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## PBIC Messenger March 2026

1 message

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Wed, Mar 25, 2026 at 11:46 AM



Monthly Newsletter — March 25, 2026



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### Upcoming Events

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## Announcements

### **PBIC Case Study Highlights Walking School Bus Program in Philadelphia**

The Pedestrian and Bicycle Information Center (PBIC) released a [new case study](#) highlighting a walking school bus program at Edward Gideon School in Philadelphia, Pennsylvania. Initially launched to address safety concerns and student attendance, the program has grown into a broader effort connecting

students, families, school staff, and neighborhood partners through daily group walks to school. The case study explores how the initiative helps address transportation challenges, strengthen relationships within the school community, and encourage student leadership. It also describes improvements along the walking route and increased involvement from caregivers and local leaders.

## **USDOT ROUTES Initiative Seeks Input on Rural Transportation Needs**

The U.S. Department of Transportation (USDOT) [Rural Opportunities to Use Transportation for Economic Success \(ROUTES\) Initiative](#) issued a [Request for Information \(RFI\)](#) seeking public input on transportation infrastructure needs in rural communities. The request invites feedback on challenges related to infrastructure conditions, transit access, pedestrian facilities, and the experiences of nonmotorized road users, as well as safety concerns such as roadway departures, rail crossings, and post-crash care. USDOT is also seeking input on barriers that rural communities face when pursuing transportation projects and funding and how technical assistance, data resources, and grant programs could better support rural stakeholders. Submit comments by April 24, 2026.

## **News**

### **Designing Cities That Work for People with Vision Loss** (Bloomberg CityLab)

Examines the challenges that people with low vision or blindness face when navigating city streets and transit systems. Highlights design features and emerging technologies such as tactile paving, audible crossing signals, and smartphone wayfinding tools that can support safer and more accessible travel.

### **South Dakota: Transportation Alternatives Funding Supports Sidewalk and Trail Projects** (South Dakota Department of Transportation)

Announces \$9.5 million in Transportation Alternatives funding for 16 projects across the State, including sidewalks, trails, and shared use paths. The program supports bicycle and pedestrian facilities, Safe Routes to School projects, and other initiatives that expand nonmotorized travel options.

### **Maine: Transportation Plan Includes Investments in Walking and Bicycling Infrastructure** (WGME News)

Reports that a three-year transportation plan from MaineDOT includes \$93 million for sidewalks, trails, and other projects supporting walking and bicycling. The investments are part of broader efforts to improve safety and expand travel options.

### **North Carolina: Multimodal Planning Grant Program Supports Bicycle and Pedestrian Planning** (North Carolina Department of Transportation)

Highlights the Multimodal Planning Grant Program which provides funding to help communities develop comprehensive plans for pedestrian, bicycle, and

transit connections. Since 2004, the program has supported planning efforts that identify priority projects, guide policy development, and help communities pursue future transportation funding.

**[Texas: Regional Plan Seeks to Improve Bicycle Mobility](#)** (Texarkana Gazette)

Highlights a regional planning effort to evaluate bicycling conditions and identify opportunities to improve safety, comfort, and connectivity across nine counties in northeast Texas. The framework will help identify gaps in the bikeway network and prioritize future bicycle infrastructure improvements.

**[New Jersey: Study Envisions Expanded Regional Trail Network](#)** (NJ.com)

Highlights a feasibility study outlining more than 50 miles of potential recreational trails across eight communities in Burlington County. The proposed network would connect neighborhoods, schools, parks, and existing trails, with many routes planned as off-road paths supporting walking and bicycling.

**[Kansas City, MO: Pedestrian Bridge and Streetcar Connection Plans](#)** (KSHB 41)

Reports on plans to improve connections between downtown Kansas City and the riverfront through a new pedestrian and bicycle bridge alongside an extension of the KC Streetcar. The project would provide a protected route for people walking and biking while expanding transit access to the riverfront.

**[Las Vegas, NV: Pilots AI-Enabled Signals to Improve Pedestrian Safety](#)** (KSNV News)

Reports on a pilot project in downtown Las Vegas that will install 16 smart traffic signals capable of detecting pedestrians and adjusting traffic flow in real time. The project, supported by a Federal grant and the city's Vision Zero program, aims to improve pedestrian safety along a busy corridor.

**[San Diego, CA: Protected Bike Lanes Linked to Ridership Growth](#)** (Momentum Magazine)

Reports on four years of ridership data following the installation of protected bike lanes along San Diego's 30th Street corridor. Counts along the route more than doubled after the project was implemented and have continued to increase each year, illustrating how separated bicycle infrastructure and connected networks can influence travel behavior.

**[Cambridge, MA: Report Shows Record Bicycle Use and Improving Safety](#)** (City of Cambridge)

Reports that bicycling in Cambridge has more than tripled since 2004 while the citywide bicycle crash rate has declined by 41 percent. The report highlights growth in ridership alongside expansion of the bike network and continued increases in youth bicycling.

## Resources

**[Vision Zero in 2025 Shows Progress: Lessons to Learn](#)** (Vision Zero Network)

Highlights examples of communities reporting declines in traffic deaths in 2025 and identifies common strategies associated with those changes. The resource points to approaches such as lower speed limits, safer street design, improved crossings, protected bike lanes, and speed safety cameras as part of broader Safe System efforts.

**[Breaking Silos for Safer Streets](#)** (ITE Talks Transportation)

Features a discussion on how a Safe System approach can bring together transportation, fire services, and other local partners to address street design and safety. The conversation explores how collaboration across disciplines and design decisions can influence safety, emergency response, and overall livability.

**[Special Commission on Micromobility Report](#)** (Mass DOT)

Presents recommendations for managing the growing use of micromobility devices such as bicycles, e-bikes, e-scooters, and other personal travel devices. The report outlines a proposed speed-based classification system, improved crash reporting, safety education, and infrastructure planning strategies to support the integration of micromobility into transportation systems.

**[Shared E-Scooter Programs and Travel Behavior: Case Studies from Portland, Chicago, and Ottawa](#)** (Tools of Change)

Examines shared e-scooter programs in Portland, Chicago, and Ottawa, highlighting how cities used pilot projects, public outreach, and operational policies to introduce and manage micromobility services. The case study summarizes lessons related to safety education, parking management, and integrating e-scooters into local transportation networks.

**[PeopleForBikes 2025 Impact Report](#)** (PeopleForBikes Foundation)

Summarizes national progress on bicycling infrastructure, policy, and access, including more than 2,400 bike projects. The report also highlights national city ratings for bicycling conditions and funding for bicycle projects.

**[National Action Plan to End Illegal School Bus Passings](#)** (Governors Highway Safety Association)

Presents a **nationwide strategy** for addressing illegal school bus passings and improving safety for children traveling to and from school. The plan includes 69 recommendations for State Highway Safety Offices, law enforcement, school districts, and transportation partners focused on enforcement, education, technology, and policy solutions.

**[An Update of E-Bike Purchase Incentive Programs in North America](#)**

(Transportation Research and Education Center, Portland State University)

Reviews 118 e-bike purchase incentive programs and documents trends in program design, funding, and eligibility. The report highlights the use of point-of-sale discounts, incentives for lower-income households, and adoption of battery safety standards.

**[Early Estimate of Motor Vehicle Traffic Fatalities for the First Half of 2025](#)** (NHTSA)

Provides an early estimate showing that 17,140 people died in motor vehicle

traffic crashes during the first half of 2025, down 8.2 percent from the same period in 2024. The brief also reports changes in fatality rates, regional trends, and estimates for the first six months of the year.

**[Preliminary Semiannual Motor Vehicle Death Estimates for 2025](#)** (National Safety Council)

Reports an estimated 37,810 motor-vehicle deaths in 2025, a 12 percent decrease from 2024, even as vehicle miles traveled increased by 0.9 percent. The Council also provides supplemental estimates by state and month, along with crash trend data through an **[online data dashboard](#)**.

**[Improving Virtual Public Involvement in Transportation Agencies \(NCHRP Research Report 1178\)](#)** (National Academies of Sciences, Engineering, and Medicine)

Examines how transportation agencies can use virtual tools to expand and improve public involvement in planning and project development. The report outlines benefits, challenges, and recommended practices for engaging participants online while complementing traditional in-person outreach.

## Research

**[Daily Steps May Depend More on Zip Code Than Willpower](#)** (Scientific American)

Describes a study finding that walkable city design, rather than personal motivation, plays a key role in how much people walk. Residents of more walkable areas took about 1,100 additional steps per day, much of it moderate-to-vigorous physical activity.

**[From Neighborhoods to Streetscapes: Pandemic-Era Shifts in Built-Environment Effects on Pedestrian Mobility](#)** (Cities)

Examines how pedestrian mobility changed during the COVID-19 pandemic using high-resolution mobility, weather, and built-environment data. The study found that street-level features such as greenery, open space, and walkable environments became more influential in shaping pedestrian activity after the pandemic.

**[Care-in-Motion: Rethinking Walking, Health, and the Planning of Urban Environments for New Parents](#)** (Journal of Transport & Health)

Explores how walking functions as a “care-in-motion” practice for new parents, supporting mental, physical, and social well-being during early parenthood. The study highlights how everyday walking helps parents manage caregiving demands while strengthening connections to place, community, and family.

**[Impact of Traffic Stress on Mode Choice: A Data-Driven Analysis in Maryland](#)** (Travel Behaviour and Society)

Examines how trip-level traffic stress influences mode choice using household travel survey data and route information in Maryland. The study found that higher traffic stress was associated with lower likelihoods of walking and bicycling, with stronger effects in areas with lower car commuting rates and higher parking costs.

### **Effects of the Visual Environment on Walking Among Older Adults with Visual Impairment** (Journal of Transport & Health)

Presents a conceptual framework explaining how visual environments influence walking ability among older adults with visual impairment. The research highlights how factors such as lighting, contrast, depth perception, and field of vision interact with individual visual function to affect walking safety and mobility.

### **Streetscape Intervention Influencing the Perception of Traffic Safety for Active School Travel** (Journal of Transport & Health)

Examines how microscale streetscape changes near schools influence parents' perceptions of traffic safety for children walking to school. Greater separation from traffic was generally perceived as safer, with pedestrian fencing, bike lanes, and higher-canopy trees rated more favorably than lower speed limits alone.

### **Beyond the Norm: Identifying Rare and High-Risk Pedestrian Crash Patterns Using Unsupervised Learning** (Accident Analysis & Prevention)

Uses unsupervised learning, a type of machine learning that finds patterns in data without predefined categories, to group pedestrian crashes based on shared characteristics and identify rare or atypical crash patterns in more than 10,000 police-reported crashes in North Carolina. The study found these uncommon crash situations were more likely to be fatal and often occurred in rural, poorly lit, nonintersection locations.

### **Developing a Pedestrian Safety Performance Function for Oregon** (Portland State University, Oregon Department of Transportation)

Presents the development of pedestrian safety performance functions for urban intersections in Oregon to improve crash prediction and safety analysis. The study uses machine learning to combine pedestrian push-button signal data with other pedestrian volume data to estimate pedestrian volumes at intersections.

### **Pedestrian Crossing Strategy While Interacting with Multiple Autonomous Vehicles in Local Street Intersections: Effects of Road Infrastructure** (Transportation Research Part F: Traffic Psychology and Behaviour)

Examines how road infrastructure influences pedestrian crossing strategies when interacting with autonomous vehicles at local street intersections. Using a virtual reality experiment, the study found that sidewalks, crosswalks, and on-street parking affect pedestrian perceived risk, awareness, and crossing decisions.

### **A Pragmatic Evaluation of the Riding for Focus Middle School Bicycling Program** (Journal of Physical Activity and Health)

Examines the implementation of the Riding for Focus middle school bicycling program during the 2022-2023 school year. The study reports that the program was well received by students and teachers and may help improve bicycling confidence, helmet use, and overall well-being among participating students.

# Webinars

## Upcoming Webinars

- **[Road Safety Champion Program: Partnerships for Safety Program Implementation](#)** (National Center for Rural Road Safety)  
March 25, 2026, 1:00 pm ET, free
- **[Pedestrian Safety at Transit Bus Stops: Insights from National and State Crash Data](#)** (Center for Pedestrian and Bicyclist Safety)  
March 25, 2026, 3:00 pm ET, free
- **[Making Safe the Easy Choice: Practical Behavior Strategies to Influence Safer Road Behaviors](#)** (National Center for Rural Road Safety)  
March 26, 2026, 1:00 pm ET, free
- **[Harnessing Communications to Educate and Engage Community of Trail Volunteers](#)** (American Trails)  
March 26, 2026, 2:00 pm ET, free, donations appreciated
- **[Using TRID to Find the Best Transportation Research](#)** (Transportation Research Board)  
March 31, 2026, 2:00 pm ET, free
- **[Road Safety Champion Program: Pursuing Transportation and Positive Health Outcomes for Everyone](#)** (National Center for Rural Road Safety)  
April 1, 2026, 1:00 pm ET, free
- **[Moab Trail Ambassador Program: Education and Promotion of Responsible Recreation](#)** (American Trails)  
April 2, 2026, 1:00 pm ET, free, donations appreciated
- **[Tech Tools Driving Safer Behaviors: Local Examples from Uber & CMT](#)** (Vision Zero Network)  
April 2, 2026, 1:00 pm ET, free
- **[Connecting Corners: Curb Ramps, Blended Transitions, Accessibility and PROWAG Basics](#)** (US Access Board)  
April 2, 2026, 2:30 pm ET, free
- **[Vulnerable Road User Safety Countermeasures](#)** (Minnesota DOT)  
April 7, 2026, 11:00 am ET, free
- **[Road Safety Champion Program: Systemic Safety Project Selection Tool](#)** (National Center for Rural Road Safety)  
April 7, 2026, 1:00 pm ET, free
- **[How to Create a Simple, Streamlined Safe Routes Project Action Plan](#)** (Safe Routes Partnership)  
April 7, 2026, 1:00 pm ET, free
- **[Road Safety Champion Program: Public Health Approaches to Population-Level Behavior Change](#)** (National Center for Rural Road Safety)  
April 8, 2026, 1:00 pm ET, free
- **[Trail Towns 101: Strategies, Tools, and Inspiration to Make Trails Work for Your Community](#)** (The Harbinger Consultancy)  
April 14, 2026, 1:00 pm ET, fees apply
- **[Collaborative Trail Planning Tools & Trail Data](#)** (USGS National Digital Trails Project)  
April 14, 2026, 2:00 pm ET, free

- [Establishing Massachusetts Next Generation of Pedestrian and Bicycle Projects](#) (APBP)  
April 15, 2026, 3:00 pm ET, fees apply
- [Trailblazers Wanted: Intensive Training for Tomorrow's Trail Technicians](#) (American Trails)  
April 23, 2026, 1:00 pm ET, free, donations appreciated
- [Road Safety Champion Program: Road Safety Audits](#) (National Center for Rural Road Safety)  
April 29, 2026, 1:00 pm ET, free
- [Innovative Funding Processes for Rural Road Safety](#) (FHWA Rural Road Safety Webinar Series)  
May 7, 2026, 1:00 pm ET, free
- [Reclaiming Streets for Students: The Open Streets for Schools Program](#) (Portland State University)  
May 15, 2026, 3:00 pm ET, free
- [Active Transportation Webinar](#) (Association of Metropolitan Planning Organizations (AMPO))  
May 18, 2026, 3:00 pm ET, free
- [Designing Island Platform Bus Stops to Accommodate People with Disabilities](#) (APBP)  
May 20, 2026, 3:00 pm ET, fees apply
- [Aggregate Trail Surfacing: From Fundamentals to Field Application](#) (American Trails)  
May 28, 2026, 1:00 pm ET, free, donations appreciated

## [Archived and Recorded Webinars](#)

## Call for Proposals, Presentations, Abstracts

Call for Applications: [Vision Zero Recognition](#) (Vision Zero Network)  
Deadline: March 31, 2026

Call for Abstracts: [APHA 2026 Annual Meeting and Expo](#), November 1 - 4, 2026, San Antonio, TX  
Deadline: March 31, 2026

Call for Session Proposals: [2026 Safe Routes to School National Conference](#) (Safe Routes Partnership), October 20 - 22, 2026, Minneapolis, MN  
Deadline: April 1, 2026

Call for Abstracts: [14th International Cycling Safety Conference \(ICSC\)](#), November 3 - 5, 2026, Knoxville, TN  
Deadline: April 15, 2026

Call for Applications: [Riding for Focus \(R4F\)](#) (Outride)  
Deadline: April 17, 2026

Request for Information: [Rural Opportunities to Use Transportation for Economic Success \(ROUTES\) Initiative](#) (USDOT)

Deadline: April 24, 2026

Call for Applications: [Community Impact Grant](#) (Outride)

Deadline: April 30, 2026

Call for Applications: [Research Partnership Grant](#) (Outride)

Deadline: April 30, 2026

Call for Submissions: [Beautifying Transportation Infrastructure Challenge](#) (USDOT)

Deadline: May 13, 2026

Call for Films: [Great Trails State Film Festival](#), August 10, 2026, Winston-Salem, NC

Deadline: June 30, 2026

## Upcoming Events

- [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
- [Planning Tools & Training Symposium](#) (Association of Metropolitan Planning Organizations (AMPO))  
April 20 - 23, 2026, Lexington, KY
- [Oregon Active Transportation Summit](#) (The Street Trust and Transportation Research and Education Center (TREC))  
April 22 - 24, 2026, Portland, OR
- [Celebrate Trails Day](#) (Rails to Trails Conservancy)  
April 25, 2026
- [National Bike & Roll to School Day](#) (National Center for Safe Routes to School)  
May 6, 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
- [Road to Zero Annual Meeting](#) (National Safety Council)  
May 19, 2026, Washington, DC
- [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

- [5th International Placemaking Week](#) (Project for Public Spaces)  
June 24 - 26, 2026, Detroit, MI
- [NaTMEC 2026](#) (National Travel Monitoring Conference and Exposition)  
July 6 - 9, 2026, Nashville, TN
- [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
- [14th International Cycling Safety Conference \(ICSC\)](#)  
November 3 - 5, 2026, Knoxville, TN

[Subscribe](#) to the monthly PBIC Messenger. Send news for future issues to editorial team member Linda Tracy: [linda@PBICMessenger.org](mailto:linda@PBICMessenger.org).

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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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