

PBIC Messenger December 2025

1 message

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Monthly Newsletter — December 17, 2025



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Upcoming Events

Announcements

\$1.5 Billion Available through 2026 BUILD Grants

The US Department of Transportation (USDOT) released a Notice of Funding Opportunity for \$1.5 billion in funding through the [Better Utilizing Investments to Leverage Development \(BUILD\) discretionary grant program](#). BUILD supports surface transportation projects with significant local or regional impact, including multimodal investments that advance safety, improve connectivity, and support economic opportunity. Awards range from \$1 million to \$25 million for capital projects, with no minimum size for planning grants. Applications are due February 24, 2026. A [Fact Sheet](#) details the previous 2025 BUILD Award recipients.

CPBS Announces Year 3 Projects

The Center for Pedestrian and Bicyclist Safety (CPBS) launched its Year 3 research program, featuring new studies on roadway design, safety analytics,

policy evaluation, and emerging technologies. This year's portfolio includes work on shared space safety, street redesign outcomes, crash narrative analysis, driver sightlines, and nighttime pedestrian visibility, among others. Full project descriptions are [available on the CPBS website](#).

Vision Zero Network Welcomes Five Newly Recognized Communities

The Vision Zero Network [added five new communities](#) to its national cohort: Deerfield Beach, FL; Milwaukee, WI; Oklahoma City, OK; Vista, CA; and Tacoma, WA. With these additions, more than 60 communities now demonstrate commitments to Vision Zero through efforts such as speed management and Safe System planning. Communities ready to advance their Vision Zero commitments [can apply for recognition](#) when the next application cycle opens from January 13 through February 27, 2026.

News

[**Analysis Highlights Barriers to Vision Zero Progress in U.S. Cities**](#) (The Washington Post)

Analyzes pedestrian fatalities in 27 U.S. cities that adopted Vision Zero and finds that all but one now have the same or higher rates than before their commitments. The piece highlights factors such as motorist opposition to traffic calming strategies, limited political will, insufficient and inconsistent funding, and other challenges that have hindered progress.

[**Communication Strategies to Improve Roadway Safety**](#) (AASHTO Journal)

Covers a plenary session on how State transportation agencies are using communication and outreach to support roadway safety goals. Speakers discussed research-informed messaging, youth-focused education, and cross-team coordination to help communities understand safety practices and infrastructure changes, including those affecting people walking and biking.

[**FHWA Funds Cooperative Perception Research to Improve Multimodal Safety**](#) (UCLA Mobility Center of Excellence)

Announces that FHWA has awarded the University of California, Los Angeles, \$2.5 million to advance "cooperative perception" systems that allow vehicles, infrastructure, and road users, including pedestrians and bicyclists, to share real-time information about their surroundings. The research will test technologies that create unified roadway perception maps with potential applications for improving detection and safety in complex environments.

[**Texas: State DOT Funds \\$285 Million for Pedestrian and Bicycle Trails**](#)

(Dallas Culture Map)

Details that the Texas Transportation Commission has awarded Federal Transportation Alternatives Program funds for 73 projects across the State. The investments will support sidewalks, shared-use paths, bicycle lanes, pedestrian bridges, active transportation plans, and improvements near schools identified in the Texas Pedestrian Safety Action Plan.

Michigan: State DOT Commits \$11 Million for Vulnerable Road User Safety Projects (MDOT)

Notes that MDOT has reserved \$11 million in Federal Transportation Alternatives Program funds for nine local projects across Michigan. The grants will support sidewalks, shared-use paths, pedestrian crossings and lighting, school-area improvements, and bike lanes to improve conditions for people walking and bicycling.

New York: Governor Announces \$97 Million in Available Funds for Community-Centered, Active Transportation Projects (New York State News Release)

Announces new funding for projects that expand walking and bicycling options through the Transportation Alternatives Program. The competitive awards will support multi-use paths, school access improvements, and other community-centered initiatives, with applications open through March 12, 2026.

Rhode Island: Kid-Friendly Safety Signage on State Bike Paths (RIDOT)

Highlights the installation of child-oriented stop-sign visuals at 55 bike path crossings on several major shared-use paths. The signs feature smiling animals holding stop signs and sit at child eye level near existing stop signs at street crossings.

Las Vegas, NV: New Roadway Designs Add Bicycle and Transit Facilities (FOX5 Las Vegas)

Describes reconfigured corridors in Clark County, Nevada, where travel lanes were converted to create bicycle lanes and support other multimodal improvements. Officials note that traffic volumes supported the changes and that redesigned segments can improve conditions for people walking, biking, and using transit. Highlights resident reactions as these projects continue across the region.

Washington, DC: New Pilot Promotes Safer Speeds on Trail (DDOT)

Reports that DDOT is testing speed-feedback signs at two high-congestion locations on the Metropolitan Branch Trail to encourage slower riding during busy hours. The pilot will measure changes in rider speeds and user perceptions to assess whether the signs improve comfort and safety for people walking, biking, and using micromobility devices.

Resources

New Jersey: Target Zero Safety Action Plan 2025 (New Jersey DOT)

Offers a comprehensive State strategy to eliminate traffic deaths and serious injuries by 2040, outlining 68 recommended actions across Safe System areas such as safer roads, speed management, pedestrian-focused improvements, vehicle safety, and post-crash care. The draft identifies High Injury Networks and proposes coordinated efforts among 13 agencies. It is now open for public comment before going to the Governor and legislature.

Oregon: Safer Roads with Speed Safety Cameras (Transportation Research and Education Center (TREC))

Summarizes research that provides the Oregon DOT with an [**evidence-based framework**](#) for expanding speed safety camera programs. Reviews program results, location-selection strategies, and ways agencies can introduce automated enforcement that are clear and consistent for the public.

[How Near-Miss Data Is Revolutionizing Road Safety](#) (Traffic Technology International (tti))

Describes how new technologies and analytics can capture near-miss events, offering timely and actionable safety insights that complement traditional crash data.

[Docked Bikeshare Trips – October 2025](#) (Bureau of Transportation Statistics)

Reports that docked bikeshare trips across six major U.S. systems fell 5.7 percent from October 2024 to October 2025. Systems with notable increases include San Francisco, Pittsburgh, and Washington, DC, while New York, Boston, Chicago, and Jersey City saw decreases. BTS provides data for [additional systems and interactive charts](#).

[Narrowing Lanes for Road Safety: Small Shift, Big Difference](#) (America Walks)

Explains how narrowing travel lanes provides visual cues that encourage drivers to slow down on both arterial and residential streets. The [**Building Safer Streets Series**](#) focuses on design strategies that influence driver speeds.

[The Walkable City Series: Two New Additions](#) (Planetizen)

Announces two new entries in the seven-part Walkable City series, which explores why walkability matters and how cities can design safe, comfortable, and engaging walking environments.

[Federal Policy Changes Affect Walking, Biking, and Trail Programs](#) (Rails to Trails Conservancy)

Summarizes Congressional work to revise the national transportation bill, including reviews of pedestrian, bicycle, and trail investments. Notes that several previously awarded USDOT grants remain paused and highlights recent changes to Federal funding programs that affect how communities advance active transportation projects.

[Portland, OR: How the City and Community Built a Safer Trail Network Together](#) (Smart Growth America)

Provides a case study of how Portland, OR, residents and city leaders collaborated to connect fragmented paths into a 50-mile trail network that improves safety and strengthens neighborhood connections.

[Program Zero Training](#) (Lösningar and Johns Hopkins University)

Announces a three-day course for leaders responsible for implementing Safe System and Vision Zero strategies, featuring instruction from experts and practitioners who will share cutting-edge methodologies for road safety. The training focuses on evidence-based planning, peer learning, and applied problem-solving, and will be held in Washington, DC, from February 16 - 18, 2026.

[Copenhagenize Index Global Ranking of Bicycle-Friendly Cities](#)

(Copenhagenize Index)

Releases the 2025 global ranking of 100 bicycle-friendly cities, evaluating each on safe and connected infrastructure, bicycle use and reach, and policy support across 13 indicators.

Research

Global Survey Explores How Planners Define “Nearby” Access (Cities)

Examines survey responses from more than 1,300 planning practitioners in 22 countries and finds broad agreement that “nearby” generally means within about 1,600 meters (approximately one mile) or a 15-minute walk. Identifies common destination types considered essential at this scale, such as schools, parks, pharmacies, and food shopping, while noting wide variation in the terminology practitioners use to describe proximity.

Systematic Review Examines Effectiveness of Safe Routes to School Investments (Transport Policy)

Reviews 55 U.S. studies evaluating Safe Routes to School (SRTS) and finds that national trends in walking and biking to school, childhood obesity, and school-area crash outcomes have not shifted as intended despite decades of investment. The authors identify gaps in data and evaluation methods, limited attention to pedestrian and bicyclist injury risk, and underfunded strategies, and propose a 10-principle framework to guide future SRTS policy and research.

Walkability and Pedestrian Design Support Activity in Older Adults (Cities)

Examines data from 352 older adults in Seattle/King County, WA, and finds that neighborhood walkability works best when paired with supportive pedestrian design. Reports that connected routes, stronger streetscape features, and safer crossings reinforce active travel, with especially pronounced effects for older women.

Seasonal Patterns in Vulnerable Road User Crash Severity (Accident Analysis & Prevention)

Analyzes four years of North Carolina pedestrian and bicyclist crash data and finds that crash frequency and severity factors vary meaningfully by season. Identifies elevated risk for older adults, strong influence of lighting conditions, greater severity on higher-speed arterials, and a continued prevalence of crashes that occur away from crosswalks or major junctions, pointing to opportunities for more seasonally responsive safety strategies.

Creating a Data Resource of California Police Stops for Traffic Safety Applications (Center for Pedestrian and Bicyclist Safety)

Presents methods for accessing and processing California’s confidential police stop data to support traffic safety research. The analysis of more than 17 million stops identifies patterns relevant to people walking and bicycling while also noting major data quality issues, including unclear travel mode for many stopped individuals. Outlines a framework that will help future studies better understand enforcement practices affecting pedestrians and bicyclists.

Perceived Transfer Inconvenience for Bike and Transit Commute Trips

(Travel Behaviour and Society)

Examines factors that shape how riders perceive the inconvenience of transferring between bicycling and public transit. Finds that perceived transfer inconvenience strongly influences whether people choose to bike to or from transit stops, and that practical elements, such as physical infrastructure, play a key role in shaping that perception.

Determinants of Risky Riding Behaviors Among Cyclists (Journal of Safety Research)

Synthesizes 85 studies to identify common risky riding behaviors such as reduced alertness, lateral instability, lack of conspicuity, and rule violations. Notes that most research comes from Europe, with limited work in low- and middle-income countries. Highlights factors linked to risky behaviors and points to gaps in studies examining how infrastructure and roadway design influence cyclist behavior.

Reaction Times of Micromobility Users (Transportation Research Part F: Traffic Psychology and Behaviour)

Explores the reaction time of e-scooter and e-bike riders, a crucial variable influencing vehicle dynamics, infrastructure design, traffic modeling, and riders' safety. Finds micromobility users have longer average reaction times compared to car drivers and show greater variability. E-scooter riders seem to have longer reaction times than e-bike riders.

Risk Assessment of E-Bikes at Intersections (Travel Behaviour and Society)

Uses large sets of shared e-bike trip data to identify riding behaviors associated with higher risk at intersections. The study introduces a new index that groups intersections by their safety risk level, offering cities a data-driven way to monitor conditions and prioritize improvements for e-bike riders.

Webinars

Upcoming Webinars

- **Building Capacity and Engagement Through Community Transportation Academies** (APBP)
December 17, 2025, 3:00 pm ET, fees apply
- **Beyond Engineering – How Planners Can Leverage Systems Thinking for Safer Rural Roads** (National Association of Development Organizations (NADO) Research Foundation)
December 17, 2025, 4:00 pm ET, free
- **Center Pier Wilderness Bridge Construction** (American Trails)
December 18, 2025, 1:00 pm ET, free, donations appreciated
- **Aggregate Trail Surfacing: From Fundamentals to Field Application** (American Trails)
January 8, 2026, 1:00 pm ET, free, donations appreciated
- **Leading Pedestrian Interval Implementation Guidelines in Phoenix, Arizona: A Data Driven Approach** (Portland State University)
January 8, 2026, 3:30 pm ET, free

- [Streets Reimagined: For People and Planet](#) (Cities for Everyone with Gil) January 13, 2026, 11:00 am ET, free
- [Designing Events that Engage Your Community in 2026](#) (American Trails) January 15, 2026, 1:00 pm ET, free, donations appreciated
- [Celebrate Trails Day: An Overview of the Celebration + Ways to Engage](#) (Rails to Trails Conservancy) January 21, 2026, 1:00 pm ET, free
- [Pressure Treated Wood for Trail Structures](#) (American Trails) January 29, 2026, 1:00 pm ET, free, donations appreciated
- [IMBA's Trail Development Process: Building Community-Driven Trails](#) (American Trails) February 12, 2026, 2:00 pm ET, free, donations appreciated
- [Beyond the Banks: Leveraging Levees for Trails, Recreation, and Resilience](#) (American Trails) February 19, 2026, 2:00 pm ET, free, donations appreciated
- [Bridges and Boardwalks: Planning, Design, and Construction](#) (American Trails) March 12, 2026, 2:00 pm ET, free, donations appreciated
- [Installation Excellence for Trail Aggregate: Tips, Tricks, and Common Pitfalls](#) (American Trails) March 19, 2026, 2:00 pm ET, free, donations appreciated
- [Harnessing Communications to Educate and Engage Community of Trail Volunteers](#) (American Trails) March 26, 2026, 2:00 pm ET, free, donations appreciated

Archived and Recorded Webinars

Call for Proposals, Presentations, Abstracts

Call for Proposals: [NCHRP 15-90 Designing Cycling Facilities for Older Cyclists and Cyclists with Disabilities](#) (Transportation Research Board Cooperative Research Programs)
 Deadline: January 9, 2026

Call for Applications: [Tribal Transportation Program Safety Fund](#) (FHWA)
 Deadline: January 15, 2026

Call for Submissions: [Research Problem Statements](#) (Transportation Research Board Cooperative Research Program)
 Deadline: January 16, 2026

Call for Applications: [Community Spark Grants](#) (League of American Bicyclists)
 Deadline: January 27, 2026

Call for Abstracts: [International Society for Physical Activity and Health \(ISPAH\) Congress 2026](#), October 5 - 8, 2026, Mérida, Mexico
 Deadline: February 9, 2026

Call for Applications: [**Better Utilizing Investments to Leverage Development \(BUILD\) grant program**](#) (USDOT)

Deadline: February 24, 2026

Call for Applications: [**Vision Zero Recognition**](#) (Vision Zero Network)

Deadline: February 27, 2026

Call for Applications: [**Riding for Focus \(R4F\)**](#) (Outride)

Deadline: February 28, 2026

Call for Proposals: [**The Great Trails State 2026 Conference**](#), August 10 - 12,

2026, Winston-Salem, NC

Deadline: March 6, 2026

Call for Applications: [**Bicycle Friendly Business**](#) (League of American

Bicyclists)

Deadline: March 10, 2026

Upcoming Events

- [**TransportationCamp DC**](#) (Transportation for America)
January 10, 2026, Washington, DC
- [**Transportation Research Board Annual Meeting**](#)
January 11 - 15, 2026, Washington, DC
- [**Micromobility America 2026**](#)
January 14 - 15, 2026, San Francisco, CA
- [**Program Zero Training**](#) (Lösningar and Johns Hopkins University)
February 16 -18, 2026, Washington, DC
- [**2026 Bicycle Leadership Conference**](#) (PeopleForBikes)
March 17 - 20, 2026, Dana Point, CA
- [**National Bike Summit**](#) (League of American Bicyclists)
March 24 - 26, 2026, Washington, DC
- [**Safe Mobility Conference**](#)
March 30 - April 1, 2026, Seattle, WA
- [**2026 Sustainable Trails Conference**](#) (Professional TrailBuilders Association)
April 14 - 16, 2026, Boise, ID
- [**2026 Lifesavers Conference on Roadway Safety**](#)
April 19 - 21, 2026, Baltimore, MD
- [**Celebrate Trails Day**](#) (Rails to Trails Conservancy)
April 25, 2026
- [**2026 National Outdoor Recreation Conference**](#) (Society of Outdoor
Recreation Professionals)
May 11 - 14, 2026, Duluth, MN
- [**Designing Cities Conference**](#) (NACTO)
May 12 -15, 2026, Minneapolis, MN
- [**ITE Canada District 2026 Annual Conference**](#)
May 31 - June 3, 2026, Victoria, Canada
- [**Velo-city 2026**](#) (European Cyclists' Federation)
June 16 - 19, 2026, Rimini, Italy

- [**Sustainable Transportation in Denmark Study Abroad**](#) (Initiative for Bicycle and Pedestrian Innovation Program at Portland State University)
June 20 - July 6, 2026 (Application deadline: January 31, 2026)
- [**5th International Placemaking Week**](#) (Project for Public Spaces)
June 24 - 26, 2026, Detroit, MI
- [**ITE Annual Meeting and Exhibition**](#) (Institute of Transportation Engineers (ITE))
July 19 - 22, 2026, Detroit, MI
- [**Association of Pedestrian and Bicycle Professionals \(APBP\) Conference**](#)
August 10 - 12, 2026, Pittsburgh, PA
- [**The Great Trails State 2026 Conference**](#) (Great Trails State Coalition)
August 10 - 12, 2026, Winston-Salem, NC
- [**National Recreation and Parks Association \(NRPA\) Annual Conference**](#)
September 29 - October 1, 2026, Philadelphia, PA
- [**International Society for Physical Activity and Health \(ISPAH\) Congress 2026**](#)
October 5 - 8, 2026, Mérida, Mexico
- [**2026 Safe Routes to School National Conference**](#) (Safe Routes Partnership)
October 20 - 22, 2026, Minneapolis, MN

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Since its inception in 1999, PBIC's mission has been to improve the quality of life in communities through the increase of safe walking and bicycling as a viable means of transportation and physical activity. The Pedestrian and Bicycle Information Center is maintained by the University of North Carolina Highway Safety Research Center with funding from the U.S. Department of Transportation Federal Highway Administration.

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