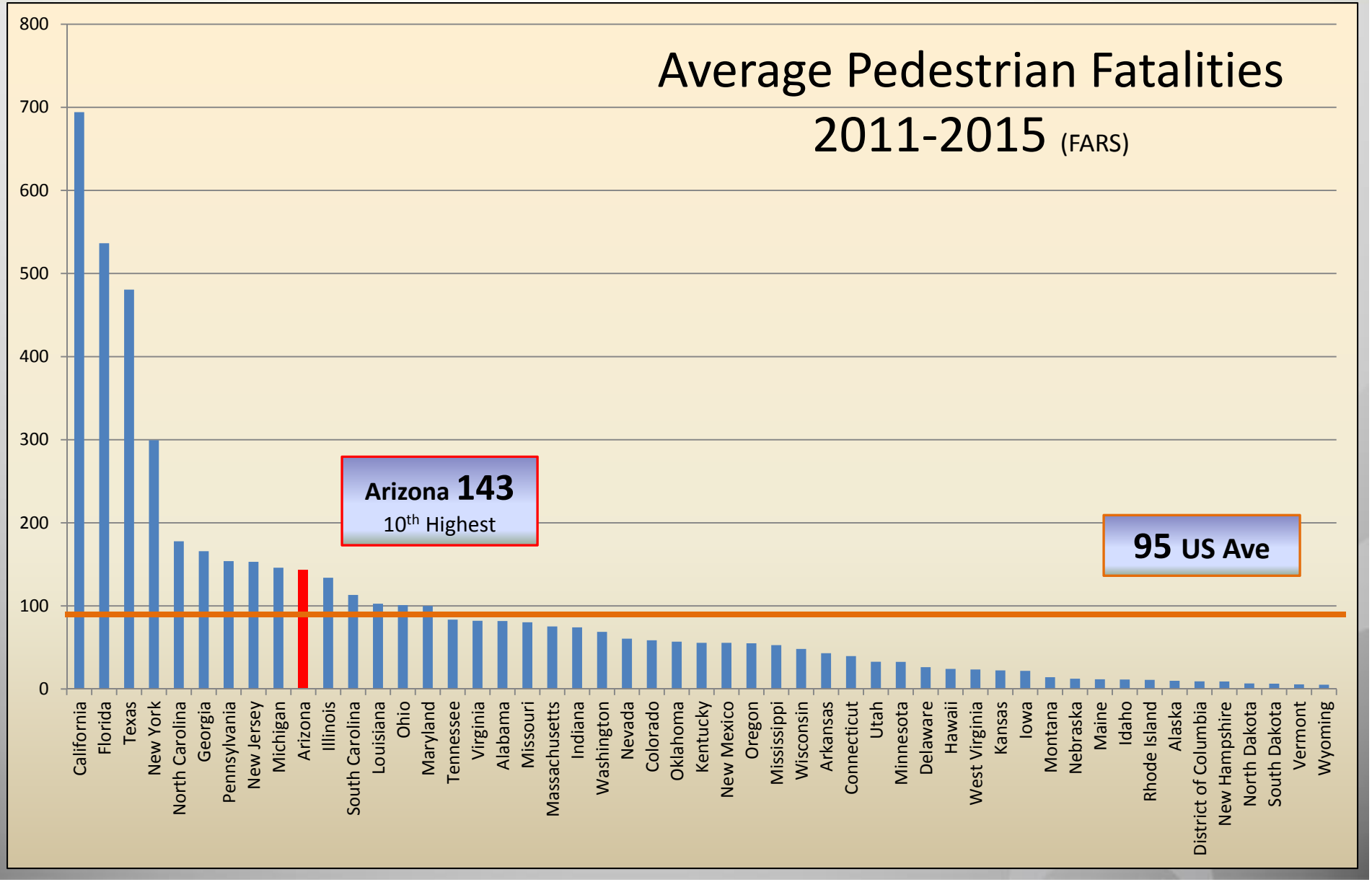
Kerry Wilcoxon, P.E., PTOE

Arizona Department of Transportation

State Traffic Safety Engineer

March 12, 2019

Average Pedestrian Fatalities 2011-2015 (FARS)



Arizona Stats-at-a-Glance

Pop: **7.016** million

14th Largest Population

6th Largest Area

Distribution:

70% Urban

(4.9 million)

Road System:

State – **20,000** miles

Local – **125,000** miles

Crash Stats:

2018* Fatalities **1018**

40% SHS – 60% Local

Ped fatalities **238**

10% SHS – 60% Local

* As of 3/11/19

Data Problems

- Historically heavily behavior based causation
- No exposure data

- Majority of crashes, injuries and deaths on local system
- Random and widely dispersed (even locally)
- Crash types fundamentally differ:
  - Local: **Crossing (perpendicular) crashes**
  - State: **Parallel crashes**

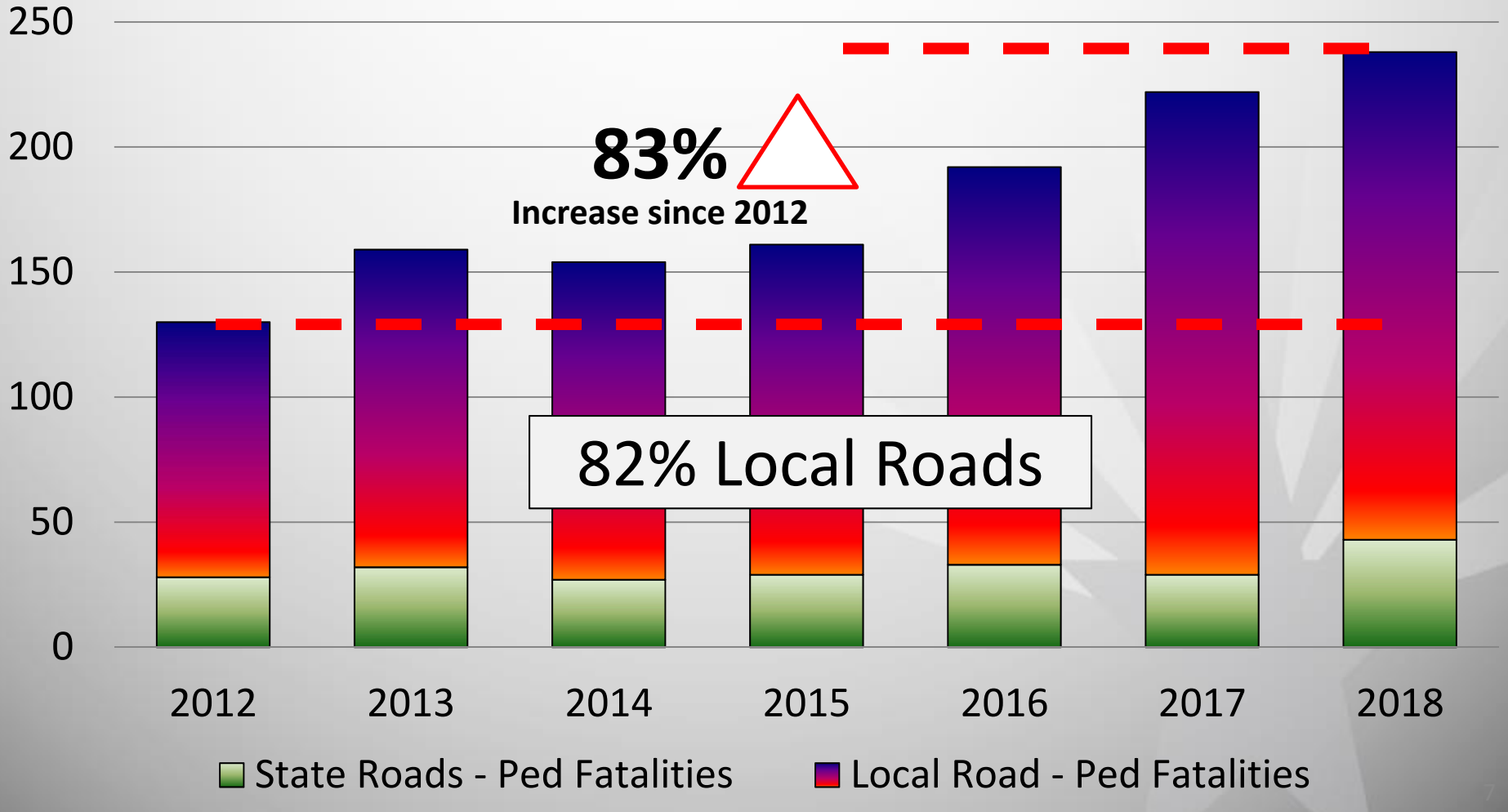
Fatal Crash Types – State vs. Local Roads

2012-2017

State		Local	
Multi-vehicle		**Multi-vehicle**	
Rear-end	21%	Ped/Bike	37%
Ped/Bike	21%	Angle	18%
Head-on	19%	Left-turn	15%
Single-vehicle		**Single-vehicle**	
Roll-over	55%	Roll-over	33%
RD-Hit Tree	8%	Curb Strike	16%

Pedestrian Fatalities

2012-2018



State Response

- Screening
- Funding
- Guidance

Screening: **Statewide Crash Data**

- Network screening of high crash locations statewide
- Screenings for:
  - Intersections and segments with high fatal and serious injury crash frequencies,
  - Locations on ADOT and Local Systems and,
  - Actionable countermeasures.
    - Work Orders
    - Road Safety Assessments
    - HSIP Applications.

Intent of screening is to improve traffic safety.

Network Data

Compiled from most recent five years of crash data including (but not limited to):

- Intersections – signalized
- Intersections – non-signalized
- Segments (SHS only)
- Most common fatal/serious injury crash types
- Most common fatal/serious injury driver violations.

High fatal/serious injury pedestrian crash locations identified

Crash Types – Pedestrian

ADOT Transportation Systems Management and Operations

Arizona Department of Transportation
Traffic Safety Section
Network Screening
Fatal/Serious Injury Crash Types - Statewide

Network: Statewide **Period:** 2013-2017 Query Date: 9/26/2018

Intersections

#	Crash Type	Severity					
		K-A Total	Fatal	Serious	inor/Po	PDO	
1	Left turn	2,732	238	2,494	22,231	34,547	Additional Details
2	Angle	2,204	273	1,931	19,701	33,723	
3	Pedestrian	1,495	420	1,075	3,688	346	
4	Single Vehicle	1,344	254	1,090	6,576	19,439	
5	Rear End	1,109	60	1,049	25,027	68,104	
6	Pedalcyclist	749	86	663	445	690	
7	Head On	311	39	272	2,083	2,931	
8	Sidewipe Same	202	19	183	2,763	25,013	
9	Sidewipe opposite	73	6	67	876	3,136	

Crash Type Details – Pedestrian

Arizona Department of Transportation

Arizona Department of Transportation
Traffic Safety Section
Transportation Systems Management and Operations

Network Screening

Intersection Crash Type - Statewide - High Crash Locations

Crash Type 3: Pedestrian
Network: Statewide
Period: 2013-2017
Query Date: 10/12/2018

Intersections

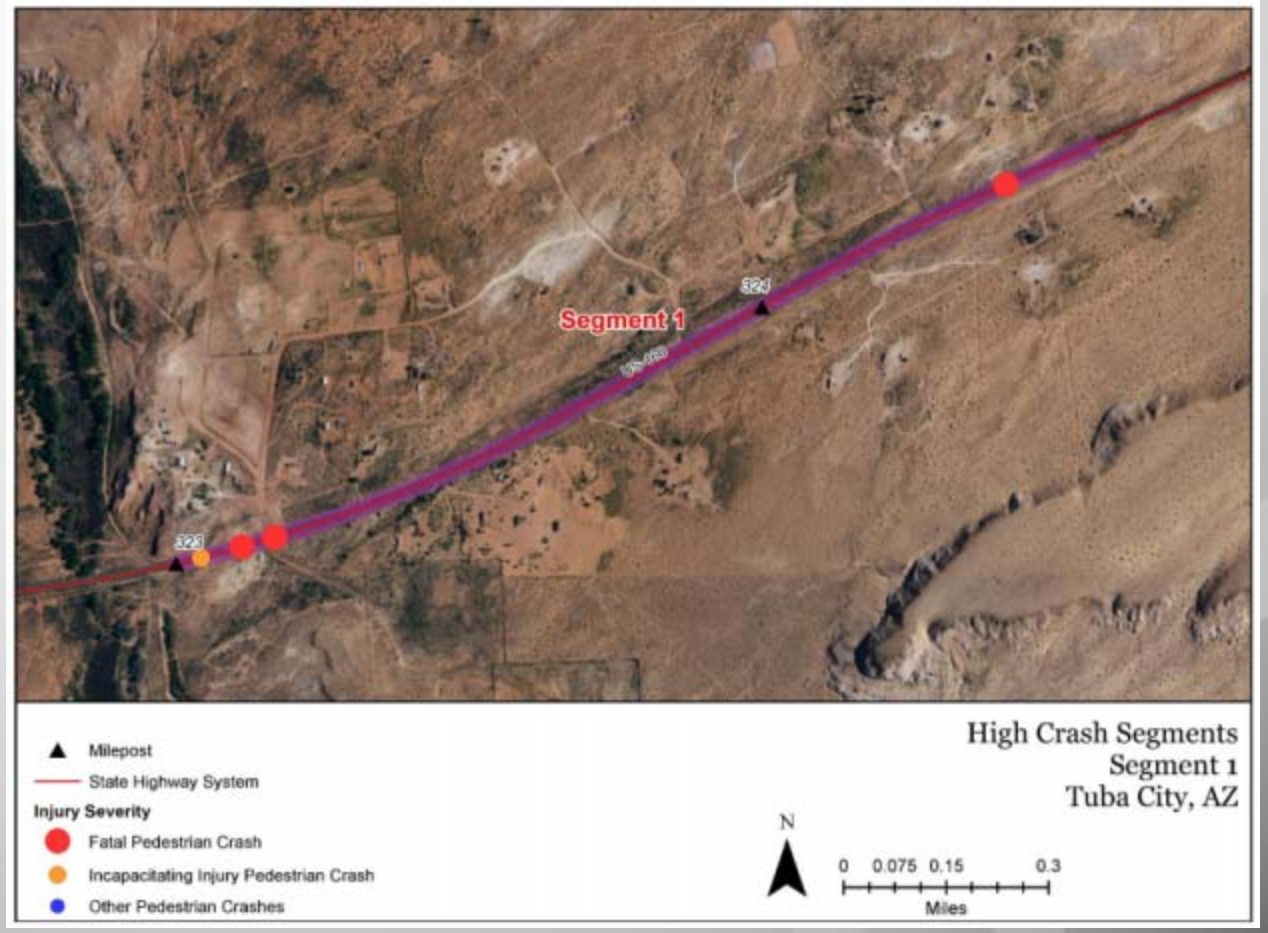
						Severity					
#	Street 1	Street 2	Traffic Control	Jurisdiction	COG/MPO	K-A Total	Fatal	Serious	Minor/Poss	PDO	TOTAL
1	**Indian School Rd**	27th Ave	Signalized	Phoenix	MAG	**6**	2	**4**	6	0	12
2	**Central Ave**	Thomas Rd	Signalized	Phoenix	MAG	**5**	2	**3**	6	1	12
3	**Dunlap Ave**	19th Ave	Signalized	Phoenix	MAG	**5**	0	**5**	6	0	11
4	**19th Ave**	Bell Rd	Signalized	Phoenix	MAG	**5**	1	**4**	5	0	10
5	**19th Ave**	Camelback Rd	Signalized	Phoenix	MAG	**4**	1	**3**	11	0	15
6	**Indian School Rd**	9th St	2-way stop	Phoenix	MAG	**4**	2	**2**	4	0	8
7	**35th Ave**	Bell Rd	Signalized	Phoenix	MAG	**4**	2	**2**	4	0	8
8	**McDowell Rd**	48th St	Signalized	Phoenix	MAG	**4**	1	**3**	4	0	8
9	**Speedway Blvd**	Richey Blvd	Signalized	Tucson	PAG	**4**	1	**3**	3	0	7
10	**Indian School Rd**	7th Ave	Div 2-way stop	Phoenix	MAG	**3**	0	**3**	9	0	12
11	**Mesa Dr**	Brown Rd	Signalized	Mesa	MAG	**3**	0	**3**	2	0	5
12	**Peoria Ave**	19th Ave	Signalized	Phoenix	MAG	**3**	2	**1**	1	0	4
13	**McDowell Rd**	41st St	1-way stop	Phoenix	MAG	**3**	2	**1**	1	0	4
14	**35th Ave**	Eva St	Div 1-way stop	Phoenix	MAG	**3**	0	**3**	1	0	4

Example Segment:

US 160 MP323-324.5 Tuba City, AZ

Highest pedestrian crash SHS segment
Rural 2-lane
65 mph Speed Limit
4 pedestrian crashes
- 3 fatal – 1 ser. Inj
- 3 alcohol related

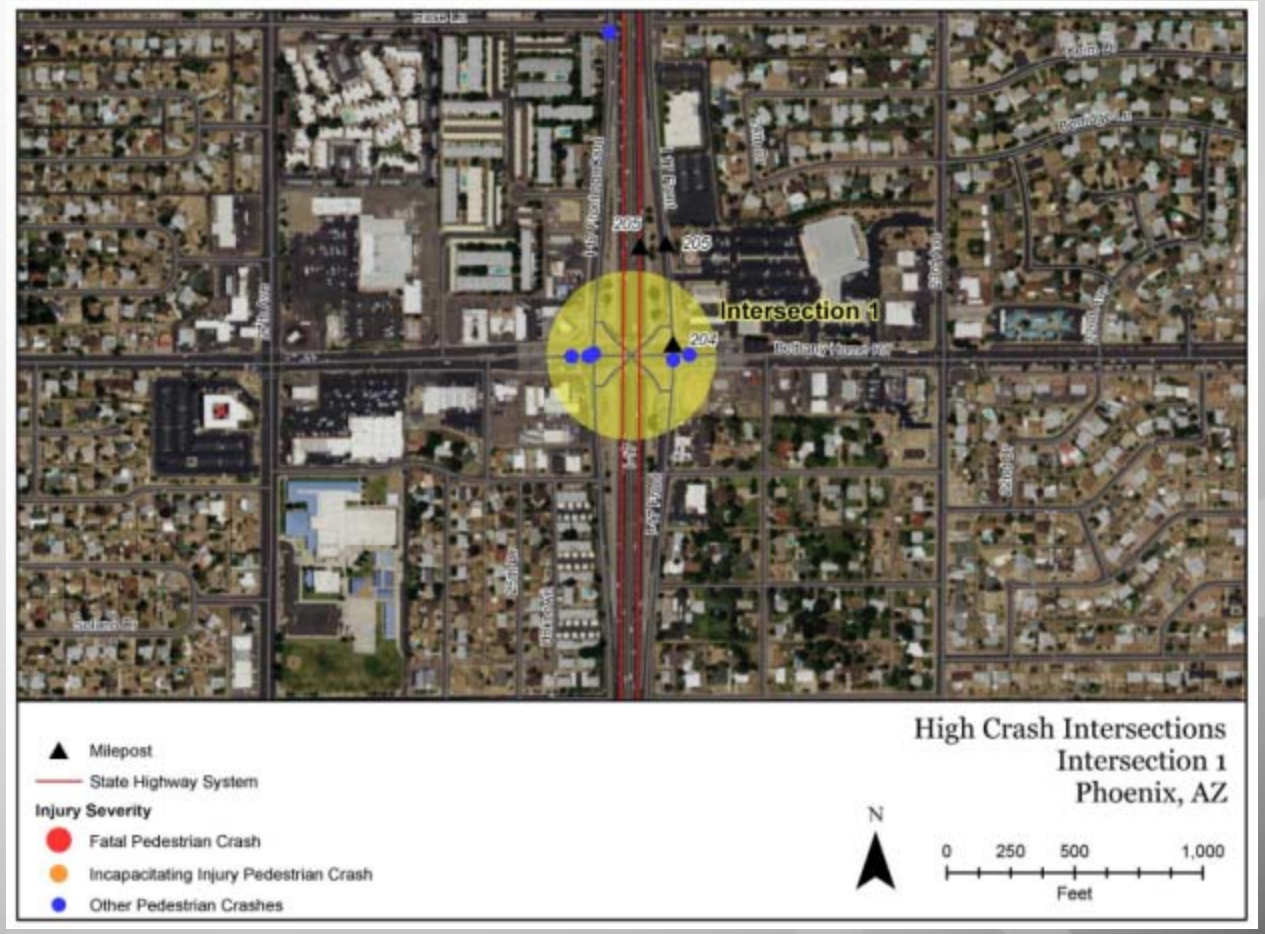
Primarily struck at night while walking parallel with traffic



Example Intersection:

I-17 and Bethany Home Road Phoenix, AZ

Highest pedestrian crash SHS intersection
SPUI - Arterial
6-lane divided
5 pedestrian crashes
    0 fatal – 0 ser. Inj
    1 alcohol related
Day and night crashes, pedestrians struck while crossing

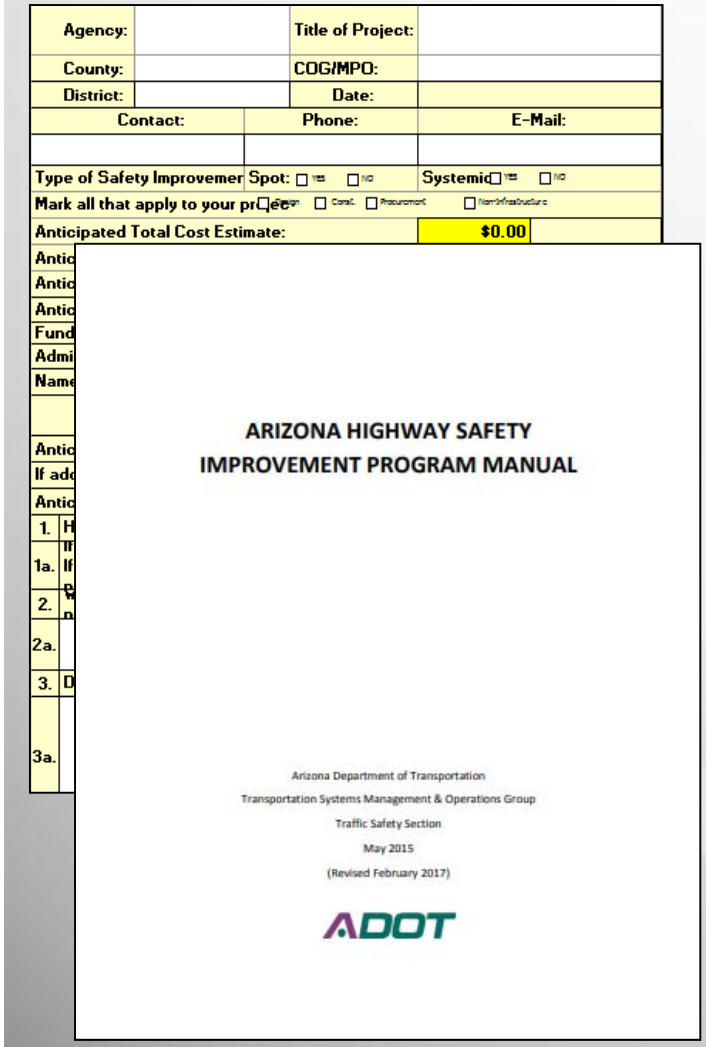


Arizona PSAP 7/23/18

Response

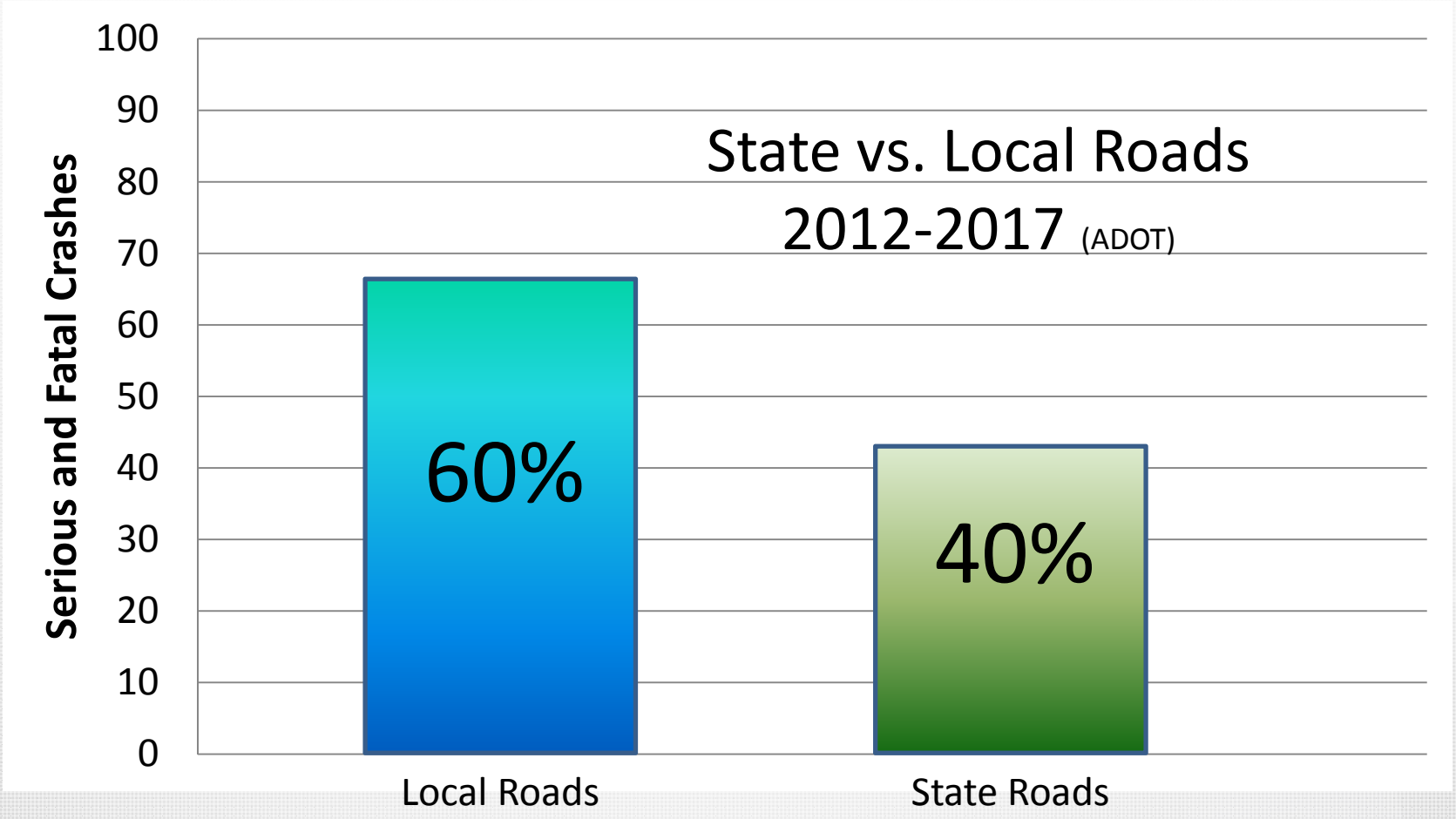
- For state highway locations, ADOT compiles comments, corrections or disposition updates including:
  - Reasons for no action or
  - Planned or completed:
    - Improvements,
    - Road Safety Assessments
    - HSIP or other funding applications.
- ADOT encourages but **cannot require** similar responses on local road locations.

Funding: **Statewide HSIP Competition**

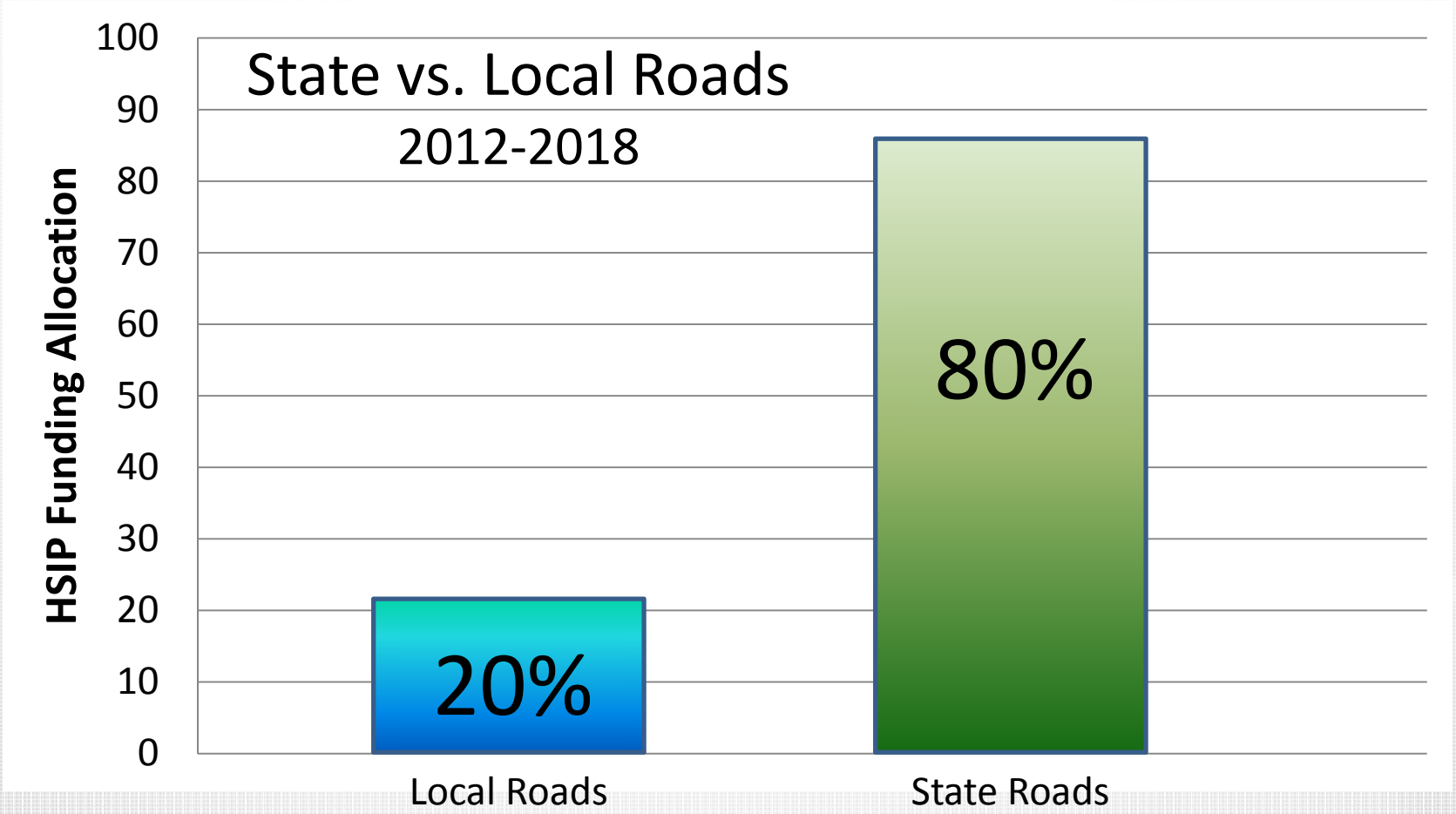


- Funding based on statewide competition
- Highest B/C ratio projects funded regardless of jurisdiction
- Pedestrian projects very competitive:
  - High Benefit vs. Low Cost
  - HAWKs/Signals 100% funded

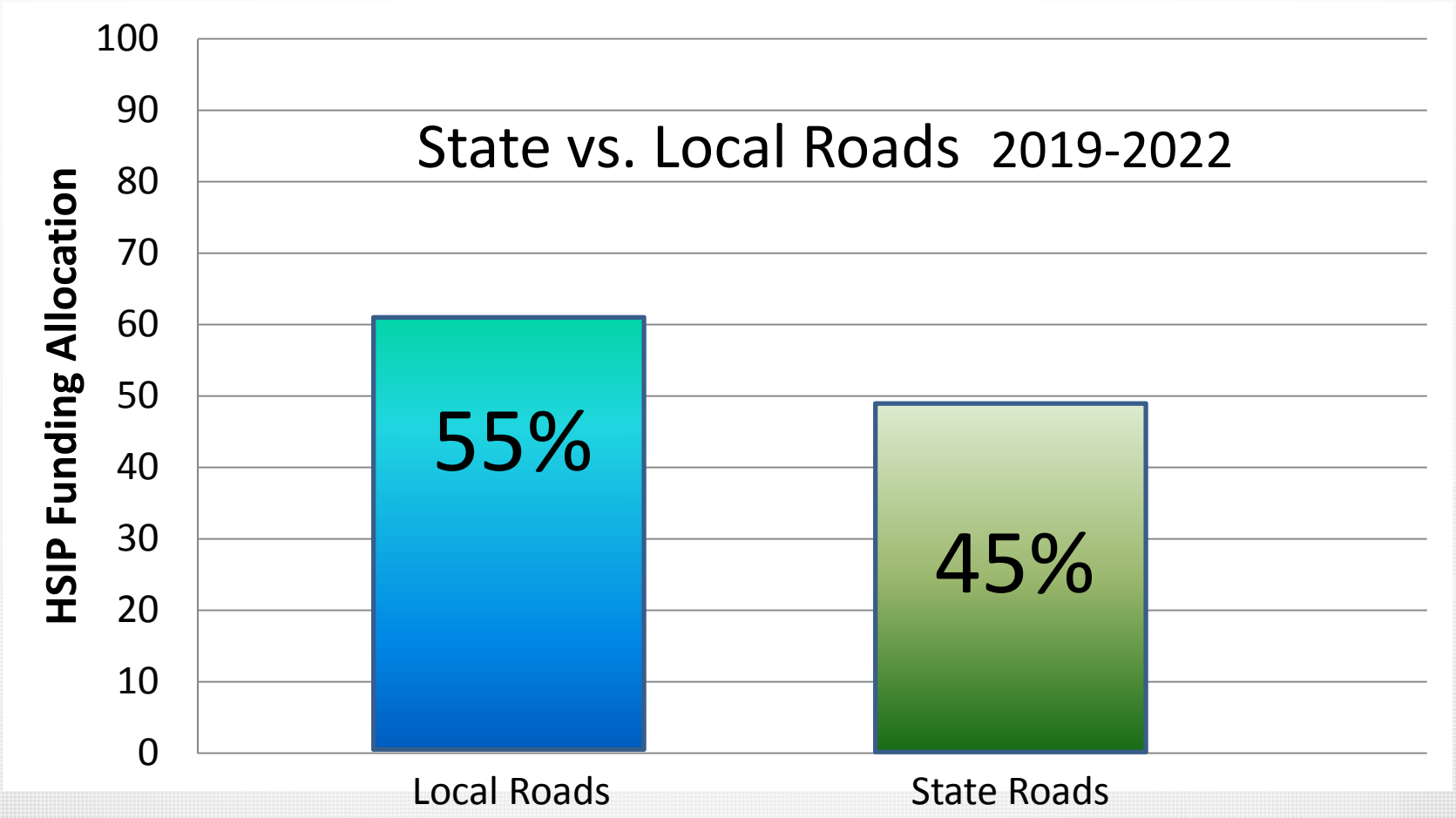
Fatal/Serious Injury Crashes



HSIP Funding Pre-2019



HSIP Funding: FY19+



HSIP Funding

Intent to provide funding for highest priority safety project statewide

Added emphasis to funding pedestrian projects:

- HAWK construction
- Flexible funding schedule

Eventual goal 60/40 - local/state funding split

Guidance: **Arizona STEP Guide**

EDC-4/5 Initiative Safe Transportation for Every Pedestrian (STEP)

Arizona STEP Tool – Public facing pedestrian safety tool developed by ADOT

Decision matrix for *Arizona specific* crossing treatment selection

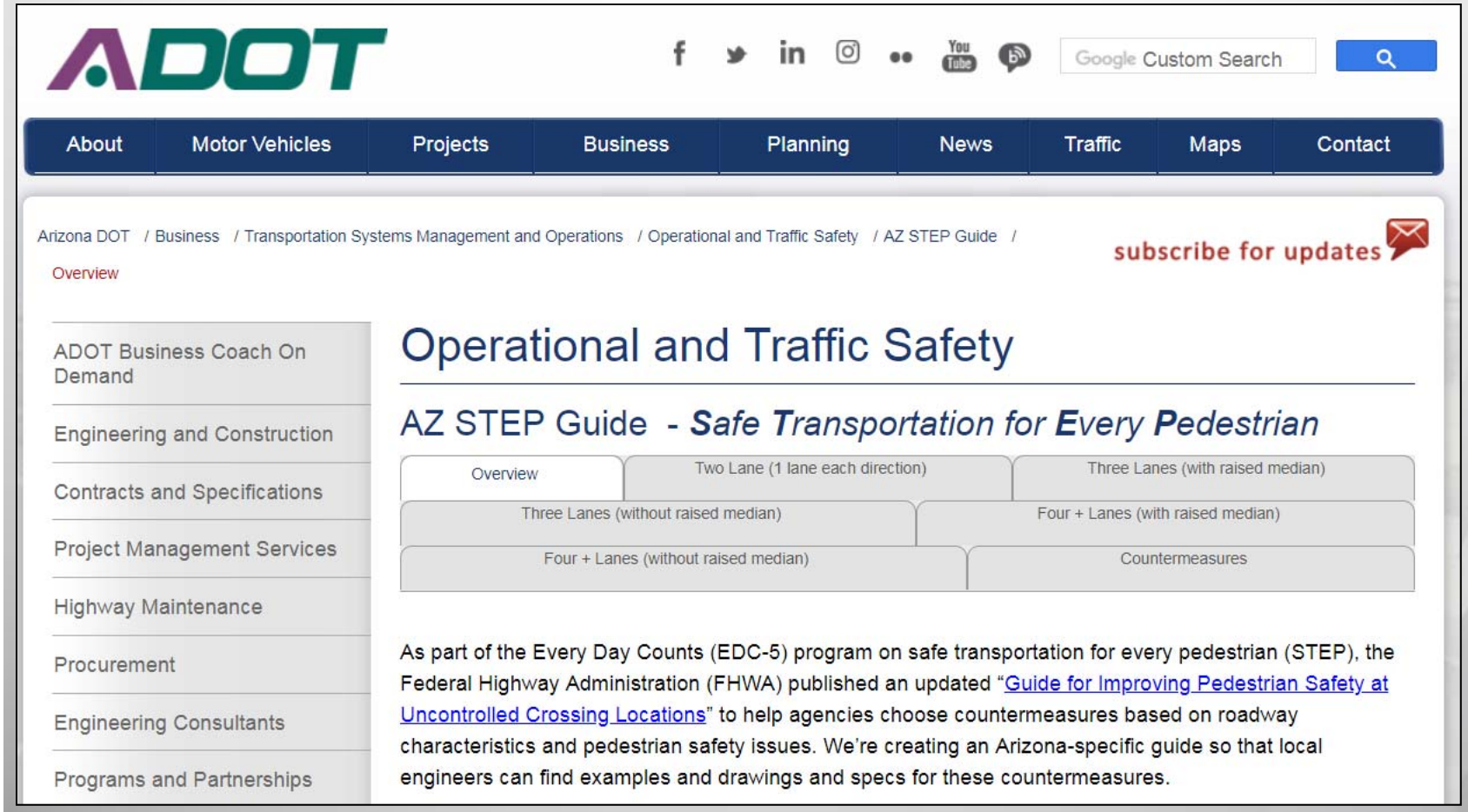
Practical design level information on proven safety countermeasures

Links to state laws, standards/best practices (national and state), example installations (PDF and dwg)

ADOT

ARIZONA DEPARTMENT OF TRANSPORTATION

AZ STEP Tool



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AZ STEP Tool

ADOT

About | Motor Vehicles | Projects

Arizona DOT / Business / Transportation Systems Management and Op

Overview

- ADOT Business Coach On Demand
- Engineering and Construction
- Contracts and Specifications
- Project Management Services
- Highway Maintenance
- Procurement
- Engineering Consultants
- Programs and Partnerships

Operatic

AZ STEP C

Overview

Three

Fou

As part of the Eve
Federal Highway
Uncontrolled Cros
characteristics an
engineers can find

How to Use the AZ Step Guide

ONE

- Determine Roadway Configuration
  You will need to know:
  - Number of lanes in each direction
  - Existence of a raised median
- Select Roadway Configuration from list.

Roadway Configurations

- Two lane (One lane each direction)
- Three lane (with raised median)
- Three lane (without raised median)
- Four + lane (with raised median)
- Four + lane (without raised median)

TWO

- Generate Countermeasure Chart:
  You will need to know:
  - Vehicle AADT
  - Posted speed Limit
- Follow flowchart to determine which countermeasure chart applies to your roadway configuration, AADT, and Speed Limit.
- Select appropriate countermeasure chart.

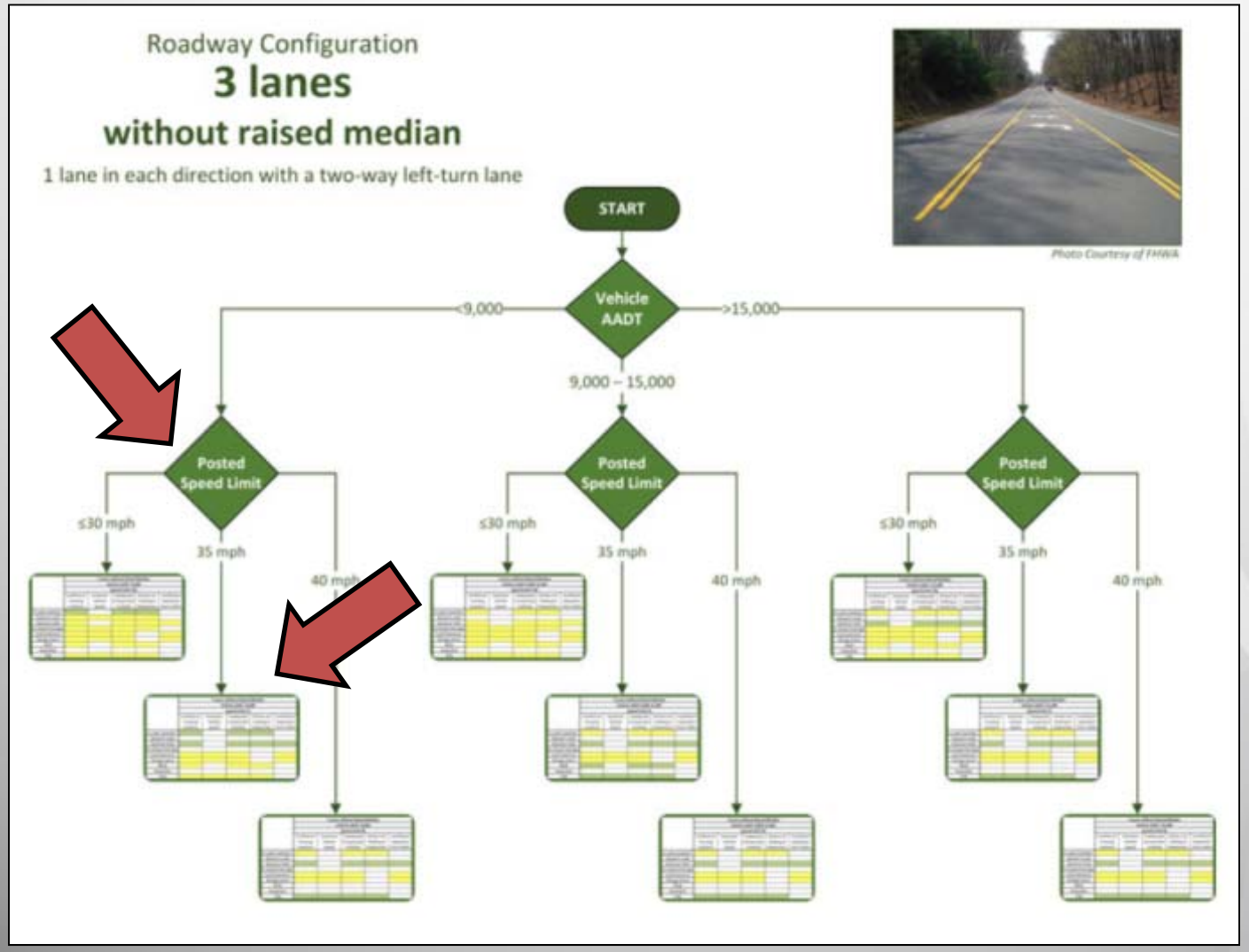
THREE

- Determine safety issues to be addressed:
  You will need to know:
  - What conditions are causing conflicts at your location
- Using engineering discretion, choose a set of countermeasures to address the safety issues at your location.

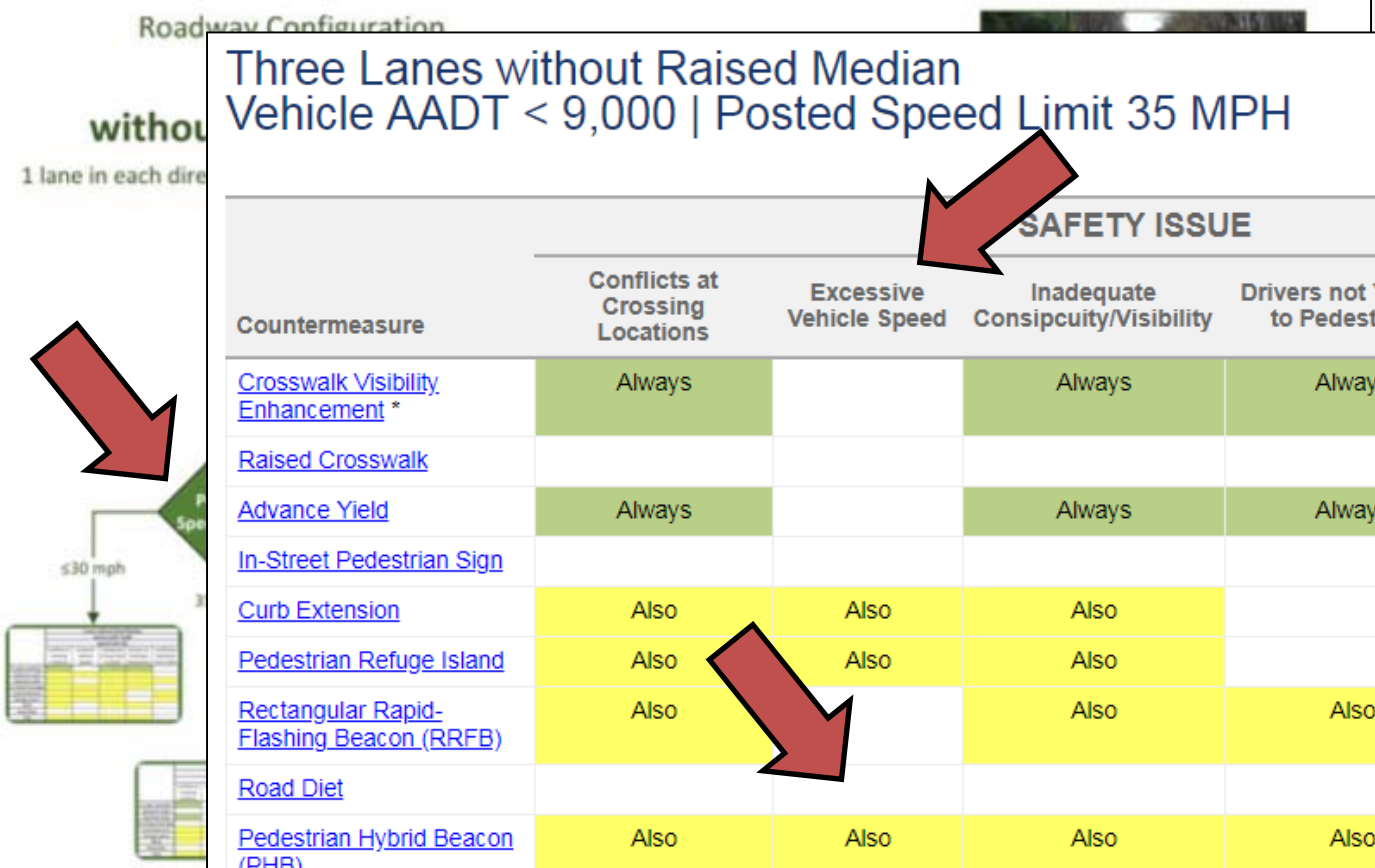
FOUR

- Select links to countermeasures to access suggested specifications and example drawings.

Example: 3 Lanes w/o Raised Median



Example: 3 Lanes w/o Raised Median



Three Lanes without Raised Median
Vehicle AADT < 9,000 | Posted Speed Limit 35 MPH

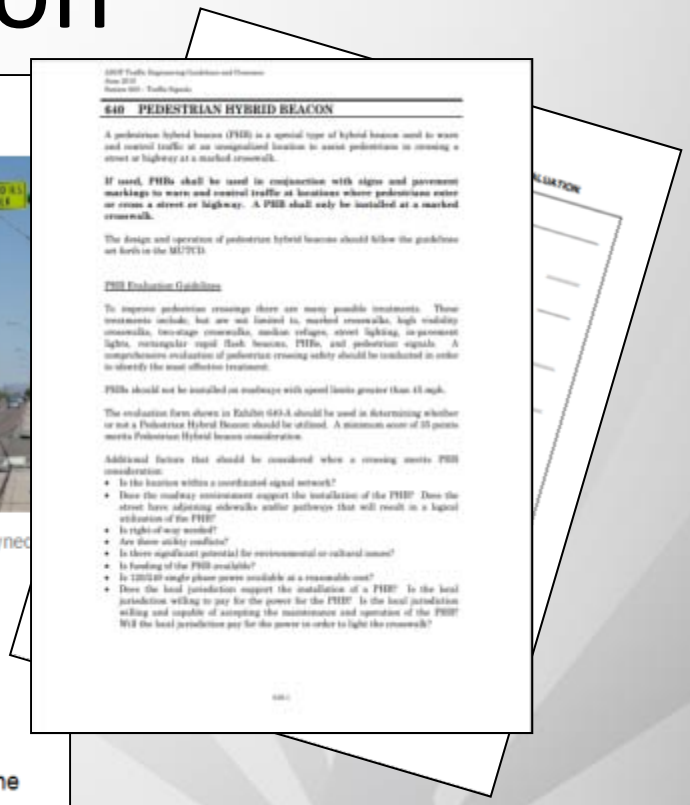
	SAFETY ISSUE				
Countermeasure	Conflicts at Crossing Locations	Excessive Vehicle Speed	Inadequate Consipcuity/Visibility	Drivers not Yielding to Pedestrians	Insufficient Separation from Traffic
Crosswalk Visibility Enhancement *	Always		Always	Always	
Raised Crosswalk					
Advance Yield	Always		Always	Always	Always
In-Street Pedestrian Sign					
Curb Extension	Also	Also	Also		Also
Pedestrian Refuge Island	Also	Also	Also		Also
Rectangular Rapid-Flashing Beacon (RRFB)	Also		Also	Also	
Road Diet					
Pedestrian Hybrid Beacon (PHB)	Also	Also	Also	Also	

Countermeasure Selection

Pedestrian Hybrid Beacon (PHB)

The pedestrian hybrid beacon (PHB), or High Intensity Activated Crosswalk (HAWK), is a traffic control device designed to help pedestrians safely cross busy or higher-speed roadways at midblock crossings and uncontrolled intersections. The beacon head consists of two red lenses above a single yellow lens. The lenses remain "dark" until a pedestrian desiring to cross the street pushes the call button to activate the beacon. The signal then initiates a yellow to red lighting sequence consisting of steady and flashing lights that directs motorists to slow and come to a stop. The pedestrian sign flashes a WALK display to the pedestrian. Once the pedestrian has safely crossed, the hybrid beacon goes dark.

Photo courtesy of Mike Cynec



640 PEDESTRIAN HYBRID BEACON

- PHB Warrants

The first PHB was developed in Tucson, Arizona in 2000. Since then, municipalities across the state of Arizona have constructed PHB's including Bullhead City, Bylas, Flagstaff, Sierra Vista, and throughout the Phoenix and Tucson metropolitan areas.

Countermeasure Tech Sheet

- Countermeasure Tech Sheet
- FHWA Safety Proven Countermeasures

Example Projects

- Florence Boulevard - PDF | DGN (4.5 MB .zip)

Countermeasure Selection

Pedestrian Hybrid Beacon (PHB)

The pedestrian hybrid beacon (PHB), or High Intensity Activated Crosswalk (HAWK), is a traffic control device designed to help pedestrians safely cross bu… or higher speed roadways at midblock crossings and … intersections. The beacon head consists of t… above a single yellow lens. The lenses rema… a pedestrian desiring to cross the street pus… button to activate the beacon. The signal the… yellow to red lighting sequence consisting of… flashing lights that directs motorists to slow … stop. The pedestrian signal then flashes a W… the pedestrian. Once the pedestrian has saf… the hybrid beacon again goes dark.

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Countermeasure Tech Sheet

- Countermeasure Tech…
- FHWA Safety Pr… …untermeasures

Example Projects

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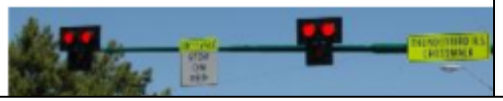
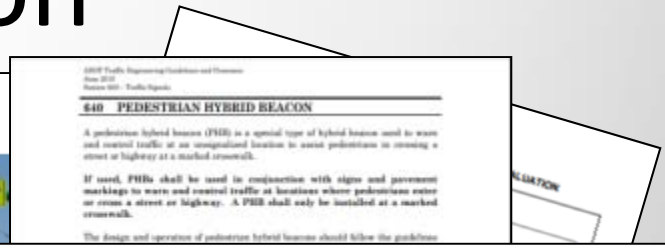
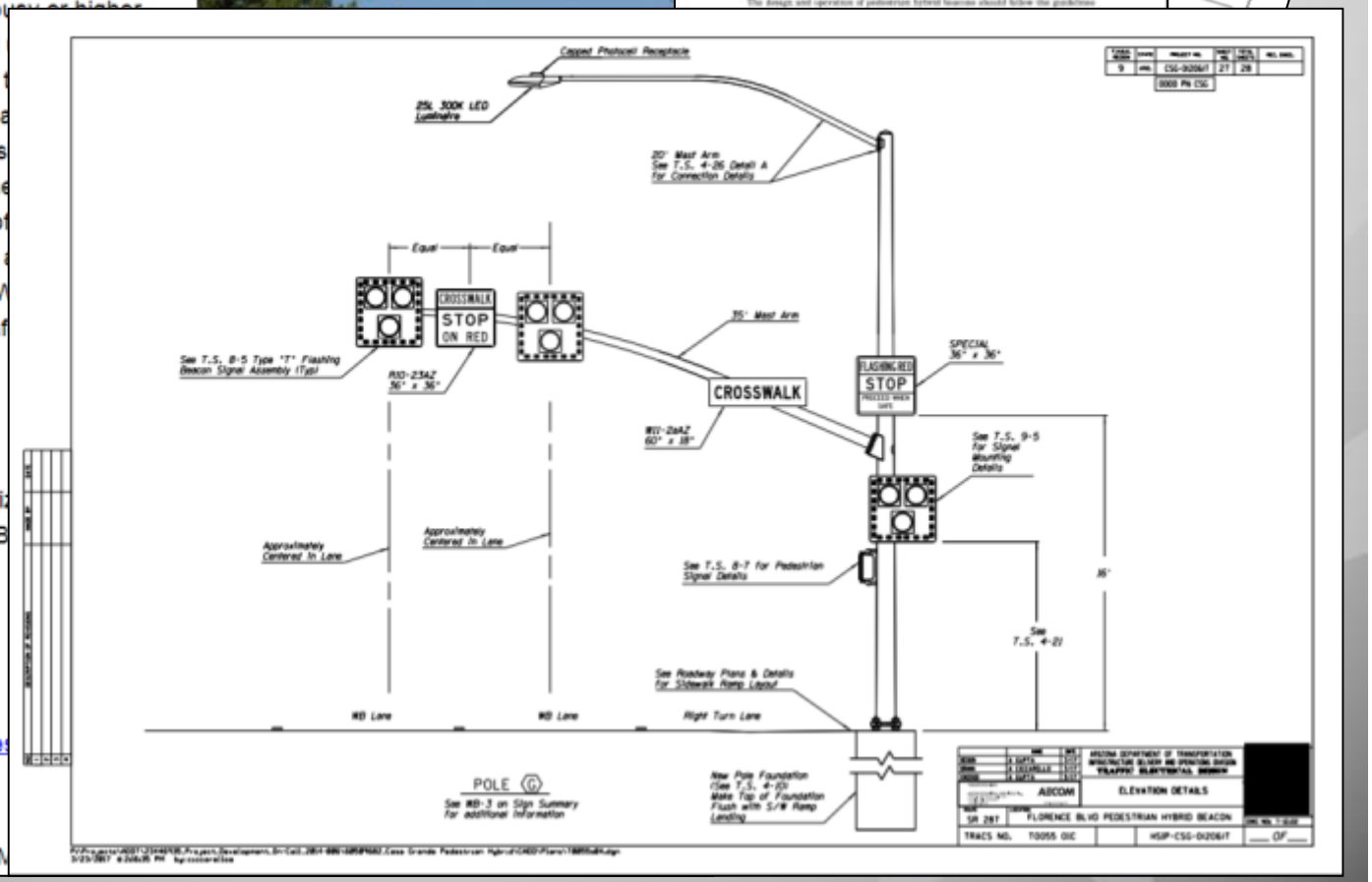






AZ STEP Tool

Intent to provide easy decision tool to non-expert engineers, planners or elected officials

Currently under final testing

Scheduled release date: May 1, 2019

Pedestrian Safety in Arizona

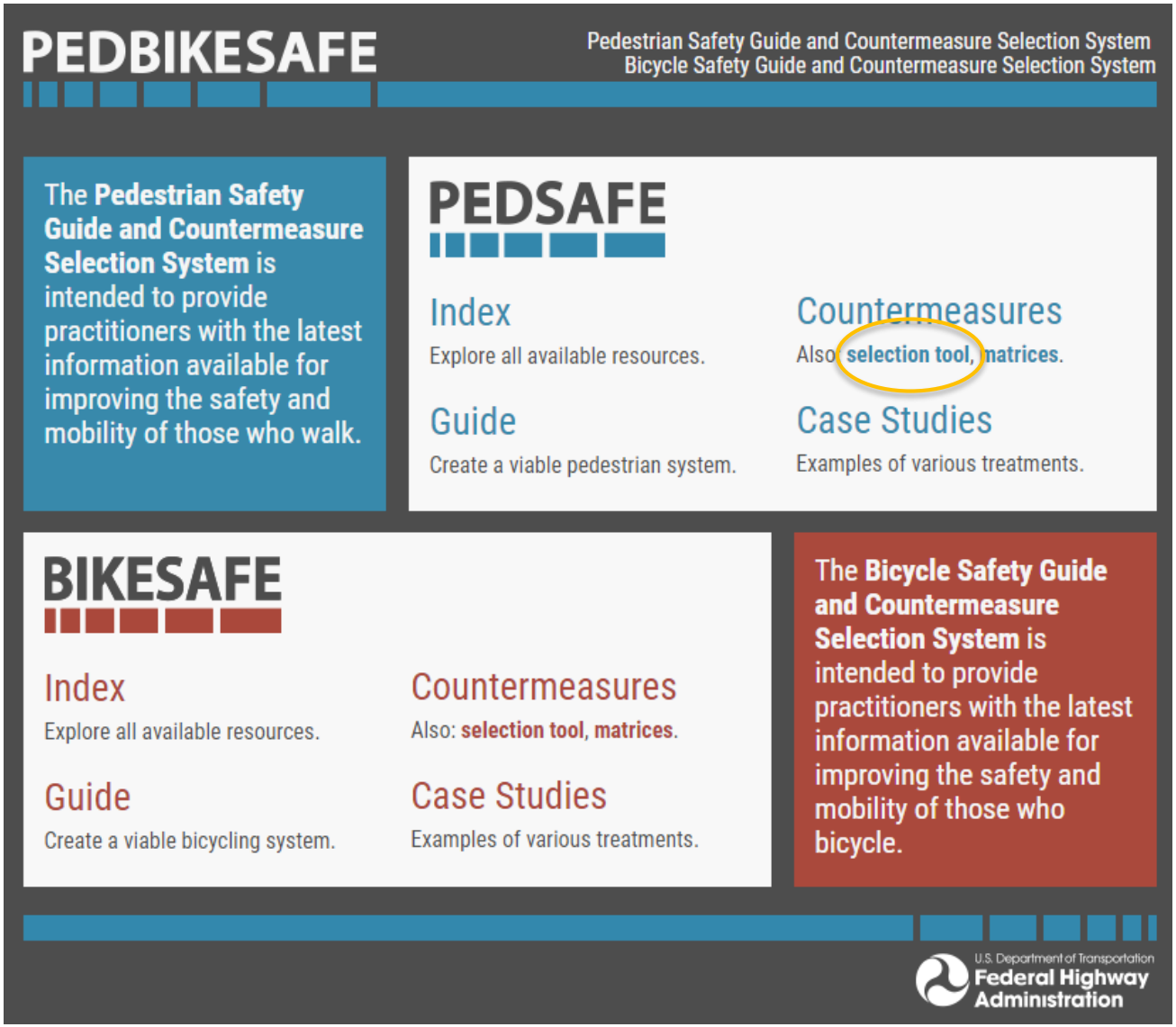
ADOT is making every effort to provide local jurisdictions with:

- Crash data
- Project funding
- Design expertise

Questions?

Kerry Wilcoxon, P.E., PTOE
Arizona State Traffic Safety Engineer
ADOT Traffic Safety
602-712-2060 or kwilcoxon@azdot.gov

www.pedbikesafe.org



Countermeasure Selection Tool

Step 2. Select the Goal of the Treatment

The goal may either be to acheive a specific performance objective, such as reduce traffic volumes, or to mitigate a specific type of pedestrian-motor vehicle collision.

Choose either a performance objective **OR** a crash type.

Name of location:

Performance Objectives

- ○ Reduce Speed of Motor Vehicles
- ○ Improve Sight Distance and Visibility
- ○ Reduce Volume of Motor Vehicles
- ○ Reduce Exposure for Pedestrians
- ○ Improve Pedestrian Access and Mobility
- ○ Encourage Walking by Improving Aesthetics
- ○ Improve Compliance with Local Traffic Laws
- ○ Eliminate Behaviors that Lead to Crashes
- ◉ Improve Safety at Uncontrolled Crossings

Crash Types (click for a brief description)

- ○ Dart/Dash
- ○ Multiple Threat/Trapped
- ○ Unique Midblock
- ○ Through Vehicle at Unsignalized Location
- ○ Bus-Related
- ○ Turning Vehicle
- ○ Through Vehicle at Signalized Location
- ○ Walking Along Roadway
- ○ Working or Playing in Roadway
- ○ Non-Roadway
- ○ Backing Vehicle
- ○ Crossing an Expressway

Proceed to Step 3

Authors and Acknowledgements

U.S. Department of Transportation Federal Highway Administration

Countermeasure Selection Tool

Step 3. Describe the Site

Provide answers to all three questions related to the geometric and operational characteristics of the site in question. The answers to these questions are used to narrow the list of appropriate countermeasures for a specific goal.

Name of location:
Your Performance Objective: Improve Safety at Uncontrolled Crossings

1. What is the roadway configuration?
   - ○ 2 lanes (1 lane in each direction)
   - ○ 3 lanes with raised median (1 lane in each direction)
   - ○ 3 lanes without raised median (1 lane in each direction with a two-way left-turn lane)
   - ○ 4+ lanes with raised median (2 or more lanes in each direction)
   - ○ 4+ lanes without raised median (2 or more lanes in each direction)

2. What is the average annual daily traffic (AADT) for motor vehicles?
   - ○ < 9,000
   - ○ 9,000 - 15,000
   - ○ > 15,000

3. What is the posted speed limit?
   - ○ ≤ 30 mph
   - ○ 35 mph
   - ○ ≥ 40 mph

Get Results

Discussion

- ⇨ **Send us your questions** 
- ⇨ **Follow up with us:**
  - ⇨ Becky Crowe rebecca.crowe@dot.gov
  - ⇨ Sagar Shah sshah@planning.org
  - ⇨ Lauren Blackburn lblackburn@vhb.com
  - ⇨ Kerry Wilcoxon kwilcoxon@azdot.gov
  - ⇨ Kristen Brookshire brookshire@hsrc.unc.edu
  - ⇨ General Inquiries pbic@pedbikeinfo.org
- ⇨ **Archive at www.pedbikeinfo.org/webinars**