WALK BIKE ROLL KANSAS

VIRTUAL SERIES

Increasing Safety for Pedestrians

Speakers:

Jay Aber, P.E., PTOE, Transportation and National Future Ready Program Lead at WSP

Maggie Wilcox, Transportation Safety Planner, KDOT

Becky Crowe, Transportation Specialist, FHWA

Kansas Department of Transportation

Kansas Active Transportation Enhancement

Safety Moment

wsp

Kansas Department of Transportation

Webinar Housekeeping

- This meeting is being **recorded**
- Turn on closed captions from the menu bar with the CC icon. Click and drag captions to preferred location on screen.
- Submit questions via the **Q & A function or chat**
- We'll send a follow-up email within the next week with **link to recording and Q & A transcript**
- For more information on the Kansas Active Transportation Enhancement (KATE), access to webinar recordings and other resources, and to sign-up for future sessions, visit: https://www.ksdot.gov/KansasATP.asp

KDOT Staff Introductions

Matt Messina,

Chief of Multimodal Transportation

Jenny Kramer,

Active Transportation Manager

Kansas Department of Transportation

Kansas Active Transportation Enhancement

Walk Bike Roll Virtual Series

2:00 PM, 4th Wednesdays (usually!)	
October 25th	**Increasing Safety for Pedestrians**
December 13th	Mobility and Access for All: New Public Right-of-Way Accessibility Guidelines (PROWAG) under the Americans with Disablities Act

WALK BIKE ROLL KANSAS

ACTIVE TRANSPORTATION SUMMIT

WALK BIKE ROLL KANSAS ACTIVE TRANSPORTATION SUMMIT

Summit Presentations are available

- Presentation PDFs
- https://tooledesign1.sharepoint.com/:f:/s/WalkBikeRollSummit2023/EsNqRKtMfPxHtNjx3Pc_PwcBE6kA7VGd2Ds_0WaCZa-A2Q?e=bAG3jb
- https://www.walkbikerollks.com/agenda
- Or Scan this QR Code!

Kansas Department of Transportation

Kansas Active Transportation Enhancement

Our Speakers

Jay Aber

P.E., PTOE, Transportation and National Future Ready Program Lead at WSP

Maggie Wilcox

Transportation Safety Planner, KDOT

Becky Crowe

Transportation Specialist, FHWA

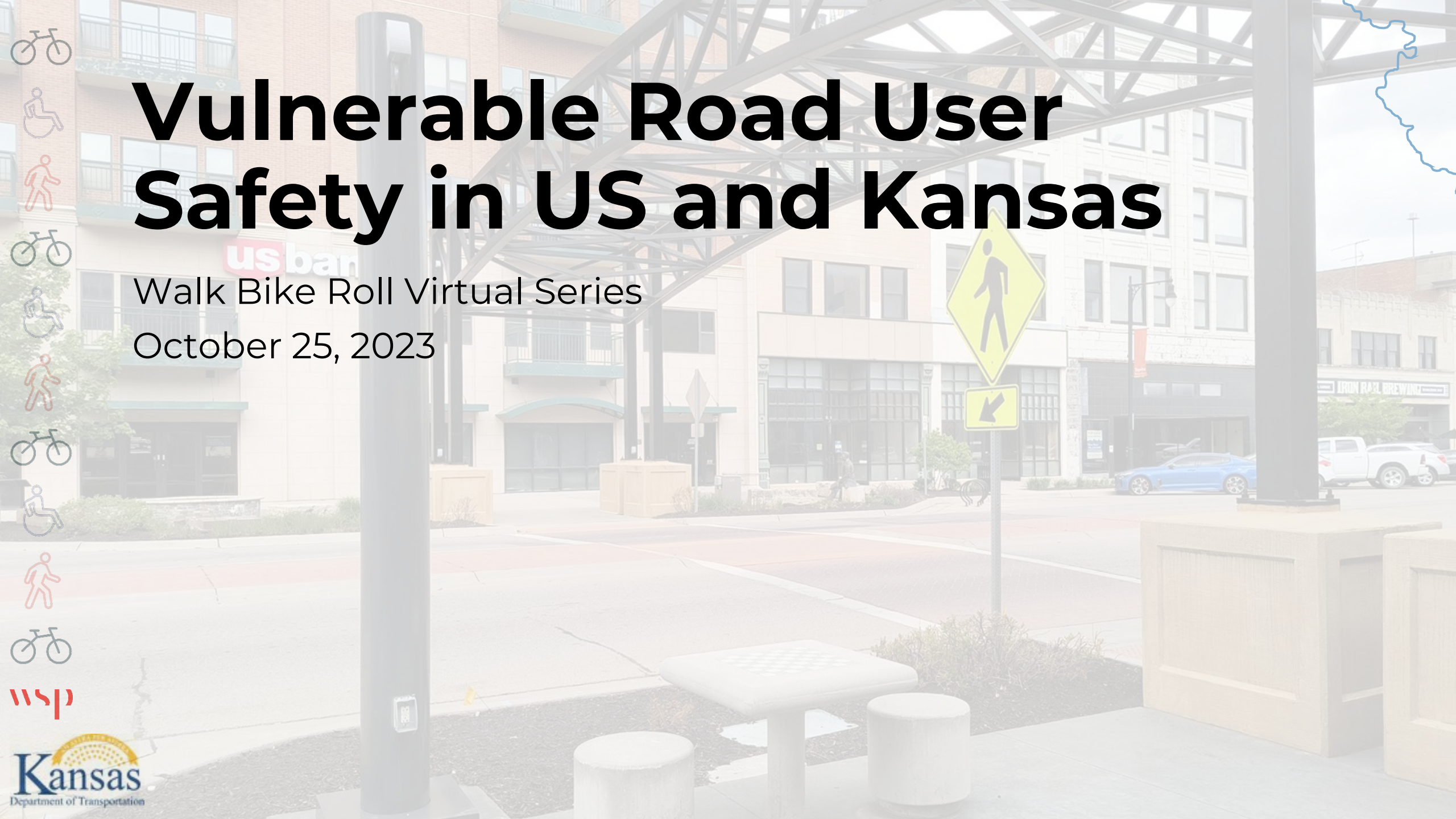
Kansas Department of Transportation

Kansas Active Transportation Enhancement

Vulnerable Road User Safety in US and Kansas

Walk Bike Roll Virtual Series

October 25, 2023



US State of VRU Safety

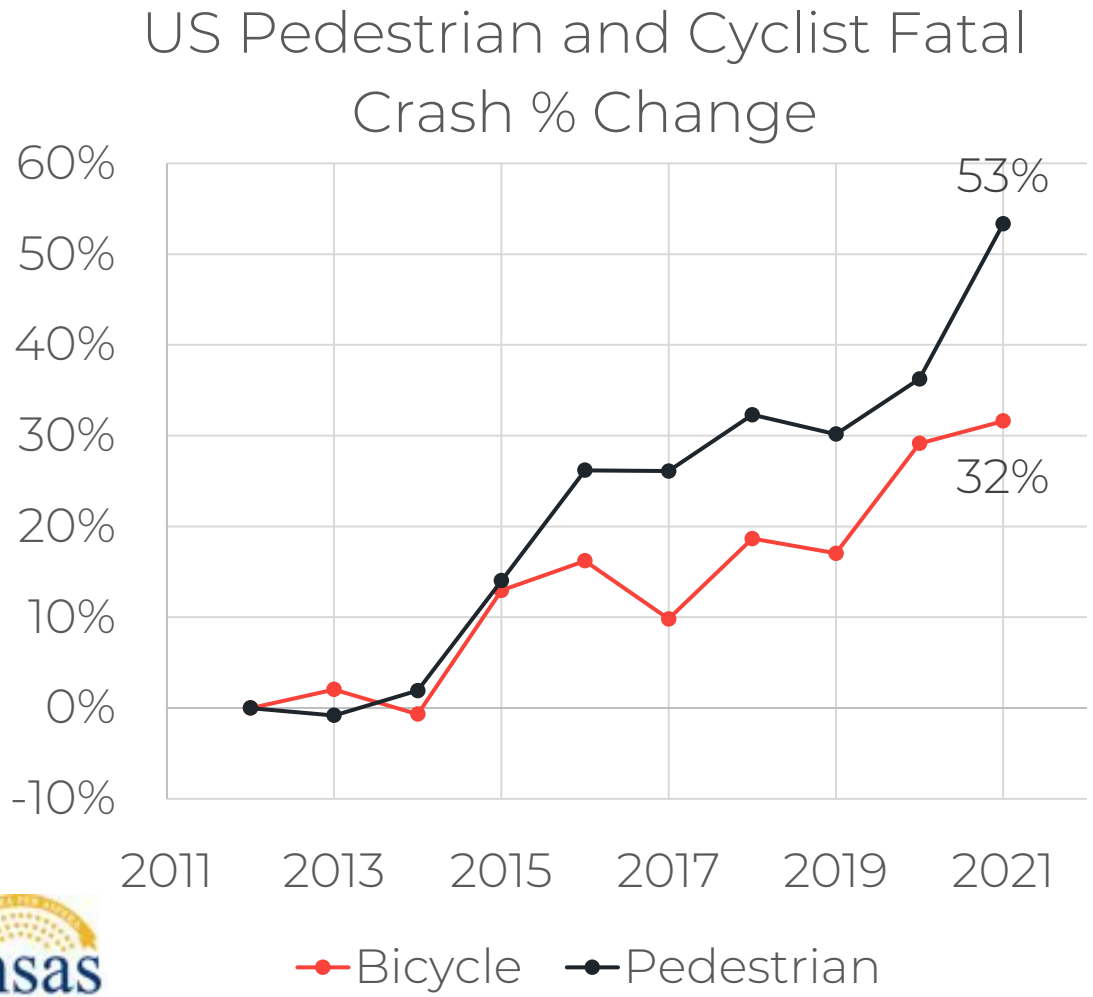
- Over the past 10 years (2012 – 2021) in the U.S.:
  - **67,100 pedestrians and cyclists killed**
  - **1,180,000 pedestrians and cyclists injured**
  - **$1.13 Trillion** in crash costs

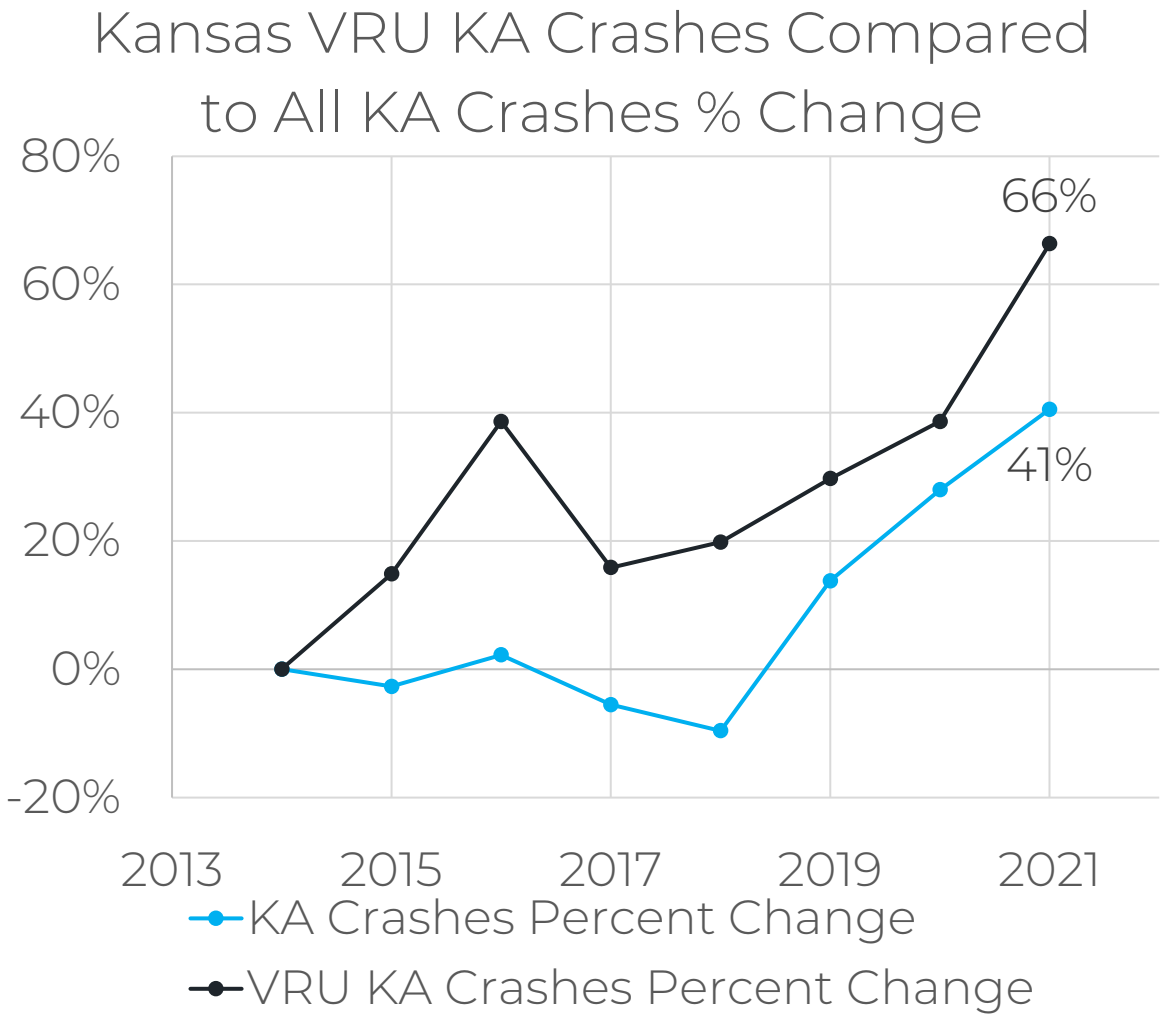
- Over the past 8 years (2014 – 2021) in Kansas:
  - **269 pedestrians and cyclists killed**
  - **790 pedestrians and cyclists injured**
  - **$3.47 Billion** in crash costs

(Source: NHTSA FARS)

Factors Driving Increase

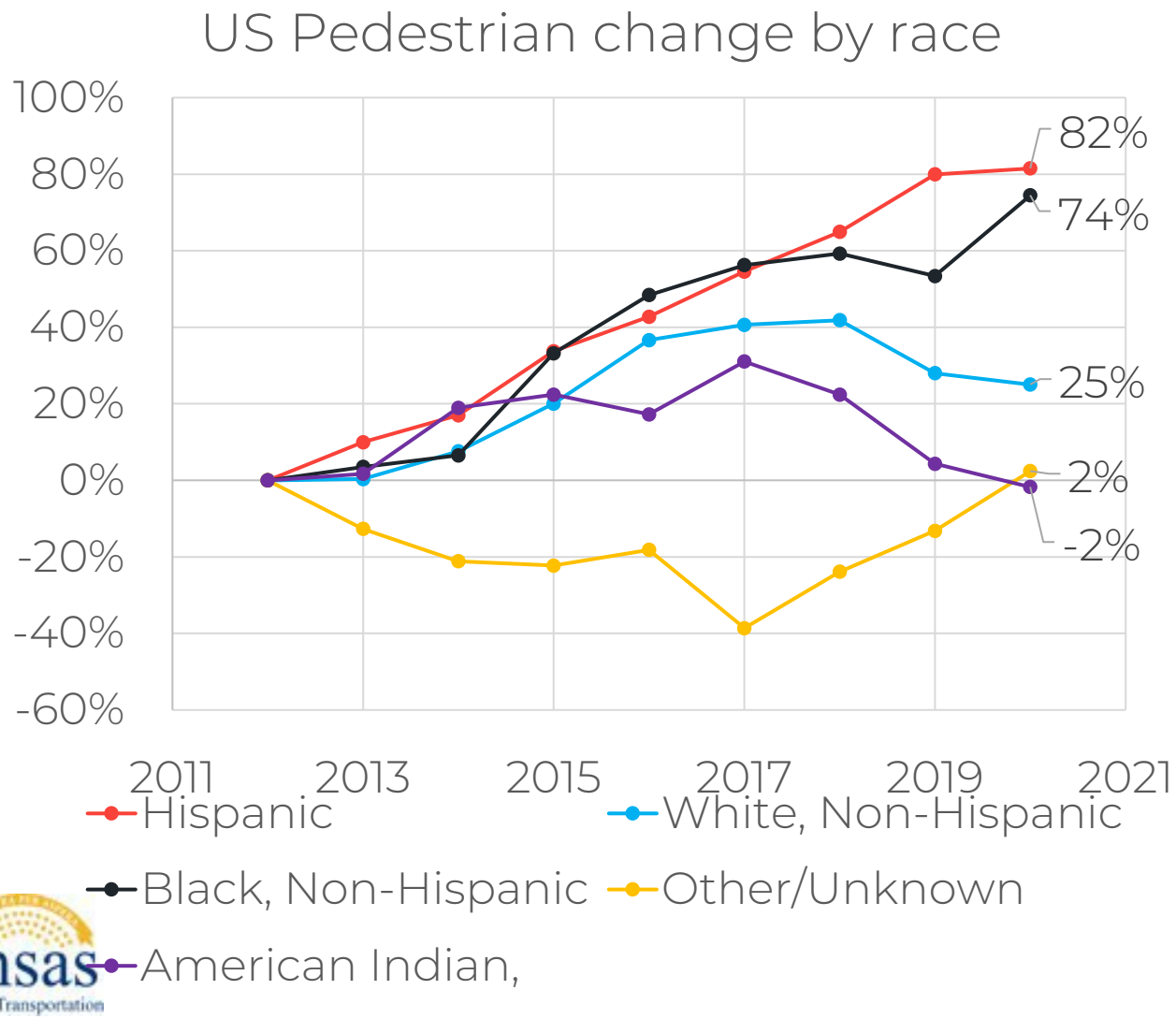
- 66% increase in VRU fatal and serious injury (KA) crashes compared to 41% increase in all KA crashes

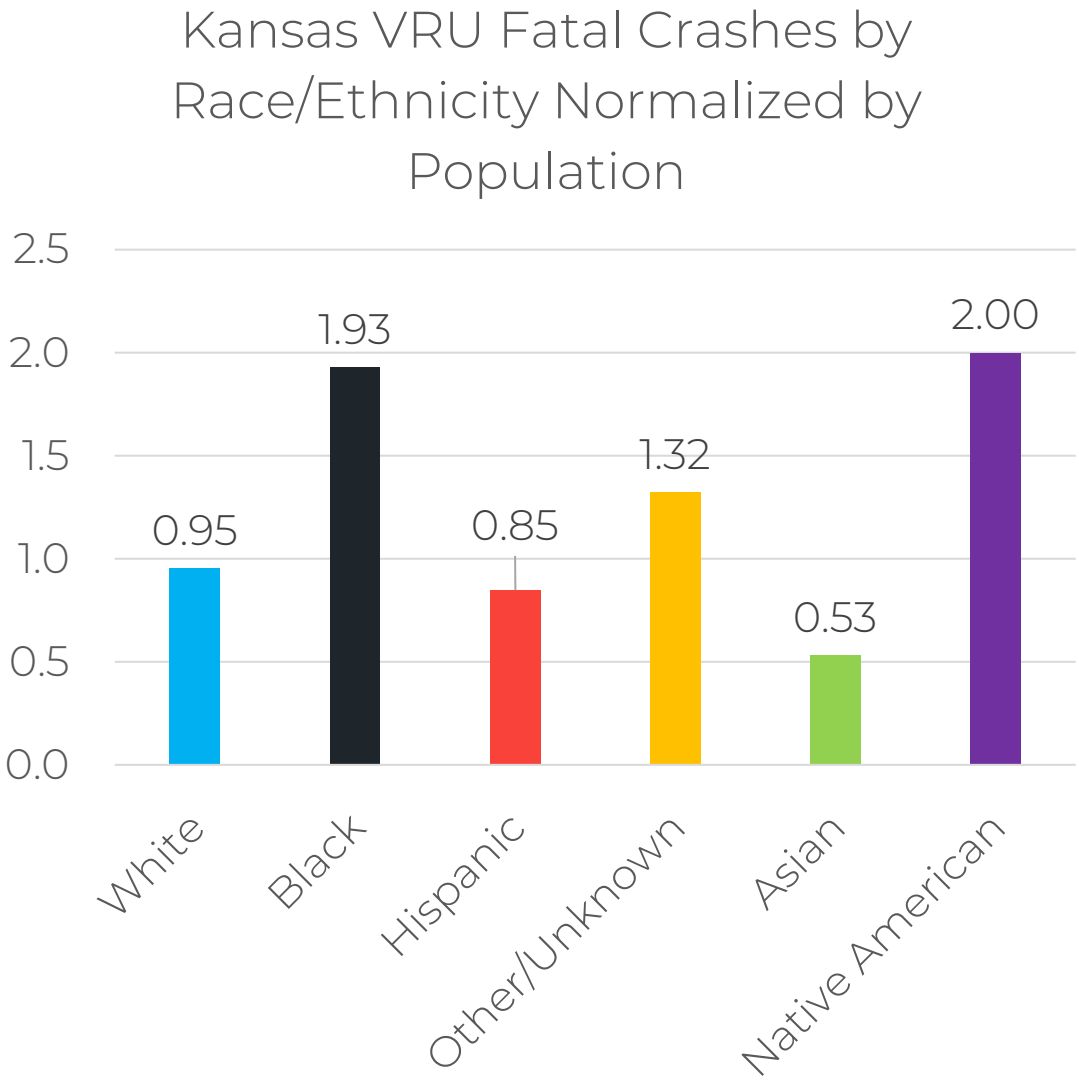




Factors Driving Increase – Race/Ethnicity

- 74% increase in Black & Hispanic VRU deaths nationally



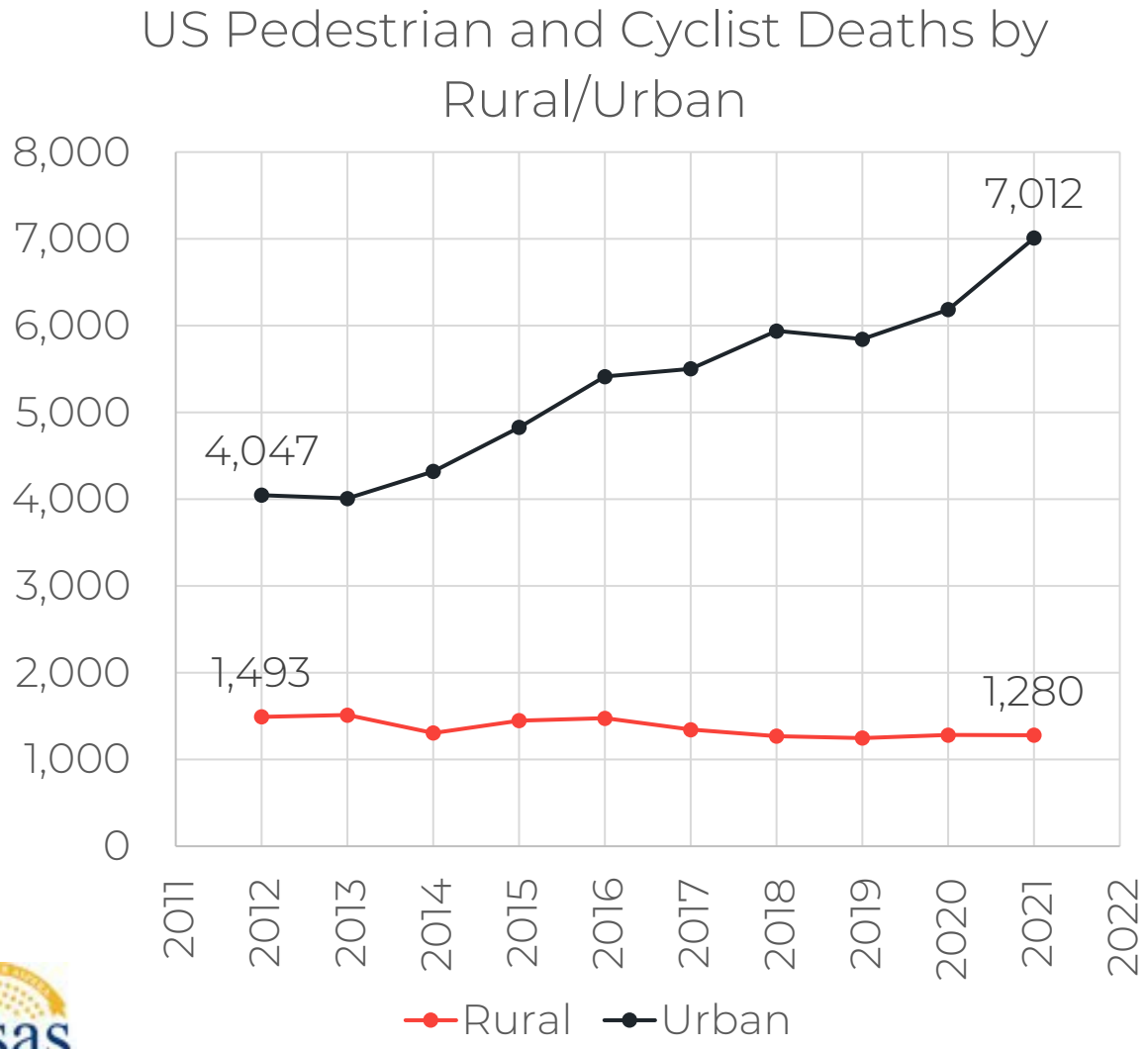


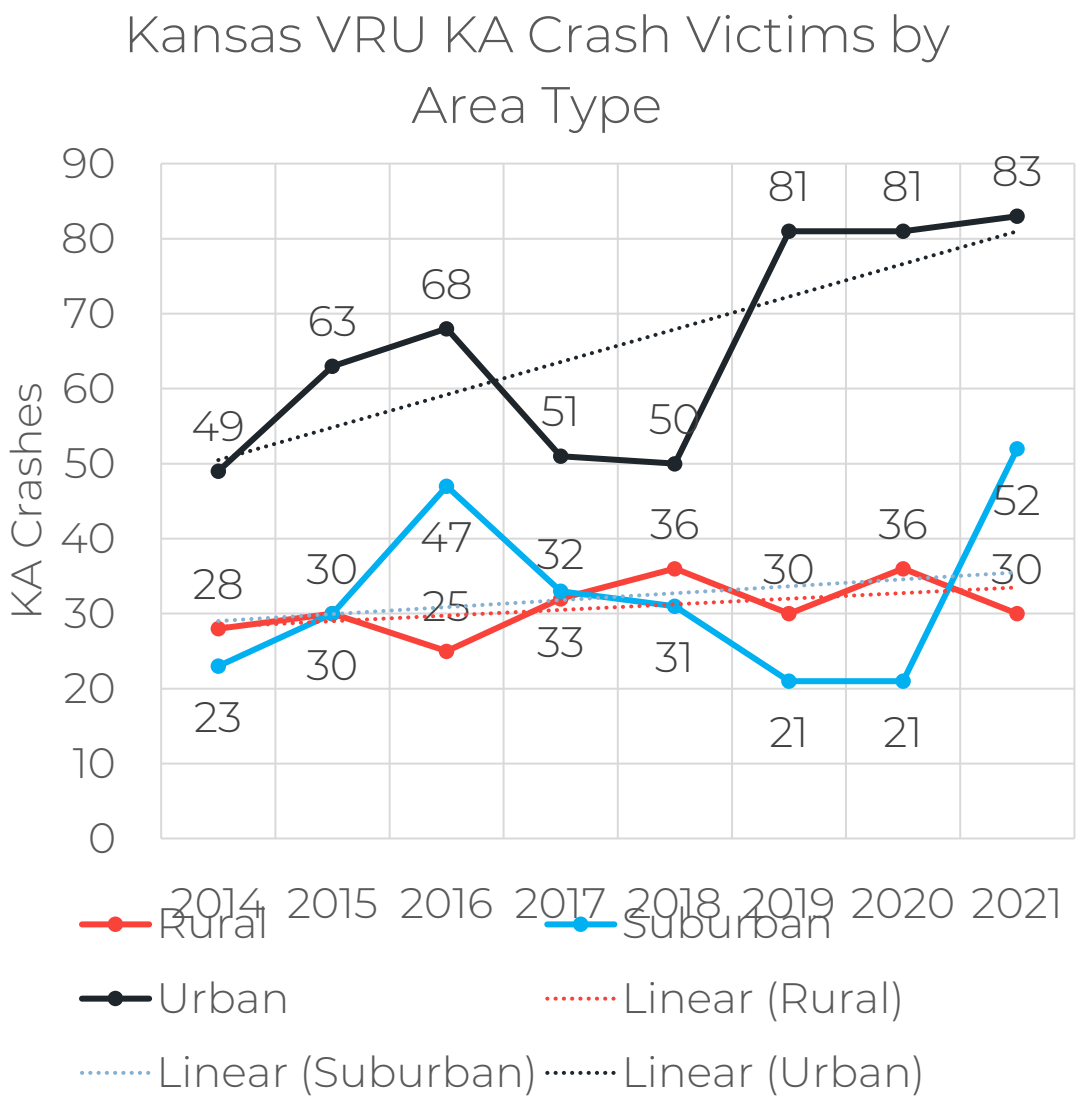
wsp

Kansas Department of Transportation

Factors Driving Increase – Location

- 73% increase in US Urban ped/bike deaths

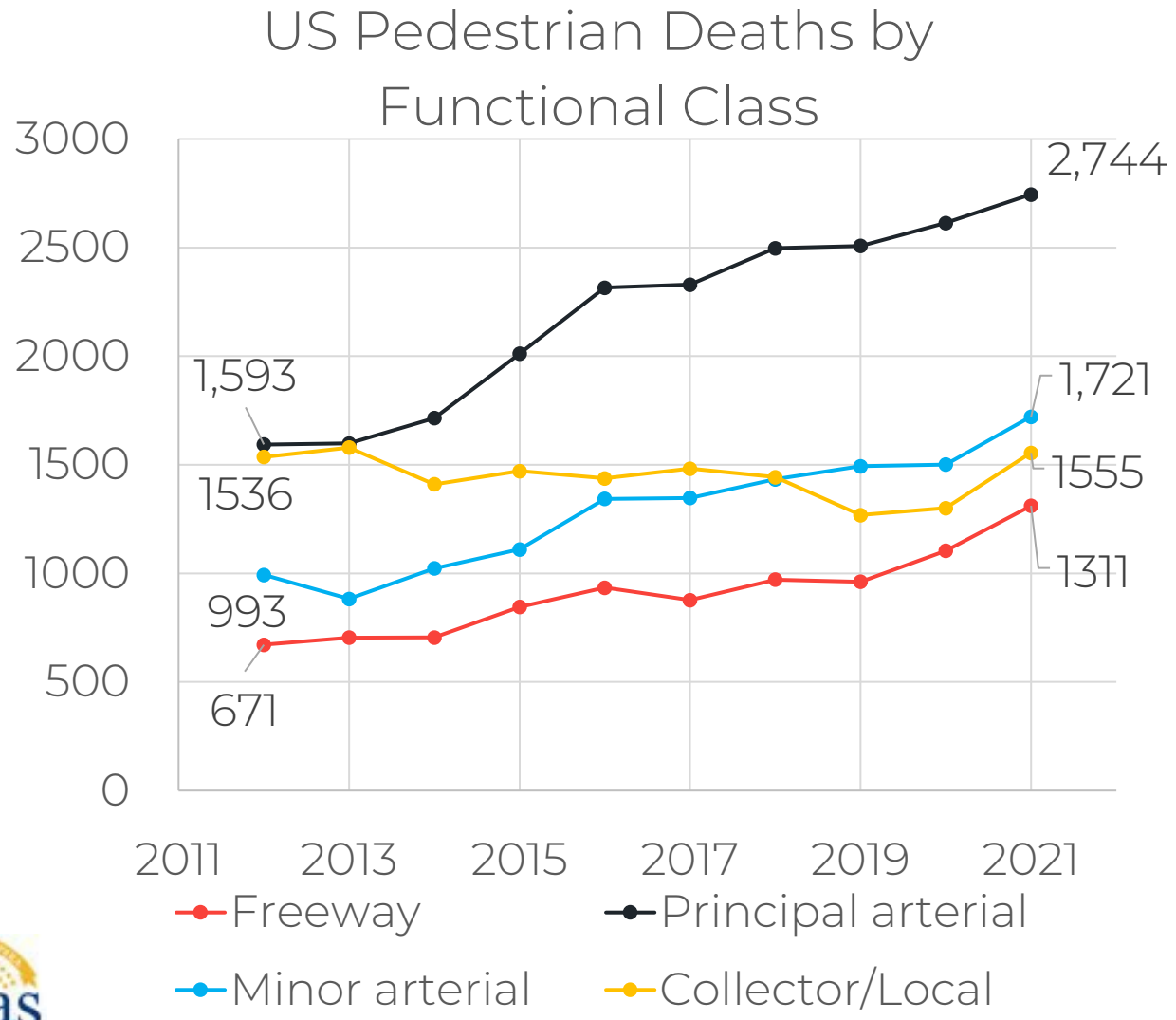


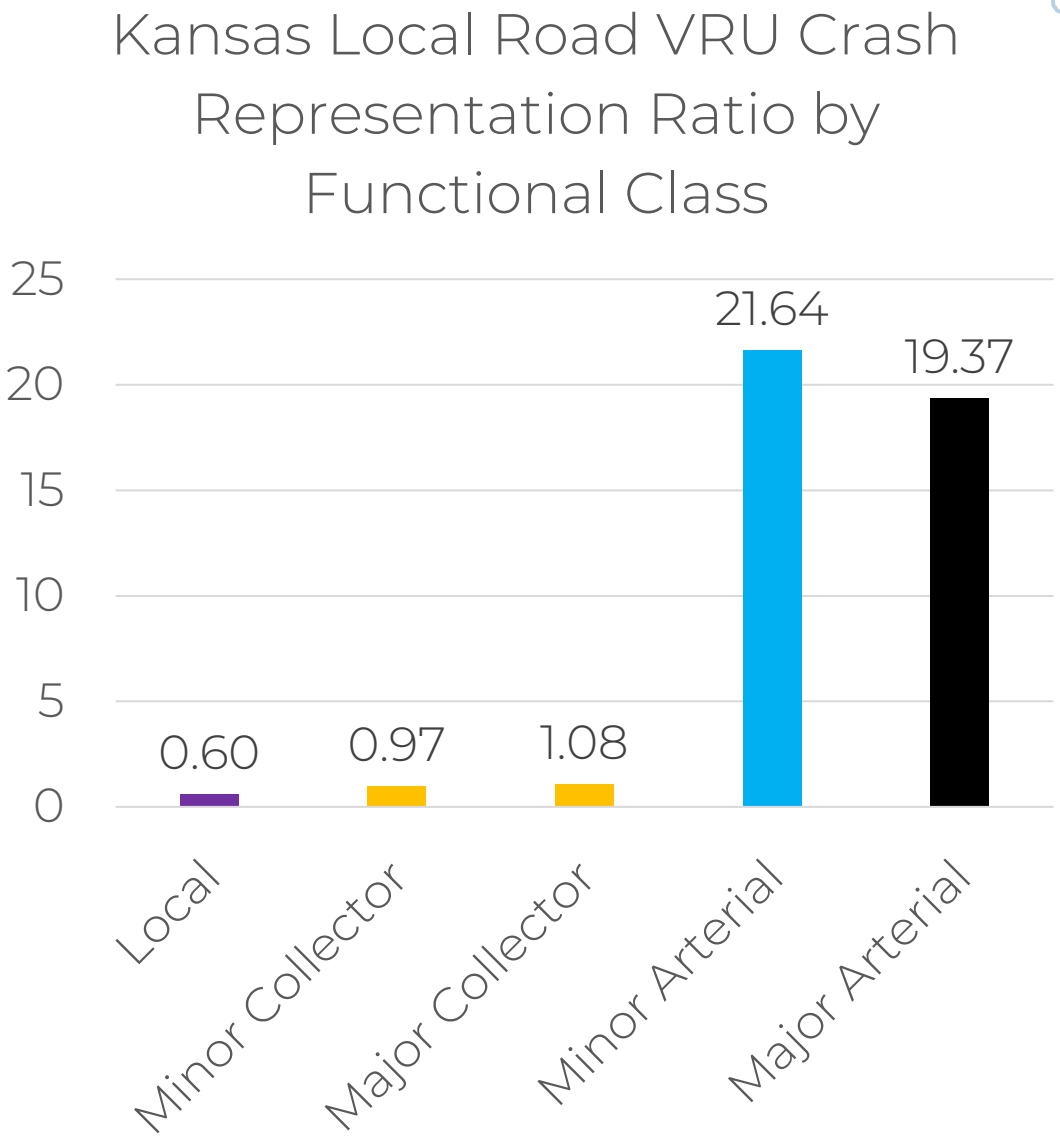


(Source: NHTSA FARS)

Factors Driving Increase – Functional Class

- 71% increase in US arterial road ped/bike deaths

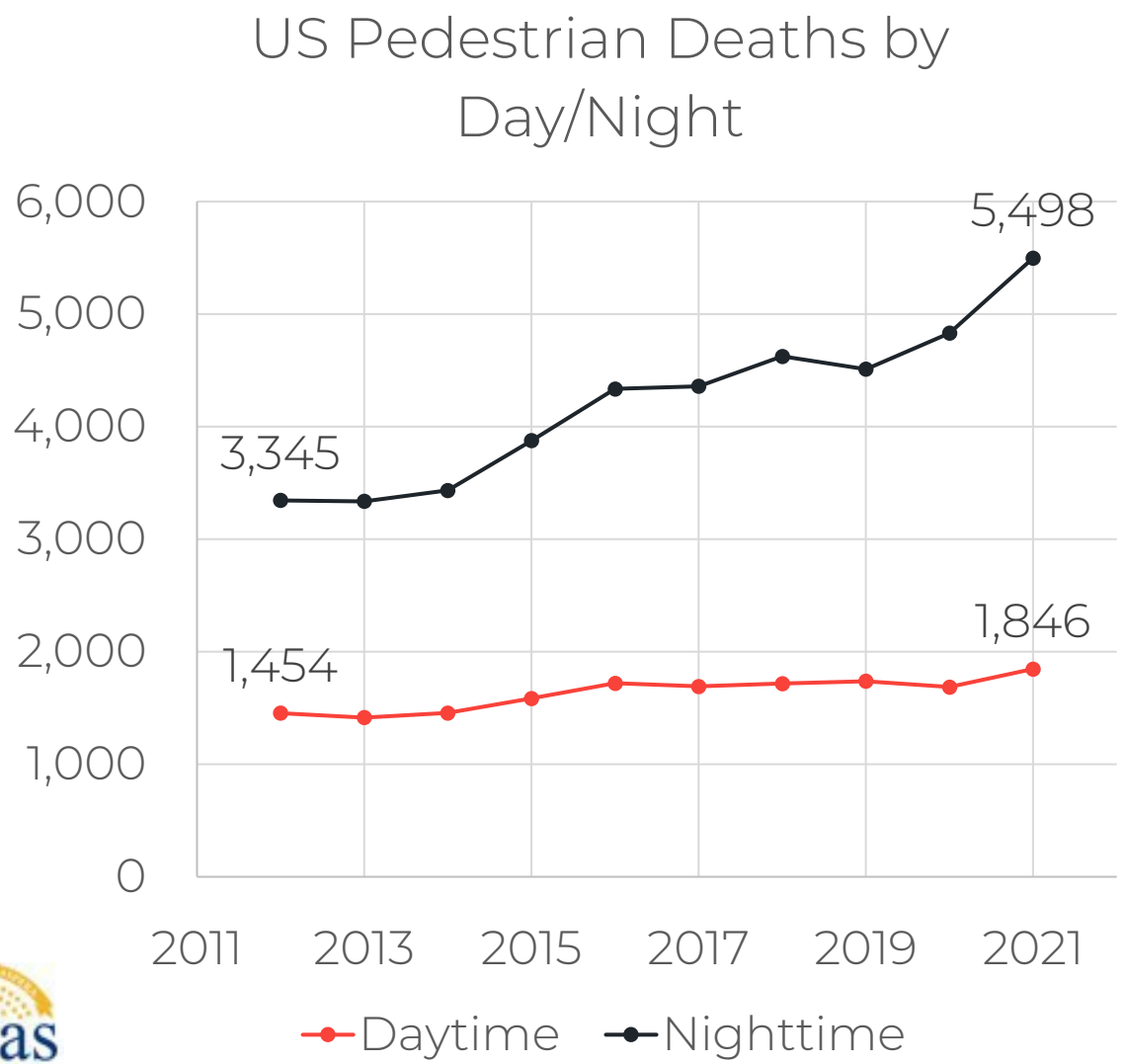


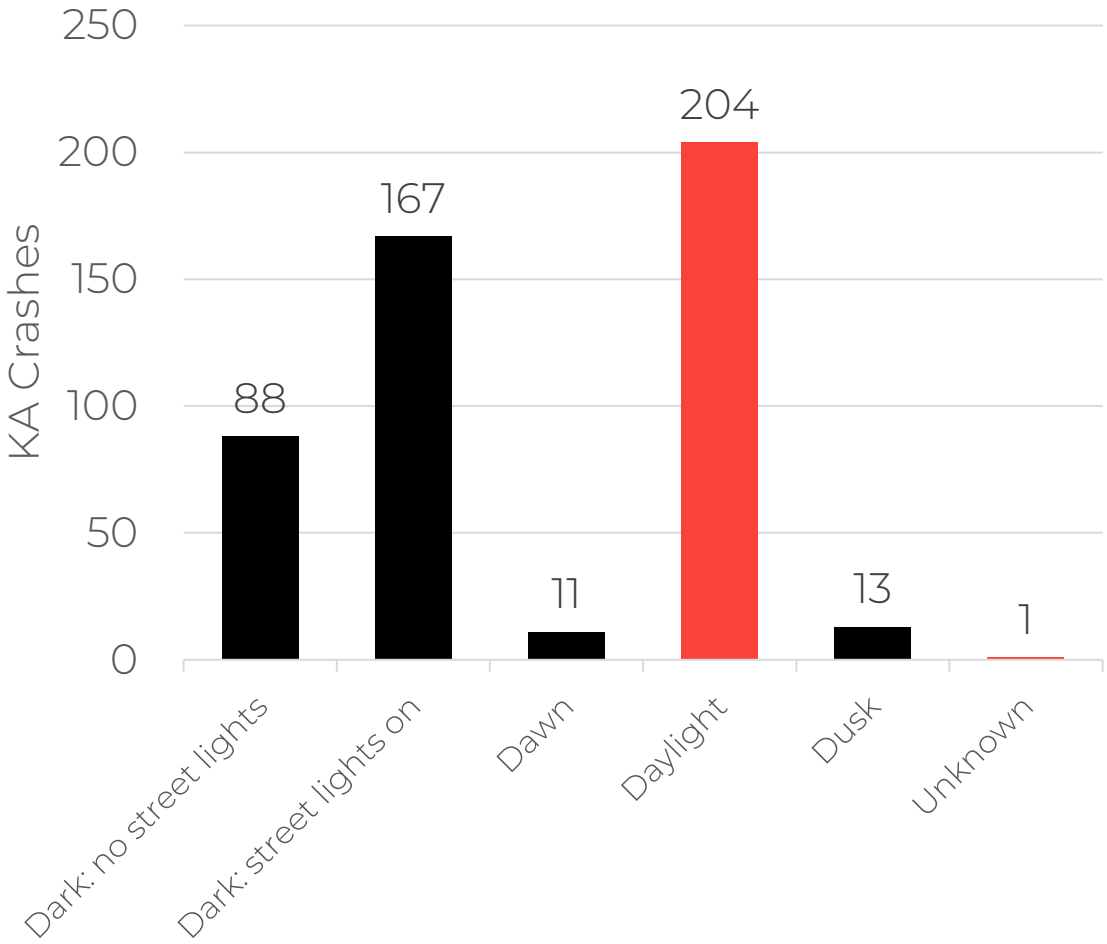


(Source: NHTSA FARS)

Factors Driving Increase - Light Condition

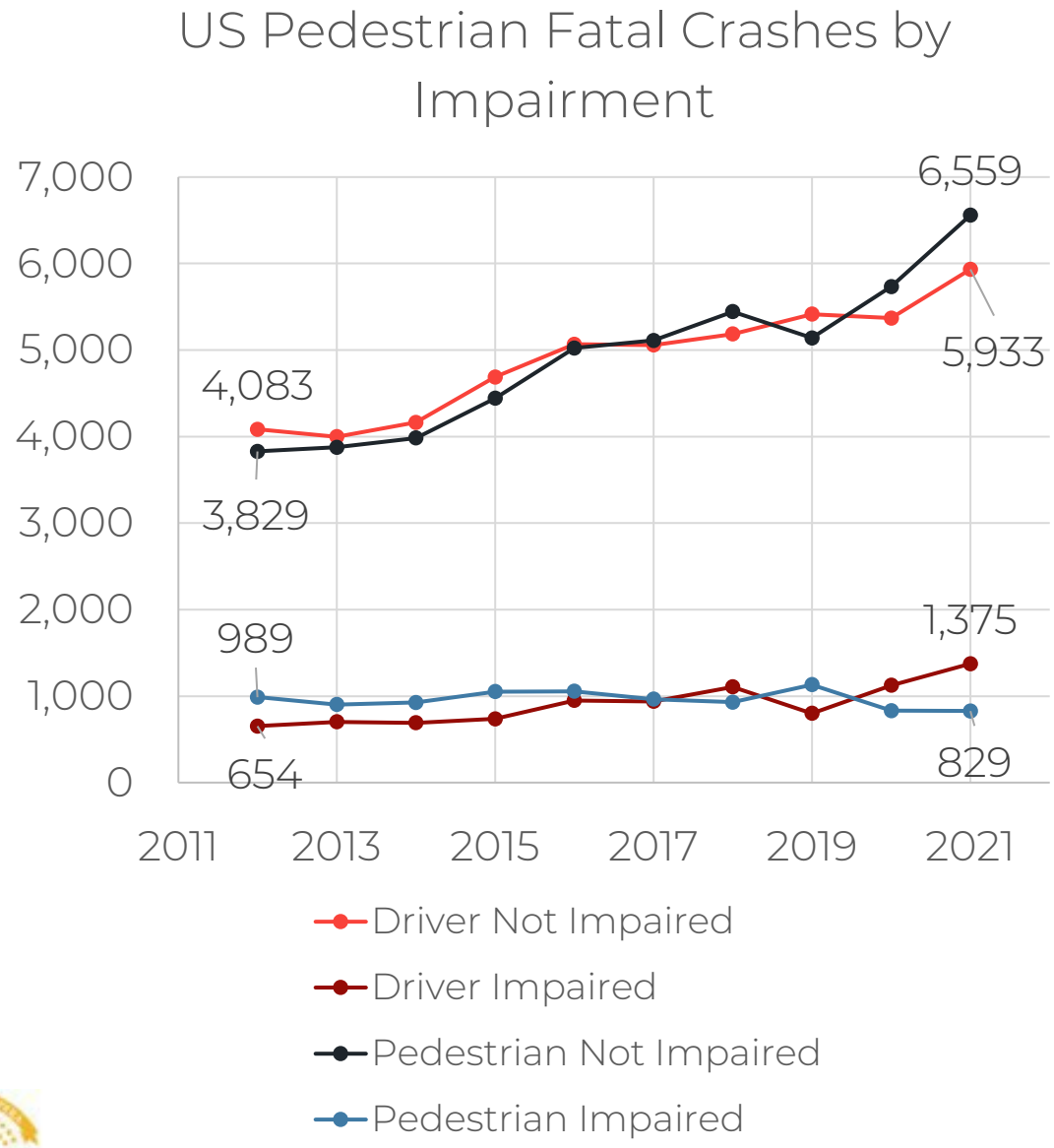
- 64% increase in nighttime pedestrian deaths

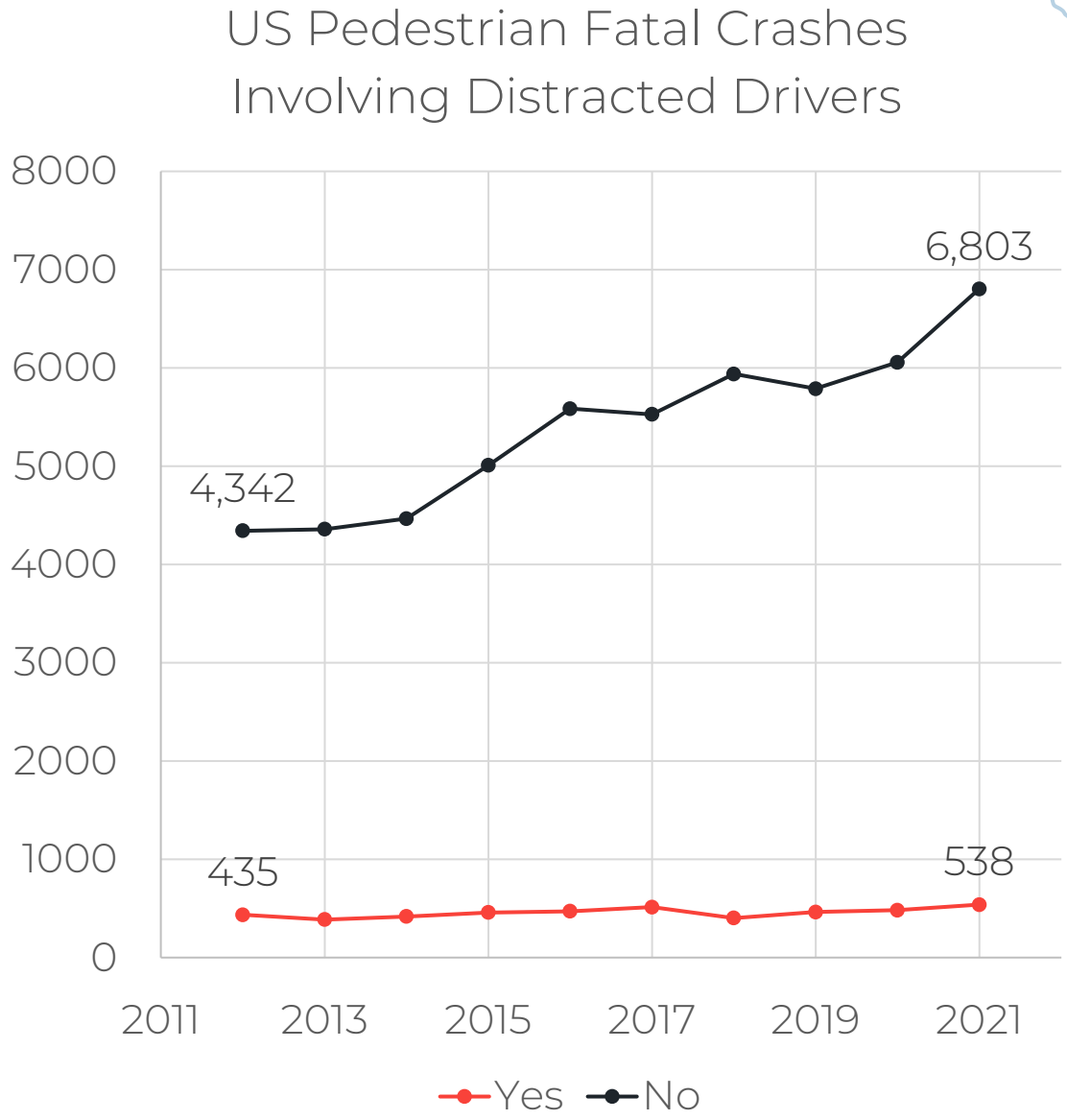




(Source: NHTSA FARS)

Factors Driving Increase – Distraction & Impairment

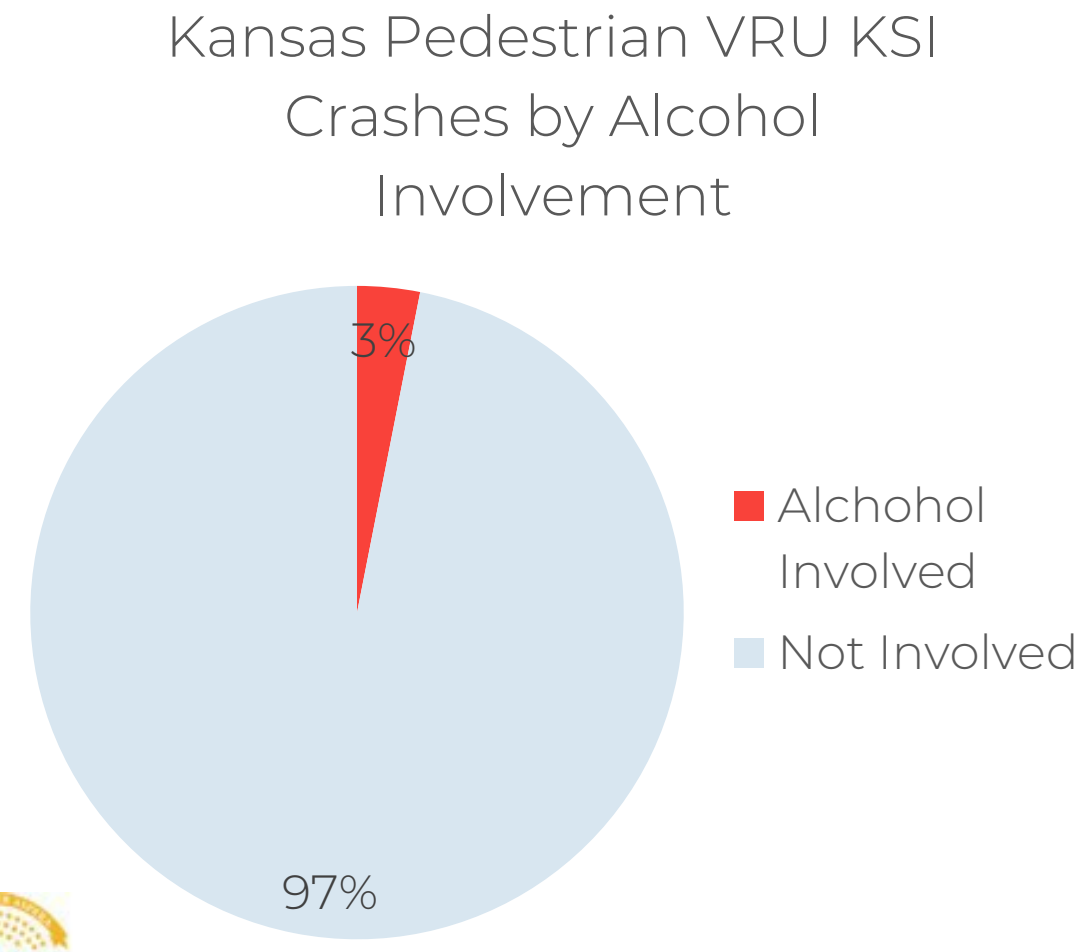


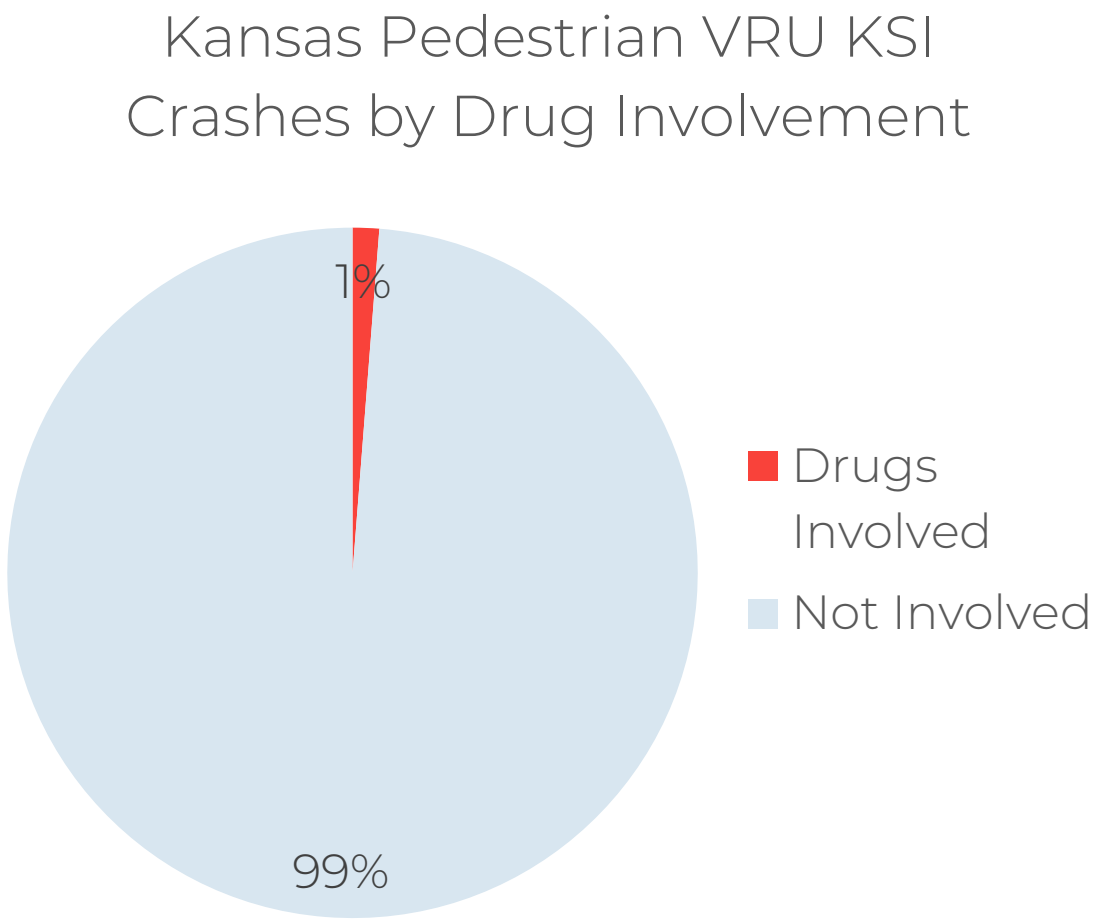


(Source: NHTSA FARS)

Factors Driving Increase – Impairment & Distraction

- Only ~4% of pedestrians were under the influence of drugs/alcohol
- Only ~6% of pedestrians were distracted





What is the highest risk type of place to walk or bike today?

4-lane undivided arterial street with transit in an urban disadvantaged census tract with a 30 to 35-mph speed limit and moderate traffic.

Not just numbers

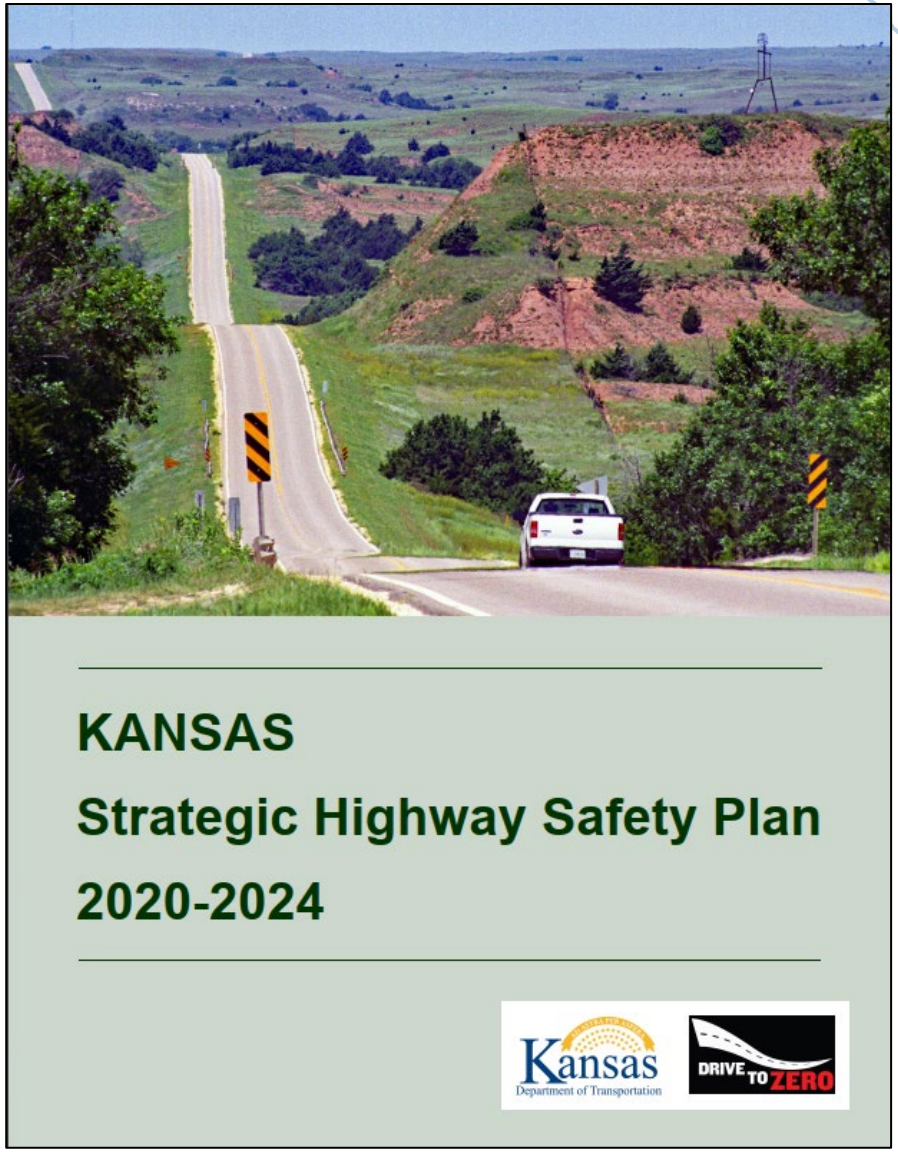
What are we doing about this issue?

wsp

Kansas Department of Transportation

Kansas Strategic Highway Safety Plan

- Strategic Highway Safety Plan
- Includes “Emphasis Area Teams” (EAT)
- First Pedestrian & Cyclist EAT Convened in 2018 for development of 2020 – 2024 SHSP
- 2024 – 2028 SHSP Update process begins in 2023 and will be informed by this study



wsp

Kansas
Department of Transportation

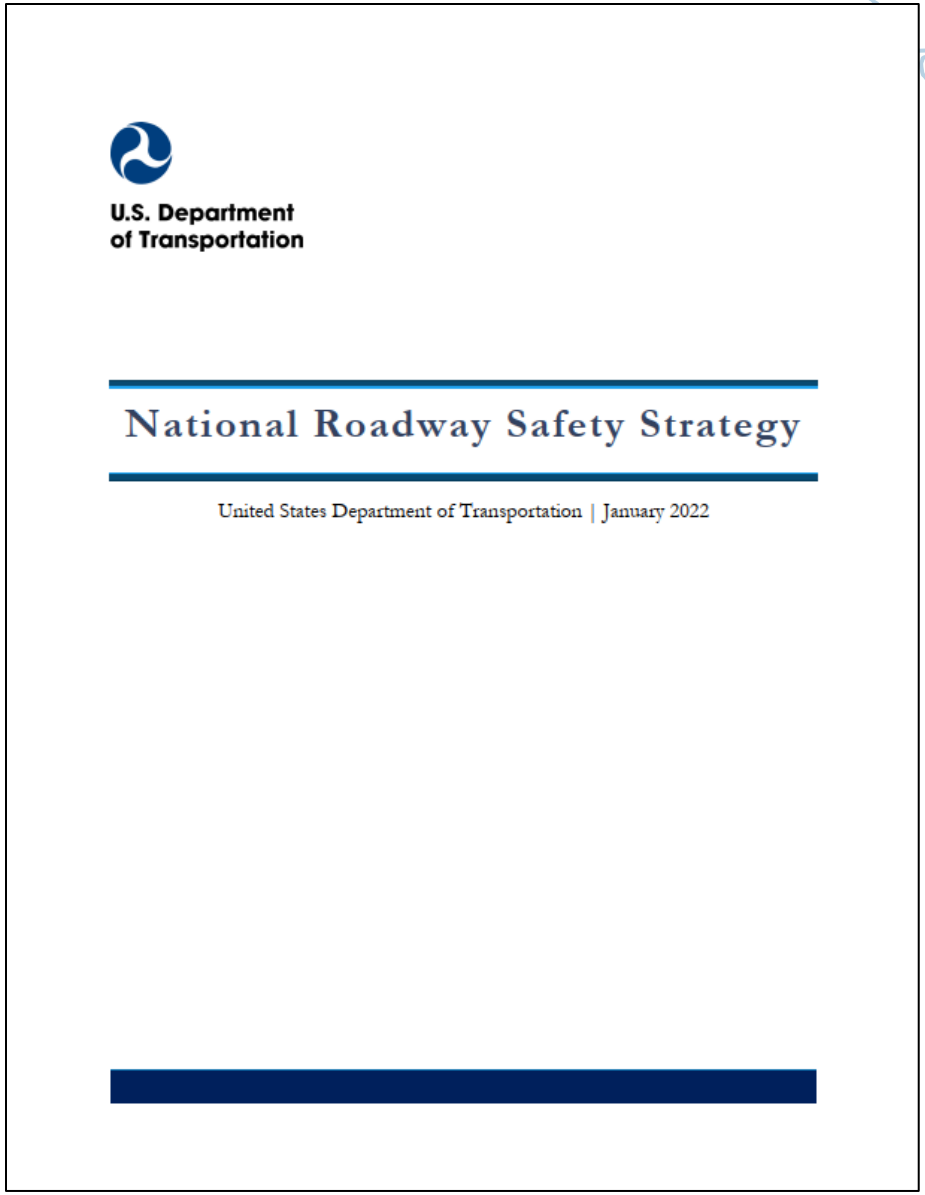
Kansas Active Transportation Plan

- Previous Active Transportation Plan completed in 1995
- The Active Transportation Plan update was finalized in Feb. 2023. Updates include:
  - Planning Toolkit for Small and Medium Sized Communities
  - Active Tourism Toolkit
  - Economic Impact Analysis
  - Active Transportation Benefit-Cost Tool
  - Crash Analysis
- Called for more detailed data-driven analysis of safety

Kansas Department of Transportation

National Roadway Safety Strategy

- USDOT developed National Road Safety Strategy in 2022
- Strategy noted:
  - Roadway fatalities and the fatality rate declined consistently for 30 years, but progress has stalled over the last decade and went in the wrong direction in 2020.
  - Fatalities among all users have been increasing. Fatalities among pedestrians and cyclists have been increasing even faster.
  - Formalized the support for the Safe System Approach.



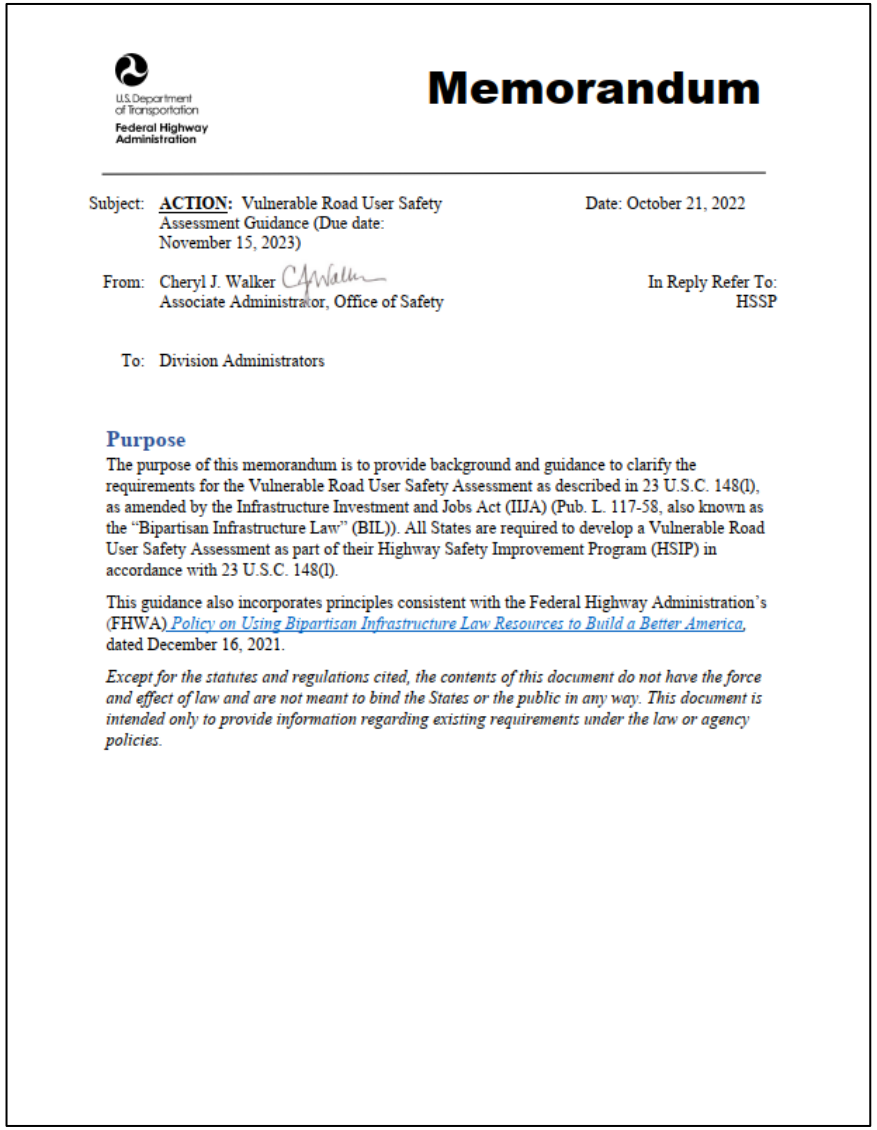
Safe System Approach

- Death and serious injury is unacceptable.
- Humans are vulnerable.
- Humans make mistakes.
  - Behaviors are shaped by the system in which the person operates.
- Focus on the system, not on the individual:
  - Shared Responsibility
  - Redundancy is crucial

Bipartisan Infrastructure Law

Vulnerable Road User Safety Assessment described in 23 U.S.C. 148(l), as amended by the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)).

All States are required to develop a Vulnerable Road User Safety Assessment as part of their Highway Safety Improvement Program (HSIP) in accordance with 23 U.S.C. 148(l).



U.S. Department of Transportation
Federal Highway Administration

Memorandum

Subject: **ACTION:** Vulnerable Road User Safety Assessment Guidance (Due date: November 15, 2023)
Date: October 21, 2022

From: Cheryl J. Walker
Associate Administrator, Office of Safety
In Reply Refer To: HSSP

To: Division Administrators

Purpose

The purpose of this memorandum is to provide background and guidance to clarify the requirements for the Vulnerable Road User Safety Assessment as described in 23 U.S.C. 148(l), as amended by the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)). All States are required to develop a Vulnerable Road User Safety Assessment as part of their Highway Safety Improvement Program (HSIP) in accordance with 23 U.S.C. 148(l).

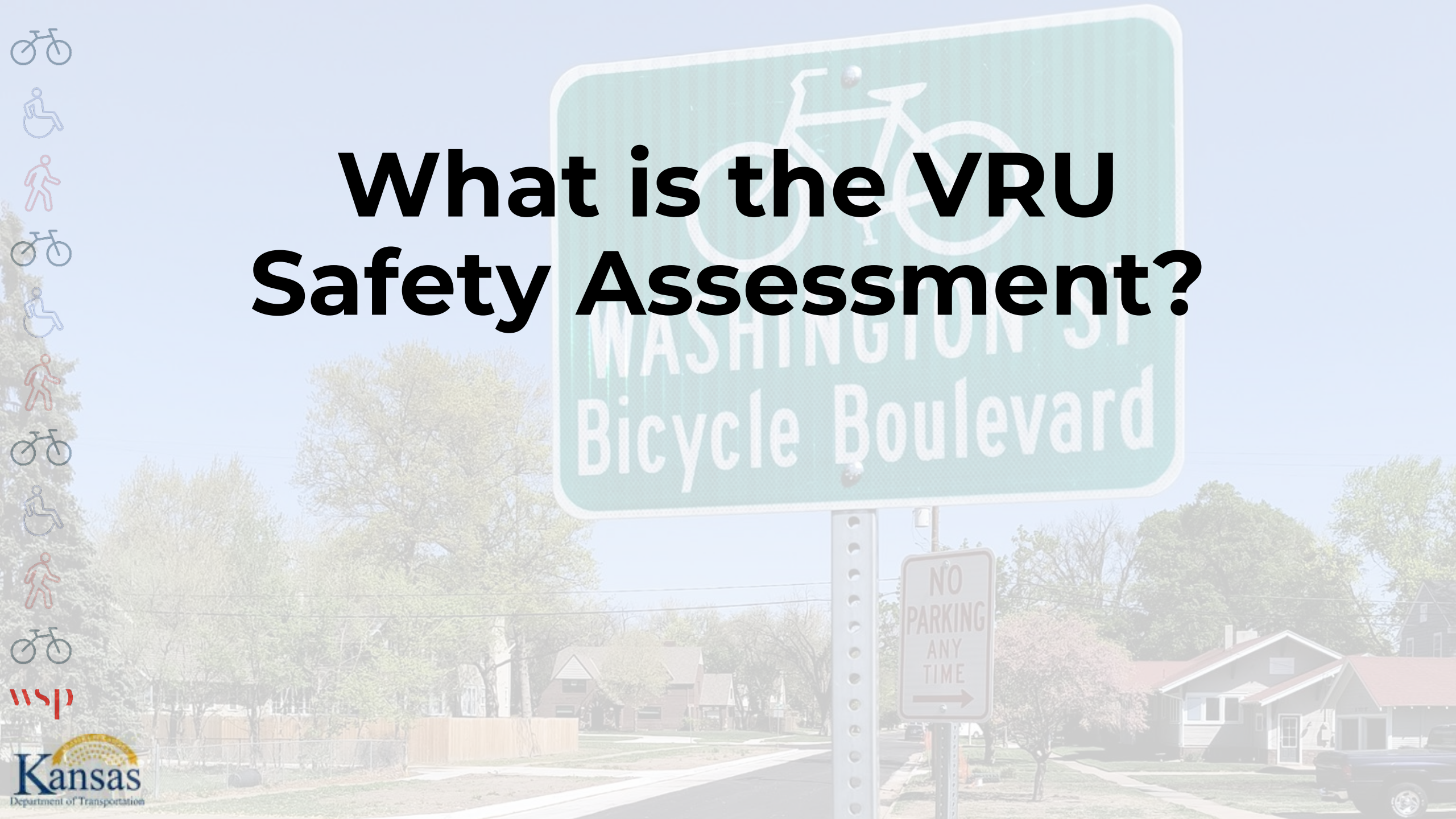
This guidance also incorporates principles consistent with the Federal Highway Administration's (FHWA) *Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America*, dated December 16, 2021.

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

wsp

Kansas Department of Transportation

What is the VRU Safety Assessment?



wsp

Kansas Department of Transportation

Engagement - Safety Workshops

- 16 Workshops in two rounds
- 100 cities, counties, and other agencies consulted

wsp

Kansas
Department of Transportation

Areas with Lower Risk

- 21% - 72% **lower** crash rate per 100k residents and VRU trips than the state average

Cities with Under-representation of KA Crashes	Total KA Crashes	KA Crashes per 100k Residents	KA Crashes per Million VRU Trips
Hays	2	9.5	0.09
Ottawa	2	15.8	0.12
Augusta	2	21.6	0.22
Pittsburg	3	14.5	0.10
Gardner	3	12.9	0.18
Newton	5	26.9	0.21
Statewide	**1,005**	**34.2**	**0.32**

wsp

Kansas Department of Transportation

Areas with Lower Risk: Keys to Success

1. Long-Term Commitment to VRU Safety

- Broad community, elected official, and staff buy-in for safety
- Highlight Co-Benefits of Safety Projects

2. Comprehensive Planning

- Pedestrian and Bicycle Master Planning
- Asset Management Inventory
- ADA Transition Planning
- Safe Routes to Schools

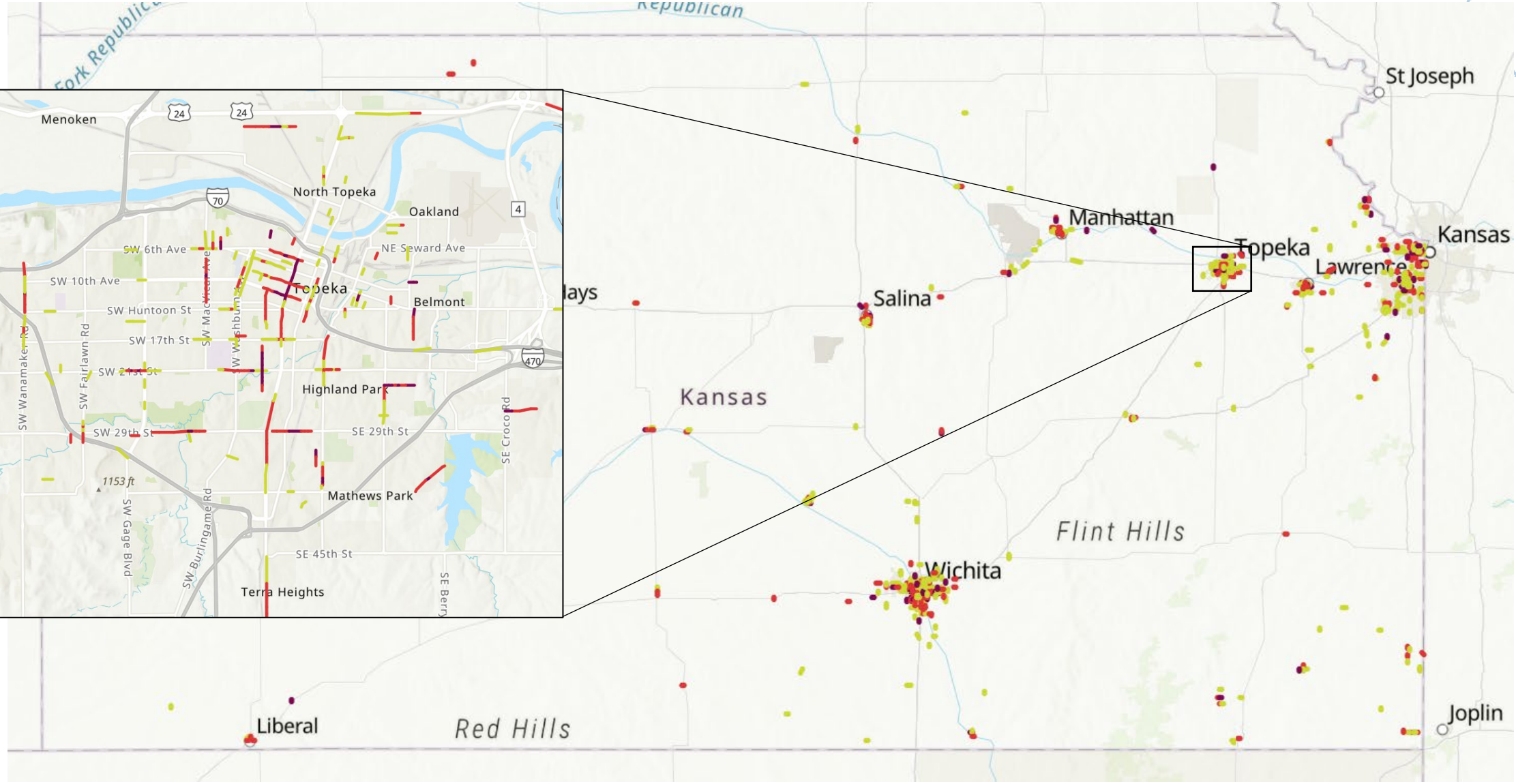
3. Implementing the Plans - Focus on Infrastructure

- Road Diets – Reconfiguring 4-lane undivided roads
- Roundabouts
- Street Lighting
- Sidewalks & Trails
- Enhanced Crosswalks (e.g., street lighting, actuated warning beacons like RRFB, HAWK)

wsp

Kansas Department of Transportation

Data Analysis - High Injury Network (historical approach)



High Injury Network

- 72% of all fatal and serious injury VRU crashes happened on 394 miles (0.28%) of Kansas roads.
- HIN segments are 2.9x more likely to be in a disadvantaged area
  - Most disadvantaged areas in KS are based on **Environmental Burdens** like air pollution and **Social Vulnerability** like poverty)

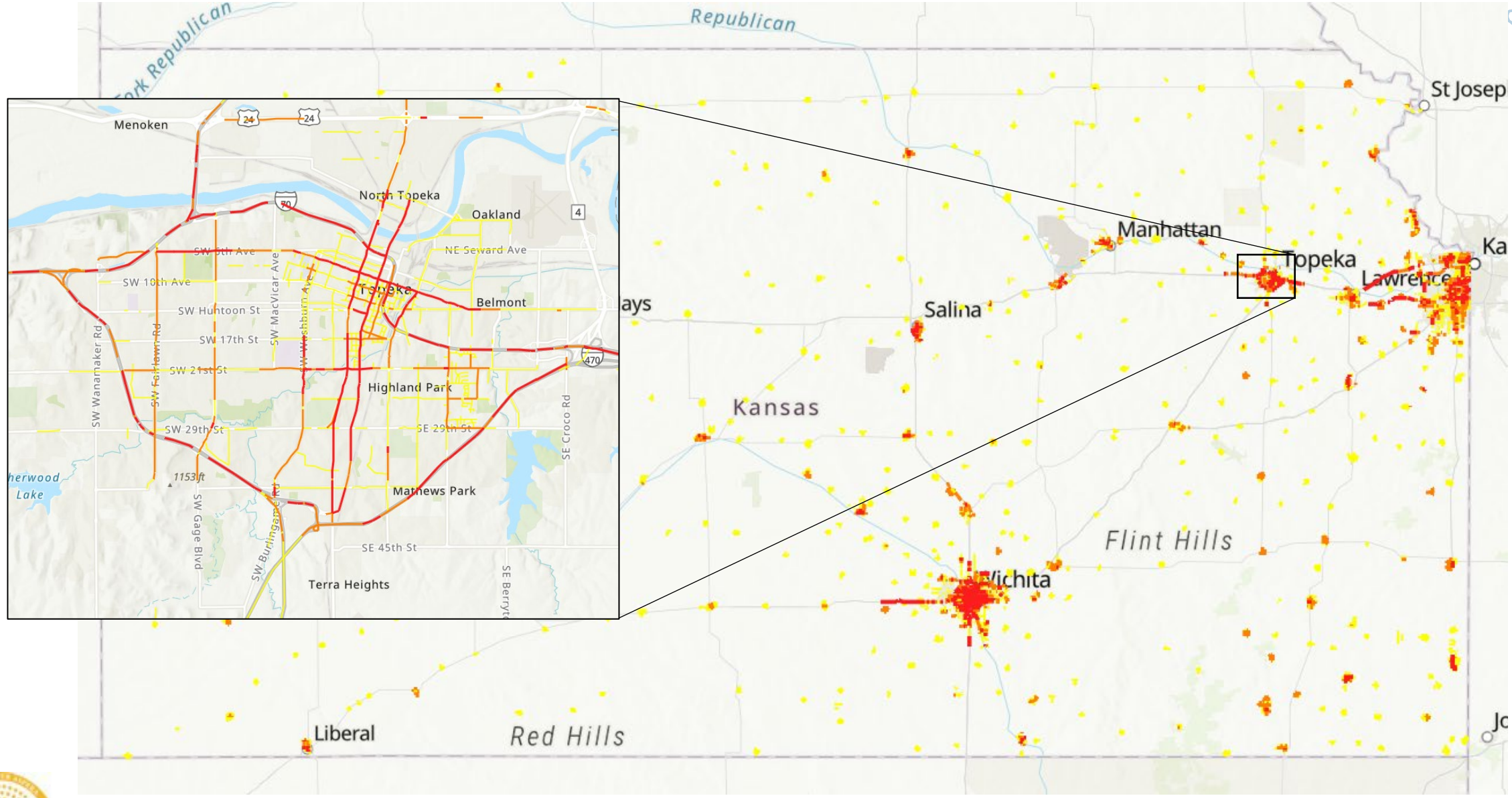
	KA Crashes		Centerline Miles	
	KA Crashes	% of KA Crashes	Total Miles	% of Total Miles
Highest Priority HIN	323	31%	59	0.04%
High Priority HIN	282	27%	138	0.10%
Medium Priority HIN	138	13%	197	0.14%
Entire HIN	**743**	**72%**	**394**	**0.28%**
Statewide	1,034	100%	141,005	100%

Disadvantaged Areas (DA)	Miles not in DA	Miles in DA	% in DA
Highest Priority HIN	27	32	54%
High Priority HIN	69	69	50%
Medium Priority HIN	116	81	41%
Entire HIN	**212**	**182**	**46%**
Statewide	118,094	22,910	16%

wsp

Kansas Department of Transportation

Data Analysis - High Risk Network (predictive approach)



wsp

Kansas Department of Transportation

High Risk Network

- Highest risk local urban roads have a crash rate 27x higher than lowest risk roads
- Highest risk local urban roads are 5.4x more likely to be in a disadvantaged area (DA)
- Highest risk roads encompass 317 miles (0.20%) of Kansas roads (181 local system miles, 136 state system miles)

Urban Local Street HRN Statistics

Risk Category	Roadway Miles	% Roadway Miles	% Miles in DA	KA Crashes	KA Crash Per 100 Miles
Lowest	8,375	73%	20%	210	2.5
Lower	2,201	19%	68%	249	11.3
Moderate	550	5%	27%	108	19.7
Higher	238	2%	35%	63	26.4
Highest	**139**	**1%**	**86%**	**95**	**68.2**

DRAFT Recommendations – SHSP Update

Consider these recommendations in the next update to the SHSP:

1. **Safe System Alignment:** The Pedestrians and Cyclists Emphasis Area Team (EAT) should be restructured to focus recommendations and actions to fit within the Safe System Approach.
2. **Integrated VRU Safety Planning**: VRU safety concerns should be fully integrated within all the other EATs.
3. **Public Education on VRU Issues**: The Pedestrians and Cyclists EAT should consider the development of a statewide campaign to educate elected officials, city and county staff, law enforcement departments, and the public on the safety issues and solutions to improve VRU safety.
4. **Conduct Strategy Evaluations:** The Pedestrians and Cyclists EAT should regularly evaluate the effectiveness of SHSP strategies and initiatives.

Recommendations include over 20 additional strategies that the next SHSP team should consider for VRU safety.

wsp

Kansas
Department of Transportation

DRAFT Recommendations – Program Guidance

- Develop a new VRU safety program
- Proactively identify a program of projects and strategies to reduce the safety risks for VRUs in high-risk areas, specifically on the local roads.
- Program based on a multi-step process, including:
  - Developing a prioritization framework (using HIN and HRN)
  - Proactively identifying projects (prioritized by higher-risk areas and disadvantaged census tracts)
  - Identifying eligible applicants
  - Identifying project eligibility
  - Funding projects
  - Fostering agency coordination
  - Providing communications and outreach about the program
  - Monitoring the performance

wsp

Kansas Department of Transportation

U.S. Department of Transportation

Federal Highway Administration

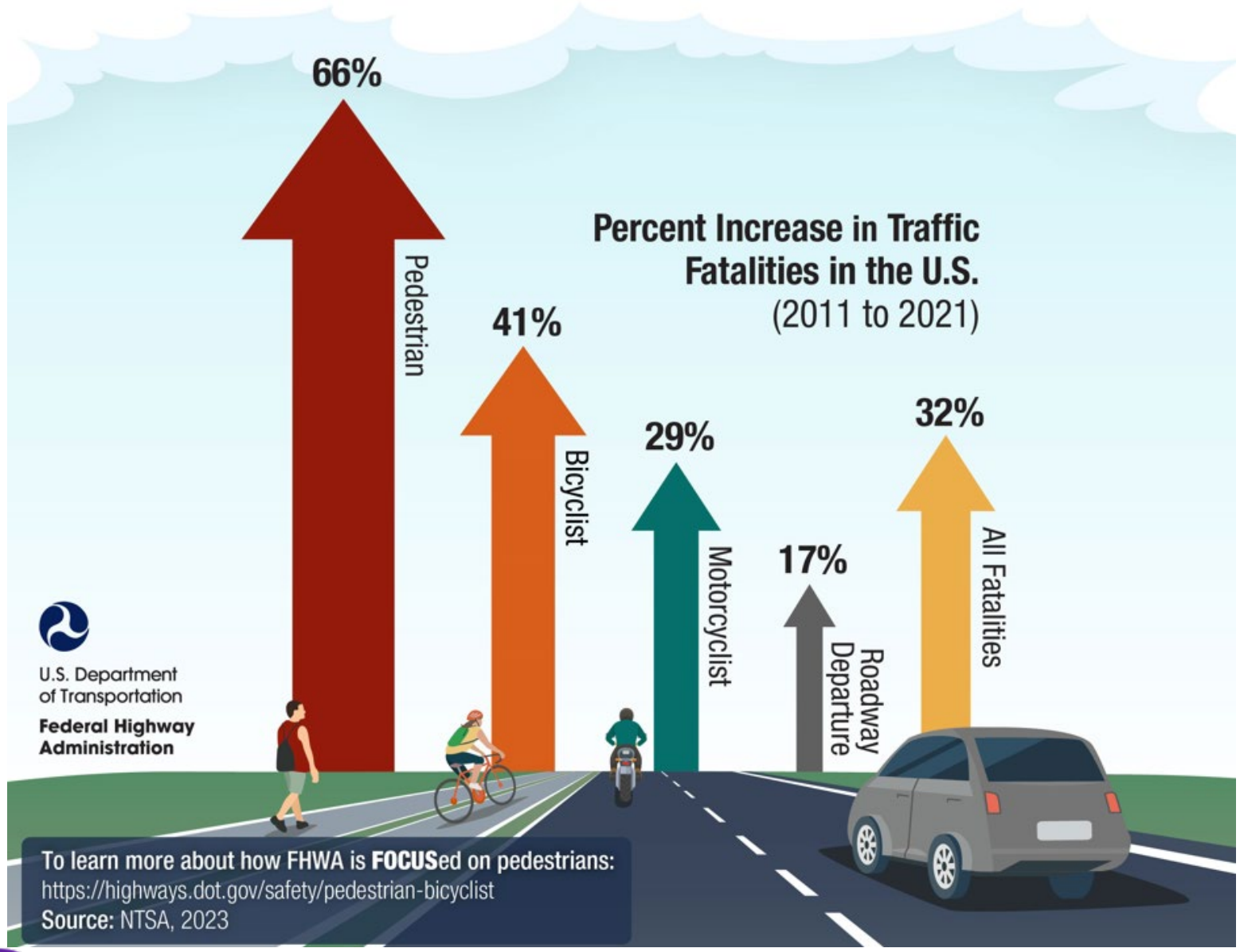
EDC

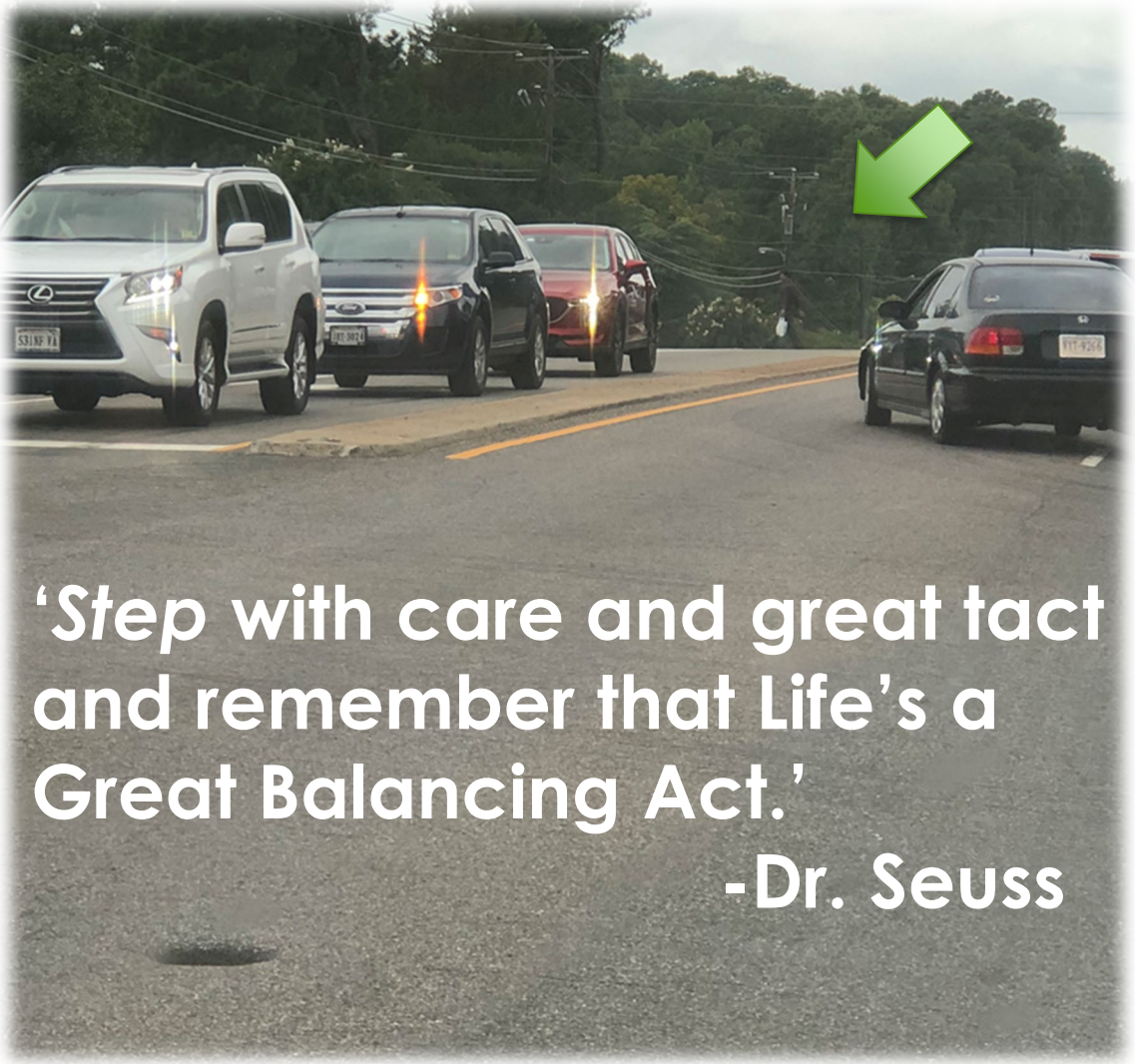




STEP

Safe Transportation for Every Pedestrian


66%
Pedestrian
41%
Bicyclist
29%
Motorcyclist
17%
Roadway Departure
32%
All Fatalities
Percent Increase in Traffic Fatalities in the U.S.
(2011 to 2021)
U.S. Department of Transportation
Federal Highway Administration
To learn more about how FHWA is FOCUSed on pedestrians:
https://highways.dot.gov/safety/pedestrian-bicyclist
Source: NTSA, 2023


'Step with care and great tact
and remember that Life's a
Great Balancing Act.'
-Dr. Seuss

Source: FHWA


'The first *step* in solving a problem is to recognize it does exist.'
-Zig Zigler

Source: FHWA

“Every Day Counts” (EDC)

State-based model to identify and rapidly deploy proven, but underutilized innovations

- ✓shorten the project delivery process
- ✓**enhance roadway safety**
- ✓reduce congestion
- ✓improve environmental sustainability

4th Round (2017-2018)

5th Round (2019-2020)

STEP

Safe Transportation for Every Pedestrian

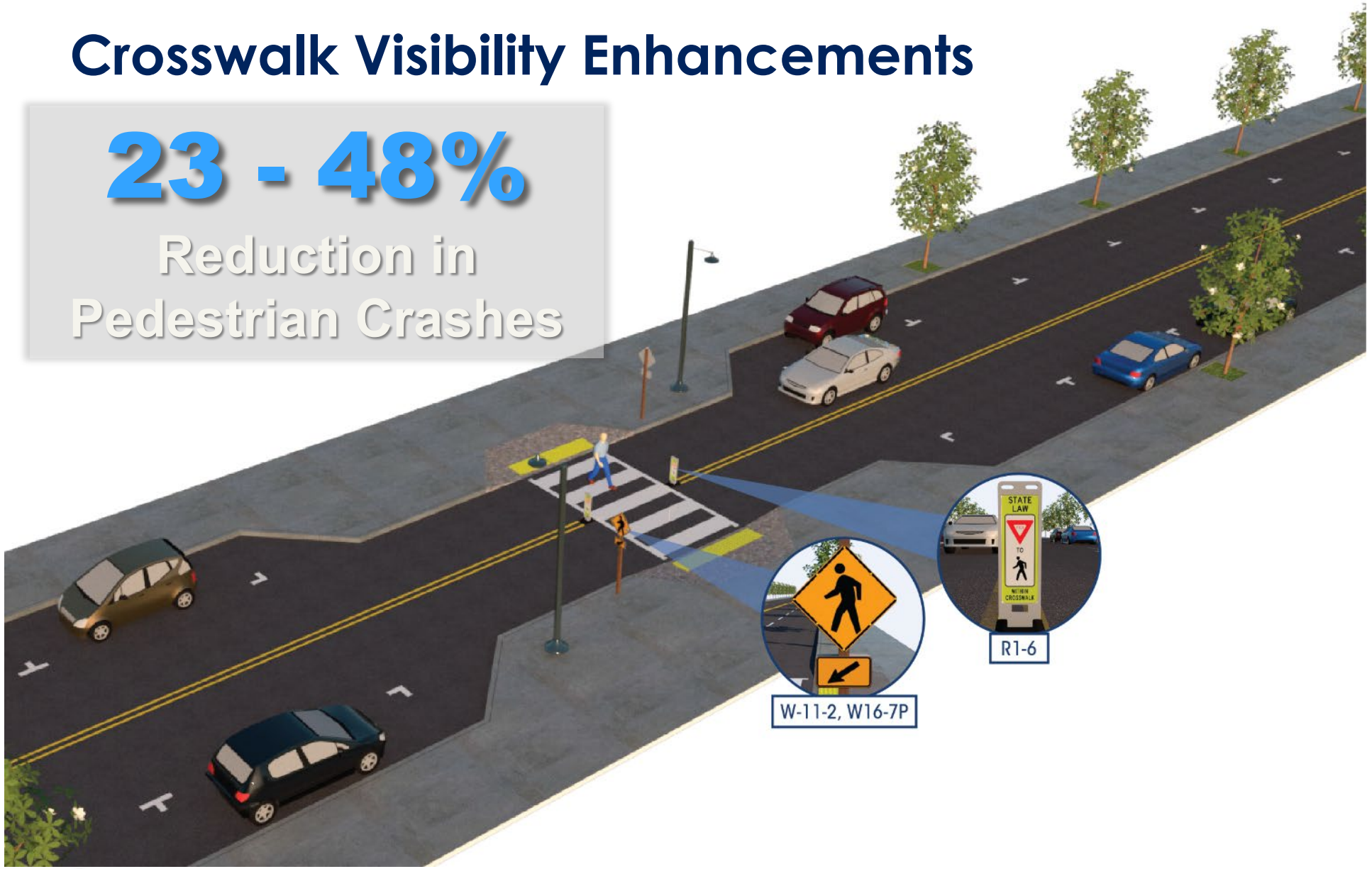
EDC

The Spectacular Seven

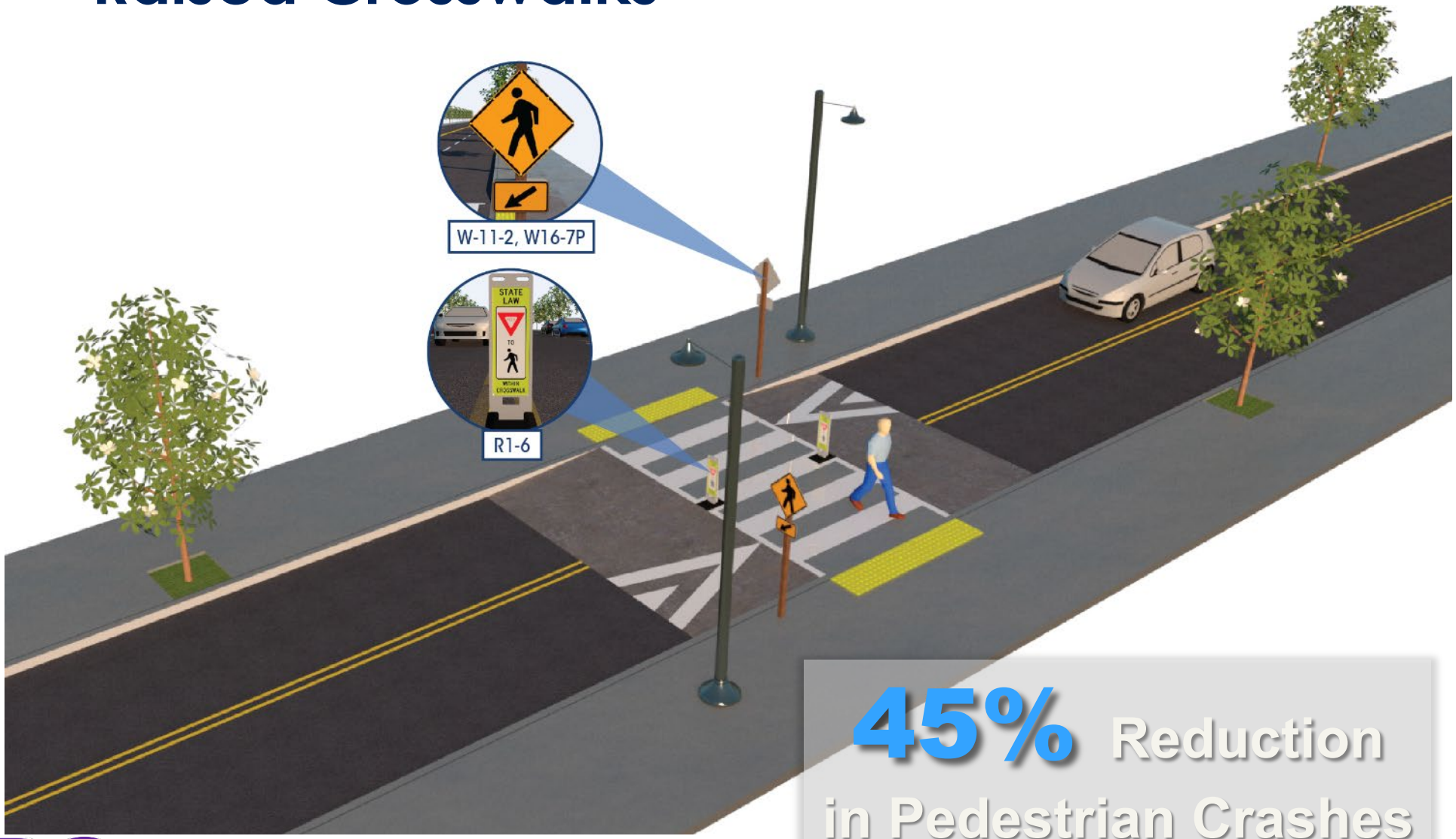
Crosswalk Visibility Enhancements

23 - 48%

Reduction in Pedestrian Crashes

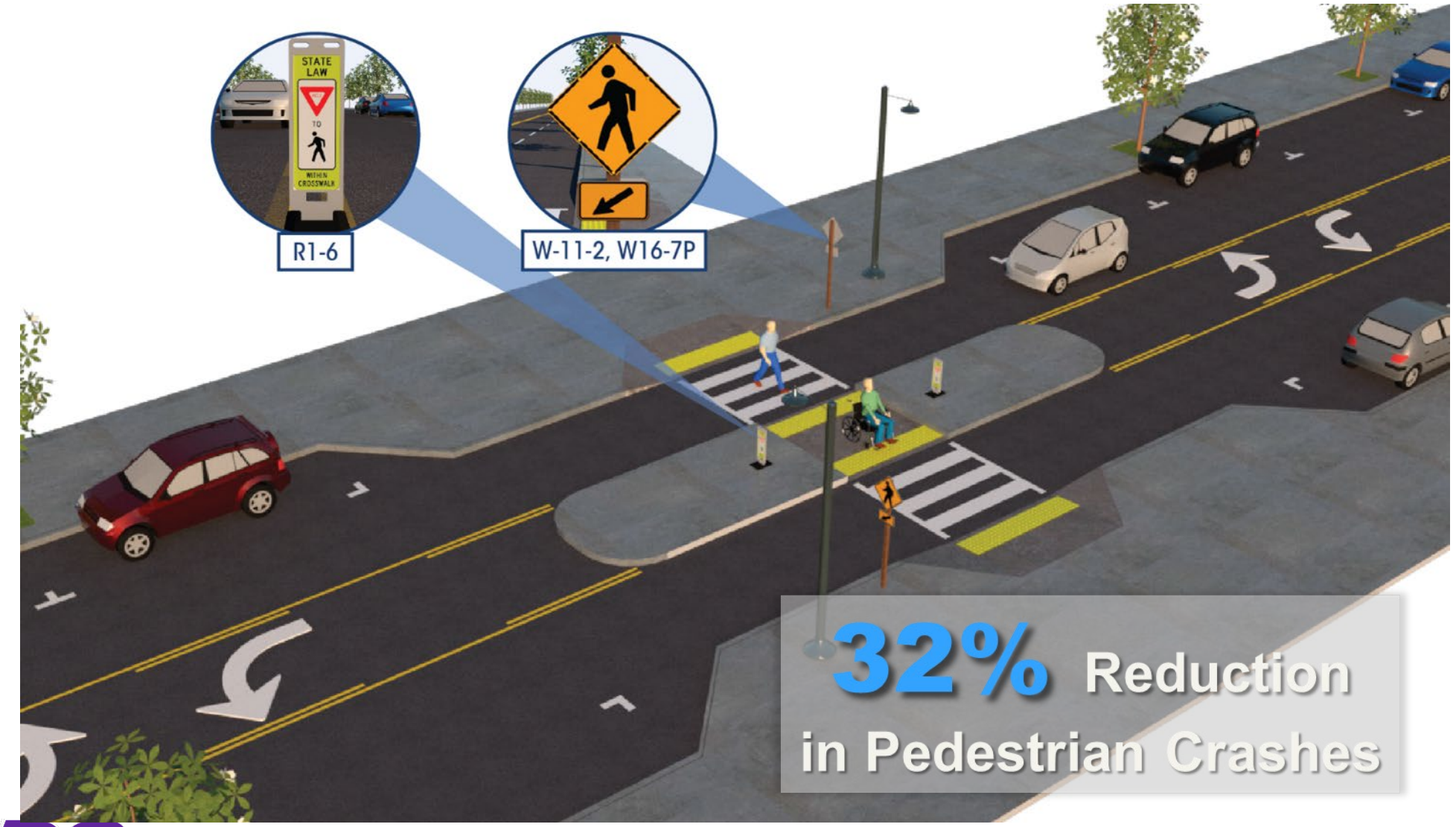


Raised Crosswalks

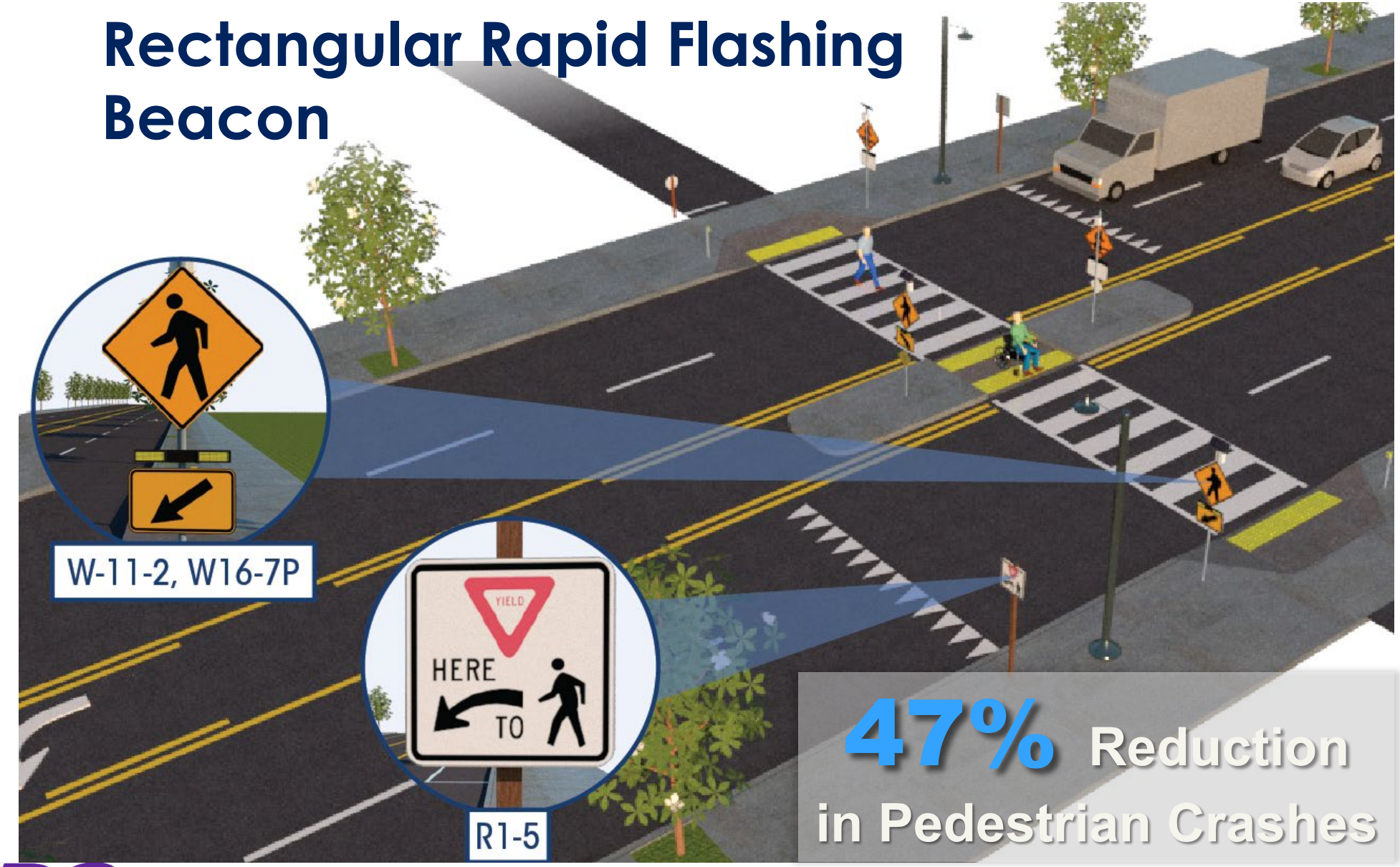


45% Reduction in Pedestrian Crashes

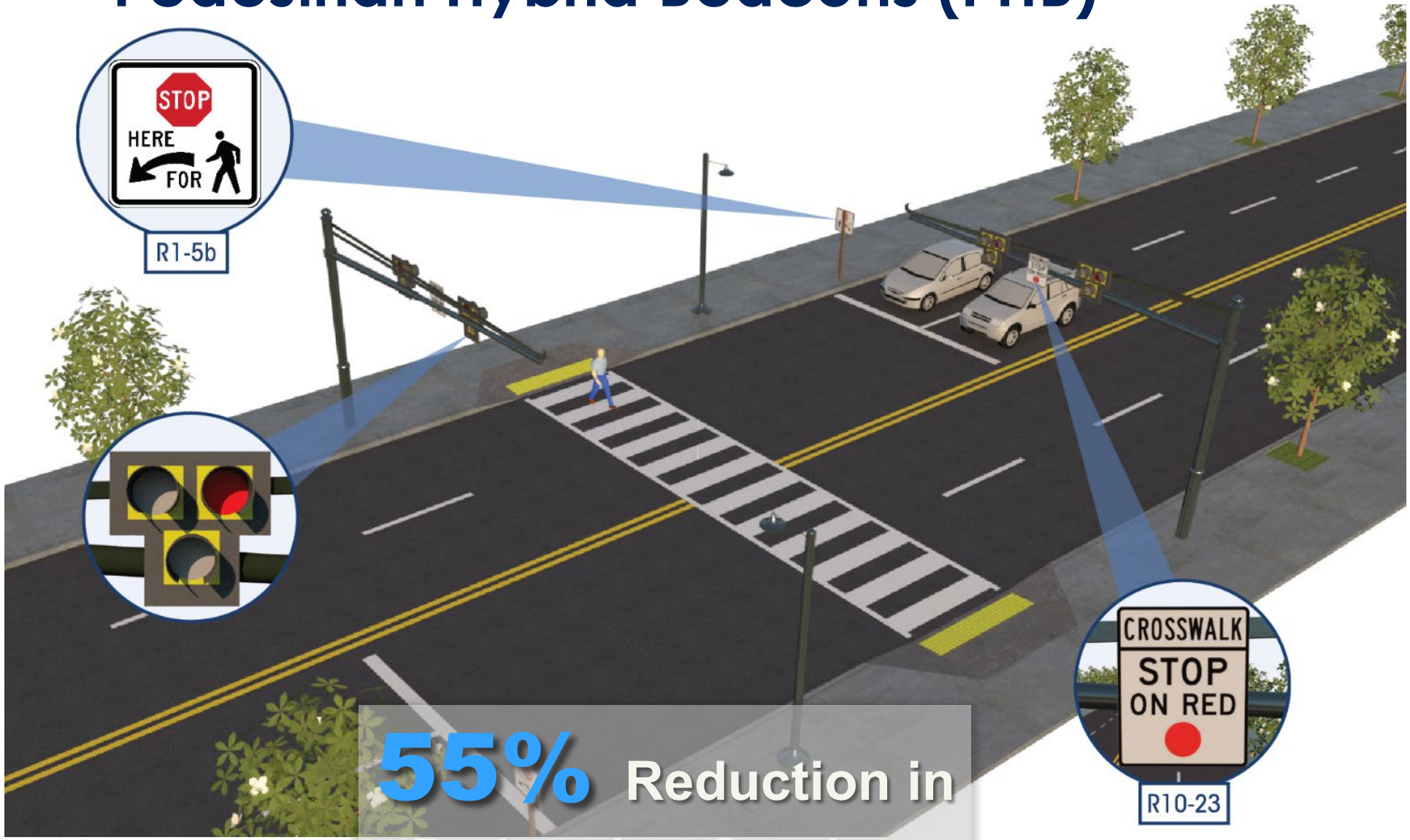
Pedestrian Refuge Island



Rectangular Rapid Flashing Beacon



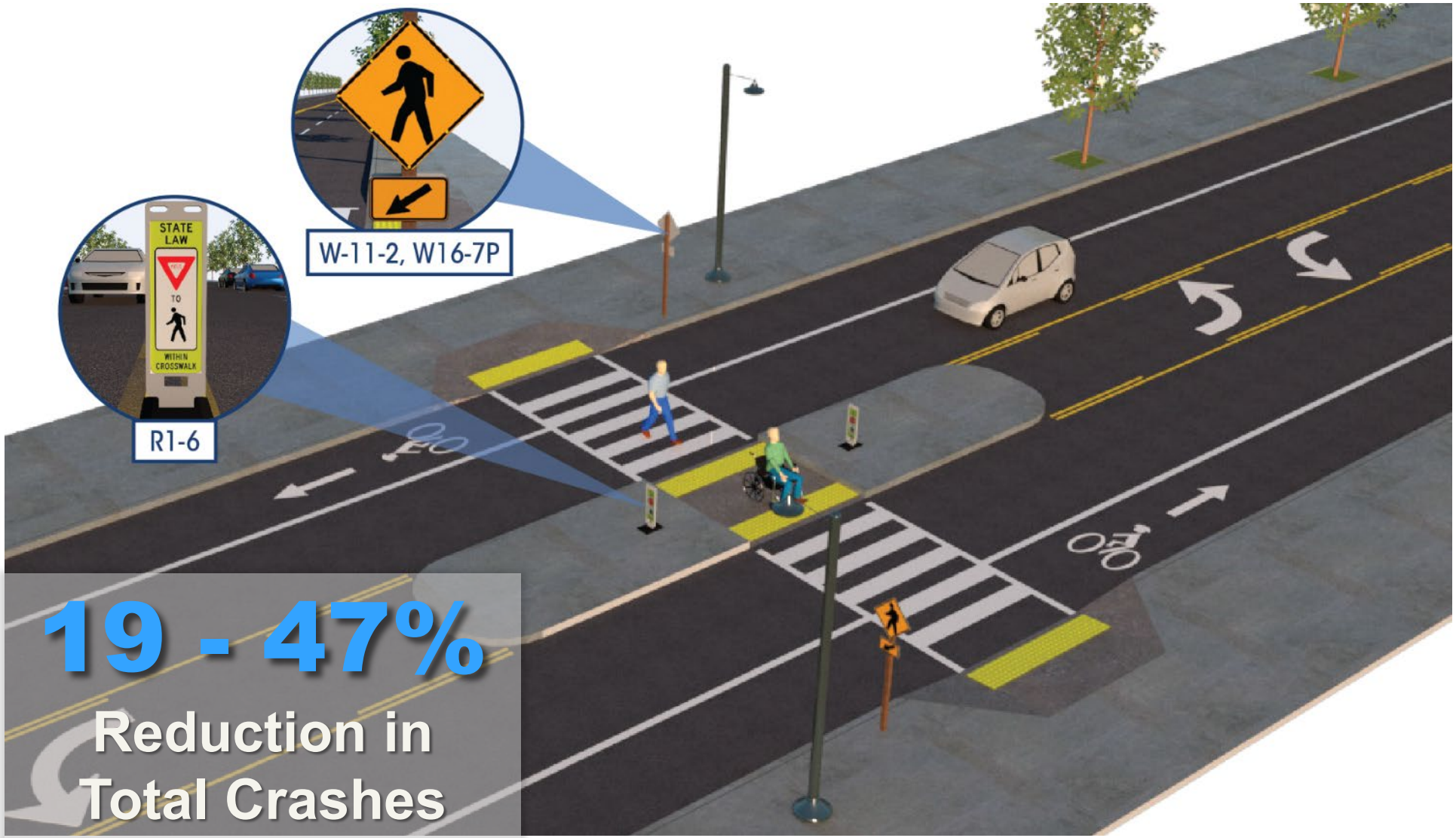
Pedestrian Hybrid Beacons (PHB)



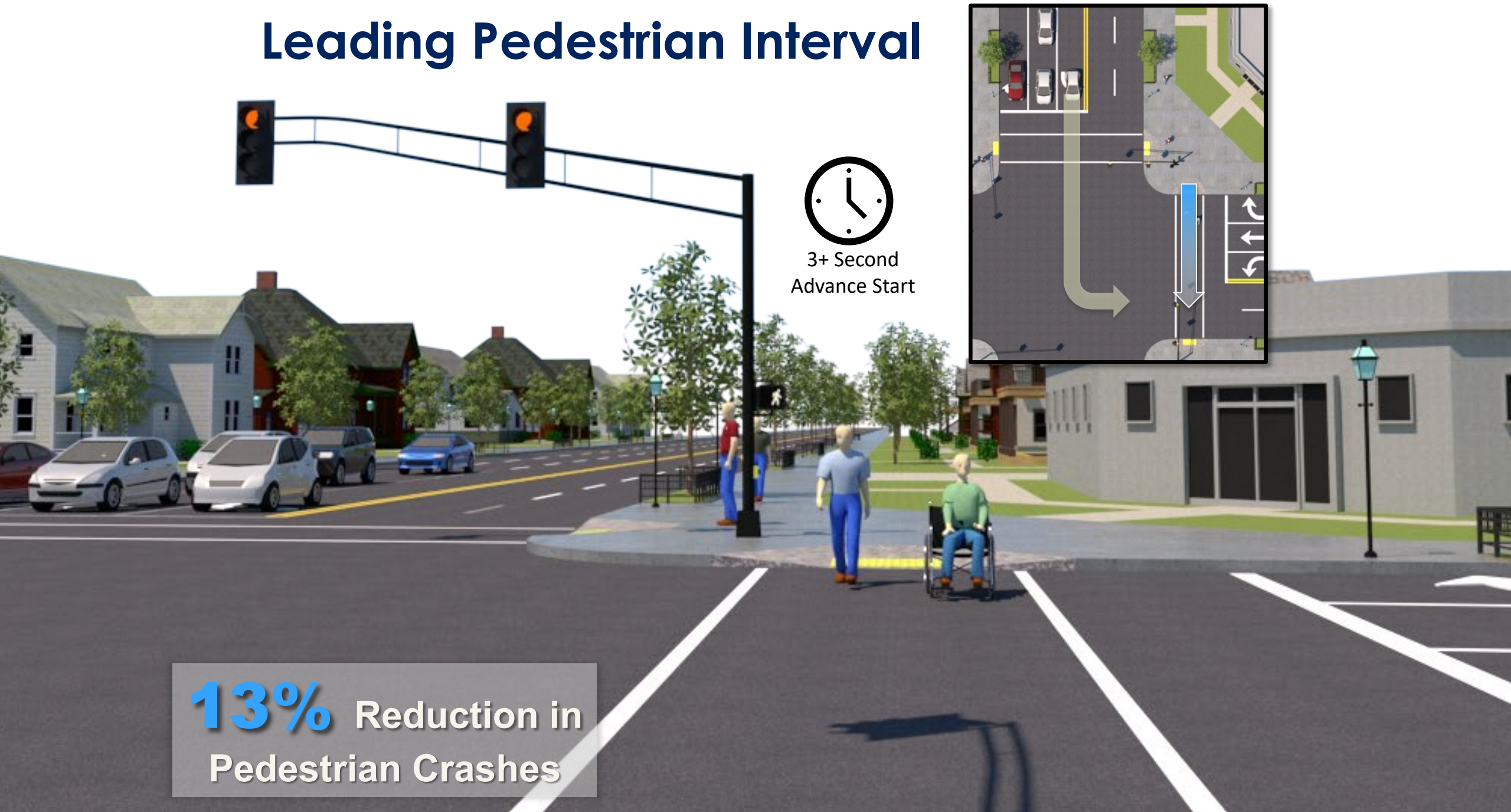
55% Reduction in Pedestrian Crashes

Road Diet: Before

Road Diet: After



Leading Pedestrian Interval



Resources

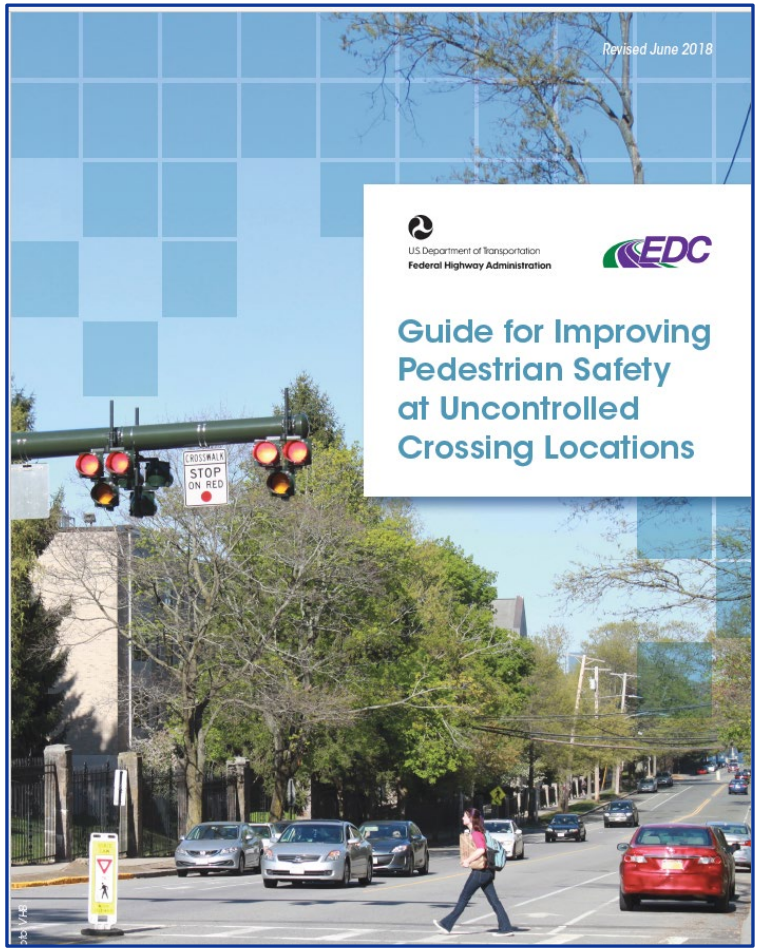


Table 1. Application of pedestrian crash countermeasures by roadway feature.

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	❶ ❸ 5 7 9	① ❸ 5 ❼ ❾	① 3 4 5	① ❸ 5 ❼ ❾	① ❸ 5 ❼ ❾	① ❸ 4 5 7 9	① ❸ 5 7 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 8 ❾	① ❸ 5 8 ❾
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 ❸ 5 ❻ 8 ❾	① ❸ 5 ❻ 8 ❾

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 restrictions on crosswalk approach, adequate nighttime lighting levels, and crossing warning signs
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)**

Resources

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

Pedestrian Hybrid Beacon (PHB)

SAFE TRANSPORTATION FOR EVERY PEDESTRIAN

COUNTERMEASURE TECH SHEET

A Pedestrian Hybrid Beacon head cons
lenses above a single yellow lens. Unlike
the PHB rests in dark until a pedestrian
pushbutton or other form of detection.
the beacon displays a sequence of flas
lights that indicate the pedestrian walk
is safe for drivers to proceed (see figure

The PHB is often considered for installati

SAFE TRANSPORTATION FOR EVERY PEDESTRIAN *CASE STUDY*

EDC

Publicly-Supported Road Diet Reduces Speeds in Alexandria

Alexandria Department of Transportation and Environmental Services

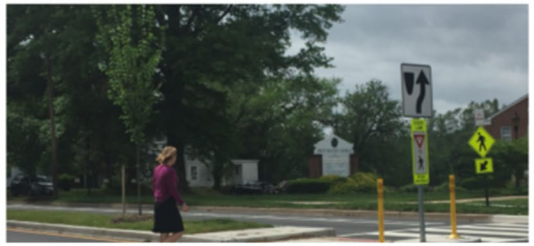
KEY ELEMENTS:

- Public support
- Speed reduction

Community members can provide valuable insights into pedestrian safety on their streets, adding support to local projects such as the King Street Road Diet in Alexandria, Virginia. The City of Alexandria's Complete Streets policy requires that city maintenance and capital projects improve the transportation network for all users, so when a 1.8 mile segment of King Street was slated for resurfacing, the city had an opportunity to address longstanding community concerns and seek feedback on design options for improving the corridor.

This section of King Street has a bus line, residences, multiple churches, a

stops, and upgraded curb ramps. Staff also presented options for more comprehensive corridor improvements such as a Road Diet, buffered bike lanes, new crosswalks, vehicle turning restrictions, and crosswalk visibility enhancements. In addition to dedicated space for bicyclists and shorter, safer pedestrian crossings at seven locations, the city also identified driver benefits from slower vehicle speeds, increased sight distance, and the addition of a center turn lane.



STEP STUDIO

Tools for selecting and implementing countermeasures
for improving pedestrian crossing safety

U.S. Department of Transportation
Federal Highway Administration

EDC

Table 3 Implementation & Operations Considerations

Click the check marks to learn more

	High Visibility Crosswalk Marking	In-Street Sign	Advance Yield or Stop Sign and Marking	Parking Restrictions on Crosswalk Approach	Curb Extension	Improved Nighttime Lighting	Raised Crosswalk	Pedestrian Refuge Island	Rectangular Rapid-Flashing Beacon (RRFB)	Road Diet	Pedestrian Hybrid Beacon (PHB)	Leading Pedestrian Interval (LPI)	Other Pedestrian Signal Options
Primary Safety Issues Addressed													
Reduce crashes at crossing locations	CRF: 48% (Peds)	UNK	CRF: 25% (Peds)	CRF: 30% (Peds)	UNK	CRF: 23% (Peds)	CRF: 45% (Peds)	CRF: 32% (Peds)	CRF: 47% (Peds)	CRF: 19-47% (all crashes)	CRF: 55% (Peds)	CRF: 13% (Peds)	CRF: 25% (Peds - Ped Countdown Signal)
Reduces vehicle speeds					✓		✓			✓			✓
Improves conspicuity/visibility	✓	✓	✓	✓	✓	✓	✓		✓			✓	
Improves separation from traffic					✓			✓		✓			
Installation Priorities													
Higher Pedestrian Volumes	✓						✓				✓	✓	✓
Public Response / Education							✓		✓	✓	✓		
Midblock (non-intersection) Location	✓	✓	✓		✓	✓	✓	✓	✓		✓		✓
Intersection Location					✓	✓	✓	✓		✓		✓	✓
Multi-Lane Crossings			✓					✓	✓	✓	✓		
Operations & Maintenance Considerations													
Transit / Emergency Vehicles	✓				✓		✓			✓			
Snow Removal					✓		✓	✓					
Drainage					✓		✓	✓					
Traffic & Bicycle Operations					✓					✓	✓	✓	✓
Push Button Maintenance									✓		✓		✓
MUTCD Reference	3B.18 2C.50	2B.12	3B.16 2B.11	2B.46 3B.19 3B.23			3B.25	3B.10 3B.23 3B.18	2C.50 7B.08 IA-21		Figure 4F-1 Figure 4F-2 Part 4F	4E.06	

Pedestrian Refuge Island FAQs

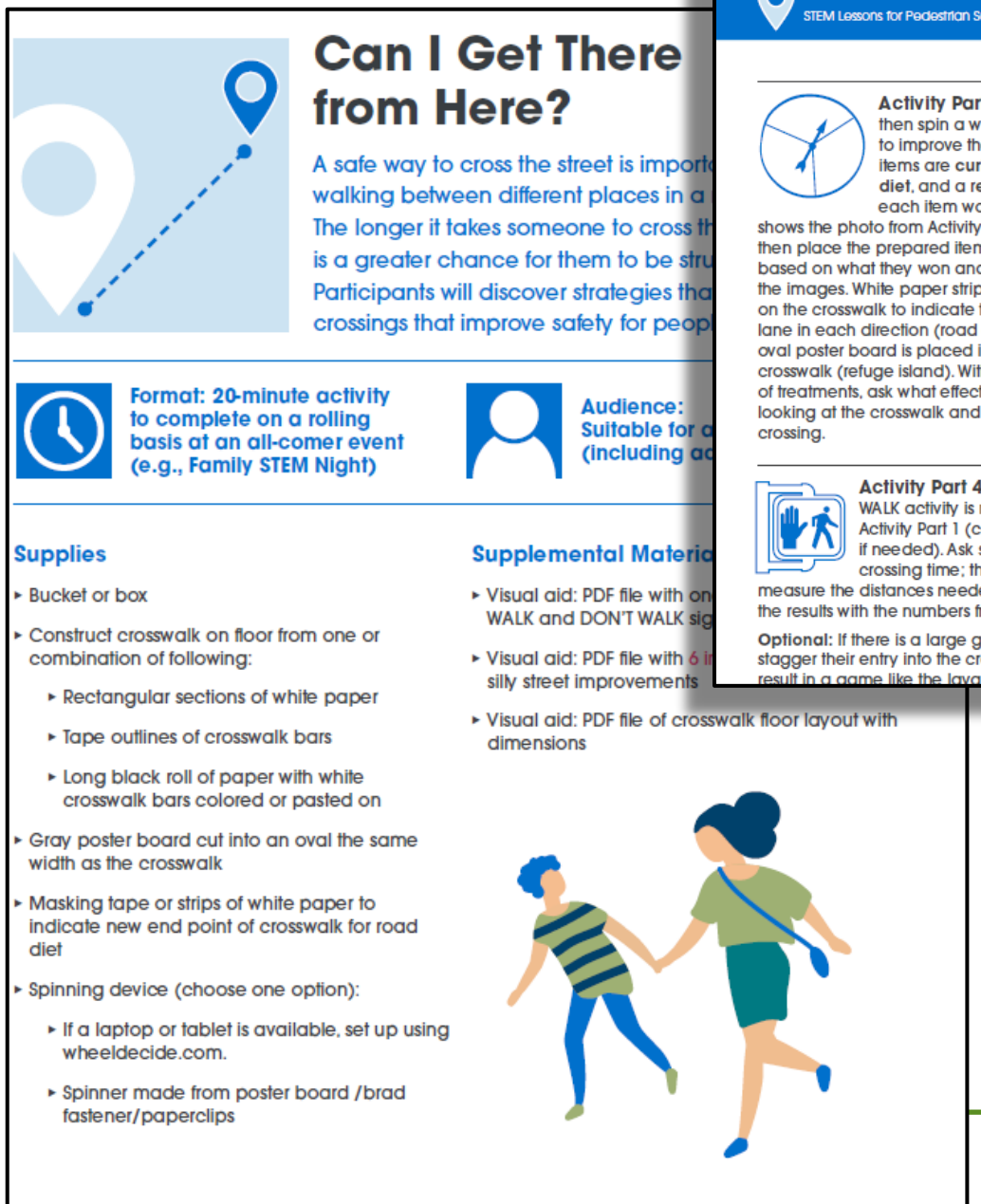
Q: Can you use a pedestrian refuge island with a 4 lane undivided roadway? If so, how?

A: To include a pedestrian refuge island within a four lane undivided roadway, the agency would need to consider options for reconfiguring the roadway to allocate space for the refuge island. This could be a road diet, roadway widening, or narrowing the travel lanes at the location of the median island.

Q: What are some of the safety enhancements which are commonly used with a refuge island?

A: Other countermeasures that are often included with a pedestrian refuge island include: high visibility marked crosswalk, curb extensions, detectable warnings, in-street signage (R1-6 or R1-6A), post mounted warning signs (W-11-2, W16-7P), and pedestrian-focused lighting in advance of each approach.

STEM Lessons



Can I Get There from Here?

A safe way to cross the street is importa
walking between different places in a
The longer it takes someone to cross th
is a greater chance for them to be stru
Participants will discover strategies tha
crossings that improve safety for peopl

Format: 20-minute activity to complete on a rolling basis at an all-comer event (e.g., Family STEM Night)

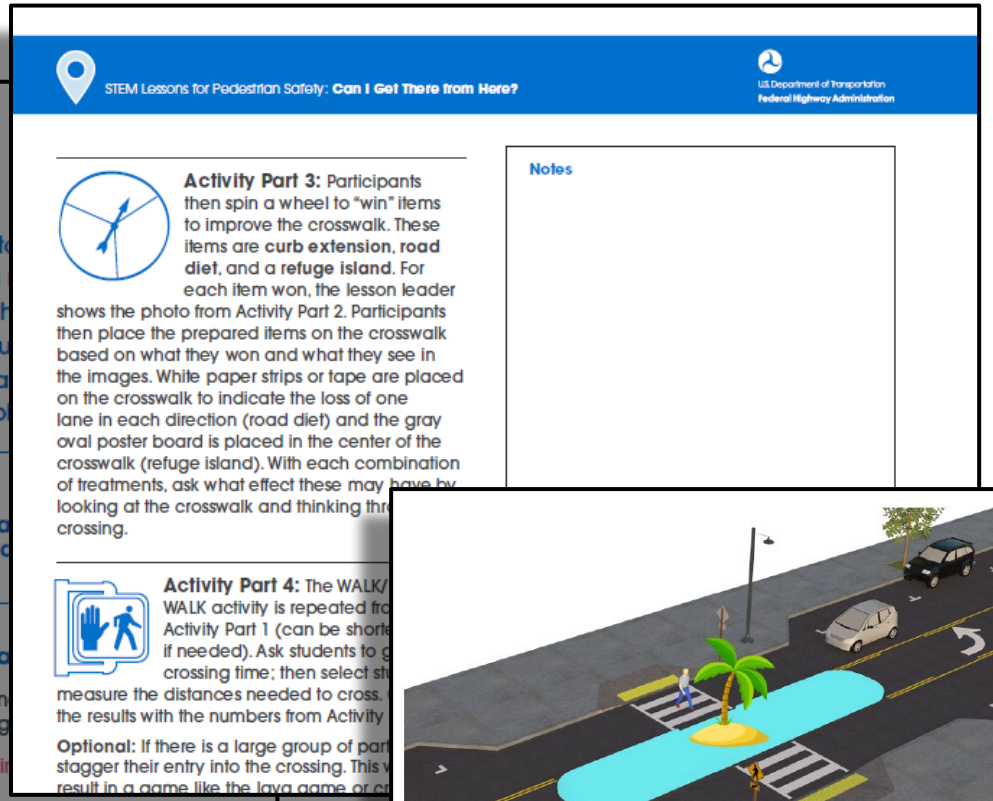
Audience: Suitable for a (including ad

Supplies

- Bucket or box
- Construct crosswalk on floor from one or combination of following:
  - Rectangular sections of white paper
  - Tape outlines of crosswalk bars
  - Long black roll of paper with white crosswalk bars colored or pasted on
- Gray poster board cut into an oval the same width as the crosswalk
- Masking tape or strips of white paper to indicate new end point of crosswalk for road diet
- Spinning device (choose one option):
  - If a laptop or tablet is available, set up using wheeldecide.com.
  - Spinner made from poster board /brad fastener/paperclips

Supplemental Materia

- Visual aid: PDF file with on WALK and DON'T WALK sig
- Visual aid: PDF file with 6 i silly street improvements
- Visual aid: PDF file of crosswalk floor layout with dimensions



STEM Lessons for Pedestrian Safety: **Can I Get There from Here?**

U.S. Department of Transportation
Federal Highway Administration

Activity Part 3: Participants then spin a wheel to "win" items to improve the crosswalk. These items are **curb extension**, **road diet**, and a **refuge island**. For each item won, the lesson leader shows the photo from Activity Part 2. Participants then place the prepared items on the crosswalk based on what they won and what they see in the images. White paper strips or tape are placed on the crosswalk to indicate the loss of one lane in each direction (road diet) and the gray oval poster board is placed in the center of the crosswalk (refuge island). With each combination of treatments, ask what effect these may have by looking at the crosswalk and thinking thr crossing.

Activity Part 4: The WALK/ WALK activity is repeated fr Activity Part 1 (can be short if needed). Ask students to g crossing time; then select st measure the distances needed to cross. the results with the numbers from Activity

Optional: If there is a large group of par stagger their entry into the crossing. This result in a game like the lava game or cr

Notes

Instructor Handout: Activity 2 - Better Crosswalk

PEDESTRIAN TROPICAL ISLAND


Increasing
VISIBILITY
at
MULTI-LANE
CRO
dministration
with multiple travel lanes. These conditions increase risks to...
HERE
TO
I'm proud of us team. We just saved lives!

VIDEOS

‘Take the first *step* in faith. You don't have to see the whole staircase, just take the first *step*.’

Martin Luther King, Jr.

safety.fhwa.dot.gov/ped_bike/step
rebecca.crowe@dot.gov

Source: FHWA

Q&A

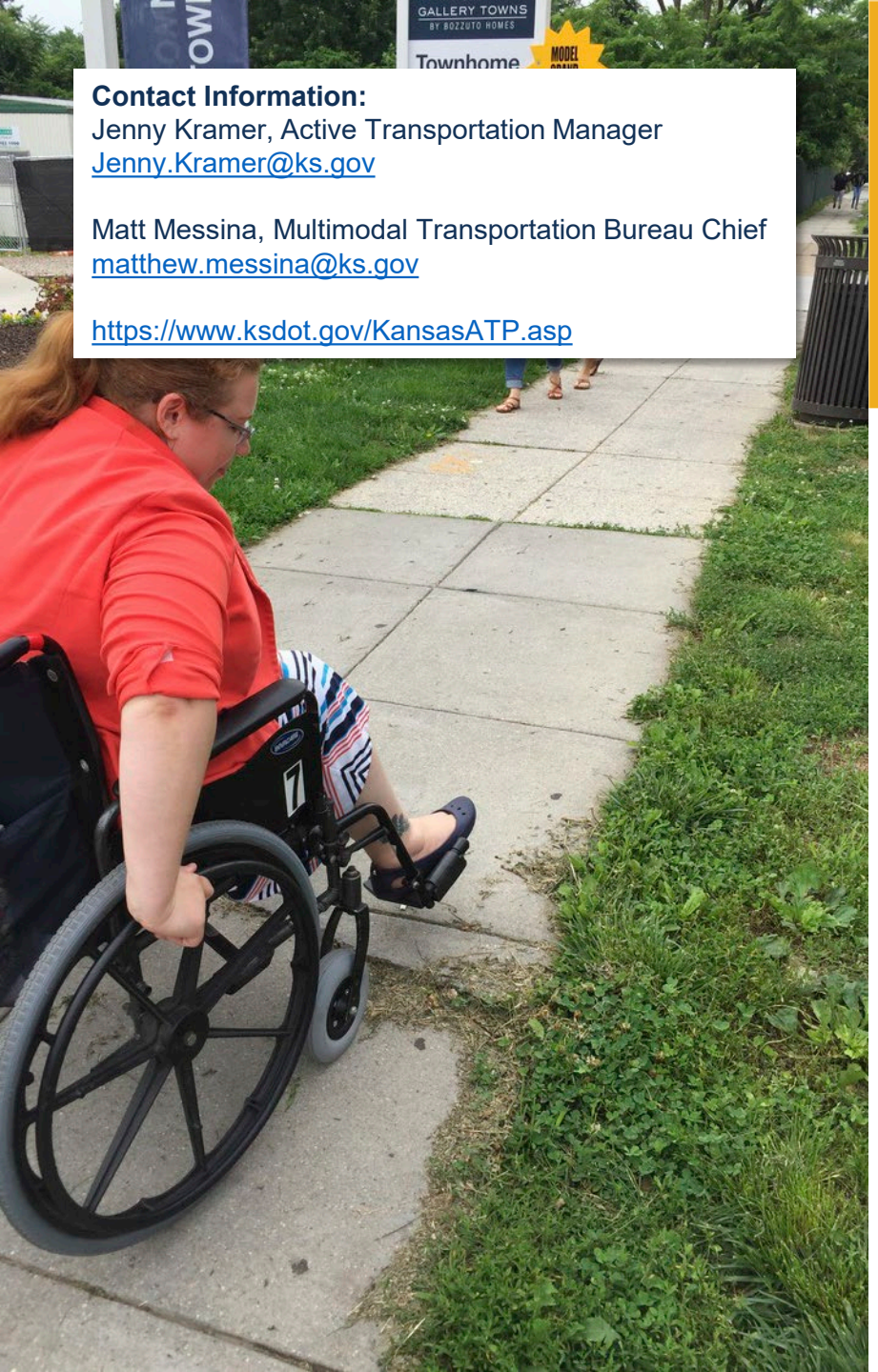
Maggie Wilcox
Maggie.Wilcox@ks.gov

Jay Aber
Jay.aber@wsp.com

Becky Crowe
rebecca.crowe@dot.gov
www.safety.fhwa.dot.gov/ped_bike/step

Kansas Department of Transportation

Kansas Active Transportation Enhancement



Contact Information:
Jenny Kramer, Active Transportation Manager
Jenny.Kramer@ks.gov

Matt Messina, Multimodal Transportation Bureau Chief
matthew.messina@ks.gov

https://www.ksdot.gov/KansasATP.asp

WALK BIKE ROLL KANSAS

VIRTUAL SERIES

Thank you!

Virtual Walk Bike Roll Virtual Series

Next Session: Mobility and Access for All: PROWAG and Active Transportation

December 13 at 2:00 PM

Register Here: https://events.r20.constantcontact.com/register/eventReg?oeidk=a07ejynkxjsde0d01cf&oseq=&c=&ch=

Kansas Department of Transportation

Kansas Active Transportation Enhancement