apbp CONFERENCE 2026
Pittsburgh, PA
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APBP 2026 Conference Panels & Workshops

Program subject to change

Panels

From Walks to Wheels: Creative Ways to Engage Communities in Safer Streets

Description: This session explores creative approaches to engaging communities for advancing active modes and envisioning neighborhood revitalization. The City of Atlanta will share how it is embedding public outreach into major initiatives such as Vision Zero, Safe Routes to School, Atlanta Streets Alive, and its ongoing transportation planning efforts. Attendees will learn about innovative strategies including "Walks with Planners," open streets events, and project-based activations that help communities imagine how streets can be reallocated and improved. The presentation will also highlight how qualitative data, before-and-after studies, and transparent data sharing can build trust and strengthen project outcomes, especially in the face of growing engagement fatigue.

Building on this foundation, Toole Design Group will present traffic gardens as a hands-on, interactive engagement strategy that brings target communities to events. Through temporary and mobile installations, traffic gardens create opportunities for people of all ages, particularly children and families, to experience and shape safer street designs in real time. Case studies from coast to coast will demonstrate how experiential engagement can broaden participation and generate more meaningful community input.

Together, the session will provide practical tools and inspiration for planners and engineers looking to move beyond traditional outreach and create engaging, inclusive, and memorable community engagement experiences.

Speakers:

- Kaitlyn Schaffer (Mobility Planning Assistant Director, City of Atlanta Department of Transportation)
- Ayden Cohen (Project Planner | Associate, Toole Design)

When Streets Hold Stories: Lessons from San Francisco's Folsom Street and New York City DOT's Open Streets Program on Design, Preserving Cultural Identity, and Collective Memory

Description: Public streets and public spaces are often designed and evaluated primarily through the lenses of movement, safety, and efficiency. Yet this narrow focus overlooks their role as cognitive and social infrastructure. These environments shape how people remember, orient themselves, and feel mentally and emotionally safe within their communities, as seen in projects like San Francisco's Folsom Streetscape Project and, in different ways, the New York City Department of Transportation's (NYC DOT) Open Streets Program. Familiar and culturally significant public spaces help reinforce individual and collective memory, a sense of place, and long-standing social networks, factors directly tied to community health and quality of life.

This panel explores how community engagement and culturally grounded design processes can strengthen public space as both transportation and social infrastructure. Centering resident input, local stakeholder leadership, and lived experience, the session examines San Francisco's Folsom Streetscape Project as a key case study of how transportation improvements can be paired with community-driven placemaking to enhance safety while honoring neighborhood identity. New York City's DOT Open Streets Program further illustrates how community stewardship and everyday use patterns shape how public space is experienced, adapted, and remembered over time. These approaches are particularly significant in marginalized and vulnerable communities, where social networks and informal care systems are essential to well-being, longevity, and life expectancy.

Panelists will discuss how traffic safety improvements and multimodal design, including protected bikeways, pedestrian-scale lighting, and culturally specific design elements, can be integrated with community-driven placemaking through close collaboration with neighborhood stakeholders to advance safety while reinforcing belonging and preserving cultural identity and collective memory.

Speakers:

- Alan Uy (Traffic Engineer, San Francisco Municipal Transportation Agency)
- Burkina Morgan (Program Manager of the Open Streets Program, NYC Department of Transportation)

Making Data Count: From Active Transportation Databases to Safer, Multimodal Streets

Description: This session takes you on a step-by-step (and wheel-by-wheel) journey from counting people to creating safer, more livable streets. If information is the basis for all sound decision making, how can we ensure key stakeholders have all of the available information for a project or study? The key is to collect, store, and track changes in data; Michigan DOT has been doing this for over half a decade with their Nonmotorized Database System (NMDS) acting as a statewide central repository for active transportation count data. Additionally, data is essential when trying to answer complex questions. Are cities with higher levels of walking, bicycling, and transit actually safer? Using ten years' worth of national data, research from the University of New Mexico evaluates how land use and changes in mode share relate to fatality

outcomes for all road users in urban areas. How does your city rank in terms of auto-dependency and multimodal safety?

Speakers:

- Ana Mihaela Lucaci (Research Assistant, University of New Mexico / Center for Pedestrian and Bicyclist Safety)
- Jordan Storey (Transportation Planner, Michigan Department of Transportation)

Telling their Stories

Description: Traditional crash data systems are often car-focused, which can leave pedestrian crashes documented with limited or conflicting details—sometimes even placing undue fault on those walking. Over the past two years, DOMI's Vision Zero team has responded to numerous fatal crashes and seen firsthand how standard reporting can miss critical factors, particularly those related to pedestrian safety and the built environment. In this session, the team will share insights from three fatal pedestrian crash cases. Presenters will explore what initial police observations captured, what key elements were overlooked, and how deeper analysis informed changes to make these locations safer for everyone. Attendees will gain a better understanding of why comprehensive fatal crash response matters, and how to choose team members of this group, how human behavior, built environment, and roadway design intersect, offering practical considerations for designing safer streets.

Speakers:

- Panini Chowdhury (Senior Planning Manager- Transportation, City of Pittsburgh- DOMI)
- Jan Raether (Infrastructure Engagement and Performance Operations Manager, City of Pittsburgh)

Engaging through the Arts: Three innovative Methods for Multi-generational Engagement on bike/ped Infrastructure Projects.

Description: This panel explores art based engagement Riverlife employs to reach diverse constituencies, build trust, and provide opportunities for feedback on a transformational project that redefines their neighborhood's relationship with the riverfront. Over the life of the West End Bridge Connector Project, Riverlife works with artists Sans Façon and Steve Gurysh to curate long term engagement with arts based activations to provoke emotionally resonant experiences and explore connections between people and place. A wide range of constituents explore their own connection to riverfront trails in innovative ways and provide urban planners important feedback culminating in new riverfront public spaces and an art installation called "Keeper of the Loop".An early activation project used aspects of artistic activism and tactical urbanism to reimagine unused greenspace. Students planned, designed, and constructed a new park with benches, native plants, and a mural, creating a gathering place and improving the pedestrian experience approaching the project site. Sans Façon built upon this engagement with a project called I'd Like you to Know, designed to renew awareness of Pittsburgh's riverfronts and help residents connect with communities downstream. Participants were able to ceremonially release driftwood laser-engraved with sentiments from the community from a small boat on the river. The third project, a podcast called "Voices across the River" lets student producers explore connections with the river and their community more

deeply while creating a multi-media record documenting and showcasing residents' relationship with the river and how it has changed over time.

Speakers:

- Crystal Witt (Community Engagement Coordinator, Riverlife)
- Keysha Gomez (Executive Director, H.O.P.E. for Tomorrow)
- Dennis Henderson (Executive Director, Manchester Youth Development Center)

How to Create or Advance your Active Transportation Data Program

Description: Considerable time and investment have been spent on building out a very robust motor vehicle counting system. In contrast, counting programs for walking and bicycling are relatively underdeveloped. Agencies are often scrambling to find proxies for walk or bike volumes when they need to conduct safety analyses, plan new projects, or prioritize investments. This session will highlight lessons from an effort that aimed to narrow the gap between motor vehicle data and pedestrian and bicycle volume data and help push toward more standardized data practices. Panel members will describe the characteristics of a robust count program for walking and biking, steps agencies can take to progress to a more mature program, and share examples of successful efforts to collect, store, share and use this data. The lessons were developed with the support of a working group of national experts in pedestrian and bicycle counting, and includes in-depth case studies from four agencies with successful count programs. Presenters from the Texas Department of Transportation and Delaware Valley Regional Planning Commission who will share best practices from their program in this session.

Speakers:

- Jennifer Dill (Professor, Portland State University)
- Phil Longenecker (Associate Planner, Alta Planning + Design)
- Greg Reininger (Planning Lead, Texas Department of Transportation)
- Joshua Rocks (Manager, Office of Travel Monitoring, Delaware Valley Regional Planning Commission)

Coming out of the Shadows: How to Plan, Design, and Build Safe and Attractive Night-time Networks for People Walking and Biking at Night

Description: For years, planners and engineers have under-valued the role better lighting can play in making a city safer, more attractive, and more equitable for all people. Despite lower rates of activity at night, pedestrian collisions are disproportionately fatal at night, with over three-quarters of pedestrian fatalities occurring in darkness due to reduced visibility, driver impairment, and poor infrastructure. Increased risk is driven by lower light levels, higher speeds, and fatigue, making pedestrians 3x more likely to be killed at night.Recent citywide lighting upgrades in Pittsburgh and Philadelphia have embraced new technologies and approaches to revolutionize the way lighting for active transportation is not only designed and built, but brought "out of the shadows" in an effort to promote walking and biking, placemaking, and an increased sense of community for residents.Attendees will learn common terms and techniques used in the design and evaluation of roadway lighting improvements in Pittsburgh and Philadelphia, as well as

current initiatives underway in Austin, Texas and Santa Ana, CA. A particular emphasis will be placed on how to use common-sense approaches to increase safety, build community, lower energy costs, and generate "quick wins" for city staffs, residents, and advocates alike.

Speakers:

- Brian Gaze (CEO, Evari Consulting)
- Denny Robinson (Project Manager, City of Pittsburgh)

Application of Data-Driven Systemic Safety Analysis to Prioritize Segments and Intersections

Description: This study develops two complementary frameworks for the District Department of Transportation (DDOT) that advance proactive safety planning under the Safe System Approach by identifying high-risk locations across both roadway segments and intersections. The first framework integrates vulnerable road users (VRU) crash history, roadway design, built environment, and community context into a single, repeatable scoring system to identify high-risk segments for VRU. Key variables include traffic exposure (AADT); roadway and operational characteristics such as speed limits, cross-section width, sidewalk width, and bike lane presence; activity and multimodal generators including bus stops, Metro entrances, schools, campuses, parks, and bars; and community indicators such as population and employment density, zero-vehicle households, poverty, age distribution, and travel behavior. Each variable is translated into standardized risk scores based on observed relationships with VRU crash frequency and combined into an overall segment-level risk score. The output is a ranked network of roadway segments that can be used to guide programmatic investment, support grant applications, and advance Vision Zero and Safe System implementation. The second framework applies Kinetic Energy Management (KEM) principles to intersection safety. DDOT initiated the use of the KEM framework to identify and rank intersections where the potential for fatal or serious injury (K+A) crashes is greatest. The resulting measure, K+A Potential, represents the estimated number of severe crashes likely to occur over the next decade if current crash patterns persist. This metric integrates two complementary components: (1) crash pattern potential, which models the probability of K+A outcomes across intersection crash types and adjusts for key operational and physical factors, including speed environment and truck route presence; and (2) observed historical severe-crash frequency. The approach incorporates readily available data such as crash types, operating speeds, and truck and bus routes, and produces a ranked list of intersections grouped into risk tiers.

Speakers:

- Md Shakir Mahmud (VHB)
- Elissa Goughnour (VHB)
- Alex Webb (DDOT)

Pittsburgh's Holistic Approach to Signal Design and Traffic Operations

Description: 1.) Traffic Signal Timing Strategies for Bikes & Peds: Traffic signal networks do not always need to prioritize vehicle efficiency and throughput. DOMI continues to move forward with a multi-modal approach to traffic signal design and operations. Dan Rodriguez, Project Manager, will highlight DOMI's

recent deployments of bike/ped treatments at signalized intersections and discuss future plans to make our City streets safer and more accessible to all.

2.) Maintaining Traffic and Mobility for Special Events- 2026 NFL Draft: In April of 2026, the NFL Draft came to Pittsburgh. Along with it came approximately 600,000 people. Discuss steps that the City took to handle this huge influx of people with Mike Maloch, Municipal Traffic Engineer.

3.) Rate the Accessibility of the City's Intersections: The City is constantly looking at ways to improve the accessibility of their intersections for Low Vision/Blind users. Join Patty Kerns, Senior Project Manager, and Bonnie Dodson-Burk, O&M Specialist as they discuss current obstacles, potential solutions, and the importance of cross-departmental partnership. cooperative relationships between municipal government, public agencies and local advocacy groups to provide for the most vulnerable road users.

Speakers:

- Dan Rodriguez (Project Manager, City of Pittsburgh - DOMI)
- Mike Maloch (Municipal Traffic Engineer, City of Pittsburgh - DOMI)
- Patty Kerns (Senior Project Manager, City of Pittsburgh - DOMI)
- Bonnie Dodson-Burk (Certified Orientation and Mobility Specialist, Vision-Mobility Services, LLC.)

Deep Dive on Delineators: How Cities are Separating Bikes and the Impacts of Delineators on Behavior

Description: Recognizing that SBLs vary widely in separation type, materials, spacing, and cost, the project's literature review synthesizes evidence on safety outcomes, user preferences and operating behavior across bicyclists, pedestrians, and drivers, and key contextual design tradeoffs. The project is further informed by interviews conducted with staff from eight cities around the U.S. addressing installation, maintenance, and life-cycle cost considerations, filling a gap in published documentation on delineator performance and implementation issues. Building on this foundation, before and after video analytics are used to evaluate driver speed and positioning, driver intrusion into bike lanes, and bicyclist behavior at three recently renovated separated bike lanes with different delineator configurations in Seattle, Boston, and Arlington VA. Together, these methods provide a practical, evidence-based guide to context-sensitive separated bike lane design.

Speakers:

- Phil Longenecker (Associate Planner, Alta Planning + Design)
- Derek Abe (Principal, Alta Planning + Design)
- Christiana Farrell (Strategic Advisor, Project Development Division, City of Seattle)
- Kevin Casadei, P.E. (Arlington County)
- Jennifer Dill, PhD (Professor, Portland State University)

Youth on the Move: Strategies for Safe E-Bike Use Across Ages and Communities

Description: Youth e-bike usage is growing rapidly in the U.S., expanding independent mobility and access for teenagers. However, this trend is raising safety, equity, and regulatory challenges across communities and stakeholders. Communities have questions about rider behavior, infrastructure, policy, crash risk, education, and enforcement. Panelists from Minnesota DOT, Orange County, the City of Costa Mesa, and Toole Design will share key issues, research and best practices, implementation approaches, and localized experiences that will provide practitioners with actionable strategies to address youth e-bike safety. We will discuss how e-bikes are here to stay, offering real benefits to youth and other groups experiencing transportation insecurity through improved access to school, jobs, and opportunities. We will focus on sharing the e-bike landscape for youth in Minnesota and California, including lessons learned that are applicable to state, regional, and local practitioners. This includes differences between land use contexts and how state laws influence outcomes. We will discuss education, the most effective tool to reach parents and children, along with how affordability, rural access, and regulatory clarity must shape interventions. We will also discuss the risks of over-regulation, the benefits of clear and consistent language and tools, and the connection to safe and intentional infrastructure that supports safer youth e-bike use. Participants will gain insight into tailored strategies for supporting and partnering with stakeholders to balance access, safety, equity, and regulation for youth riding e-bikes.

Speakers:

- Mitch Coffman (Principal Planner, Toole Design)
- Caroline Ketcham (Pedestrian and Bicyclist Planner, Minnesota Department of Transportation)
- Brett Atencio Thomas (Transportation Coordinator, City of Costa Mesa)
- Peter Sotherland (Active Transportation Coordinator, Orange County Transportation Authority)

From Plan to Pavement: The Story Behind Austin's Quick Build Success

Description: This session will use the City of Austin's nationally recognized Quick Builds approach as a model to explore how to seamlessly move City projects from planning and visioning through design, engagement, approvals, and installation. Investment in the public realm is one of the most powerful ways cities can advance community aspirations—creating places that enhance safety, support economic vitality, and enrich daily experience. Because streets comprise the largest share of urban public space, they represent our greatest opportunity to improve mobility, strengthen neighborhood identity, and deliver visible community impact.Using Austin-based implementation examples, this presentation offers a behind-the-scenes look at how Complete Streets projects move efficiently from concept to construction. Participants will see how early planning decisions, context-sensitive design approaches, and adaptable standards create a strong foundation for implementation. The session will also highlight how technical expertise embedded alongside City staff throughout the project lifecycle supports momentum and continuity—guiding projects through scoping, design refinement, public engagement, interdepartmental coordination, approvals, and real-time field adjustments.By focusing on both process and performance, this session demonstrates how thoughtful collaboration, clear standards, and sustained technical support enable cities to deliver Quick Build that are timely, context-responsive, and built to last.

Speakers:

- Yvonne Kaczo (Director of Engineering, Toole Design Group)
- Nina Rinaldi (Project Manager, City of Austin)

Inherited Cities: What Millennial Women Survived and What Gen Z Will Redesign

Description: Cities were not designed for independent women and Millennials learned to cope. We normalized walking the long way home. We adjusted to poorly lit routes, infrequent late night transit, and bike systems that did not account for everyday cargo or safety. We internalized infrastructure gaps as personal responsibility.Gen Z is questioning why any of that was ever acceptable.This session brings Millennial and Gen Z women together for a candid cross generational conversation about how pedestrian and bicycle systems have quietly excluded independent women, particularly those who are single, child free, and navigating cities without built in support systems.Through lived experience and moderated discussion, we will explore how safety adaptations became normalized, why late night service still assumes a nine to five rider, and how bike and walking infrastructure often fails to recognize autonomy as a design standard. Rather than framing this as generational conflict, the session focuses on generational opportunity. What compromises did Millennials accept. What expectations is Gen Z raising. And how can planners respond before another generation inherits the same limitations.Participants will leave with actionable ideas to redesign streets, service, and systems so women no longer have to adapt to infrastructure that was not built for them.

Speakers:

- Nina Ndichu (Austin Office DIrector, Toole Design)
- Ayden Cohen (Project Planner | Associate, Toole Design)

The Future of Micromobility and E-Biking: Maximizing Benefits and Reducing Risks through Responsible Stewardship

Description: Micromobility is rapidly reshaping how people move for the better, yet public conversations often focus narrowly on speed, conflict, or enforcement. This panel brings together leading researchers and practitioners to examine what current evidence reveals about the environmental, health, and equity benefits of micromobility, especially e-bikes, identify knowledge and data gaps, and discuss how research and novel data collection can help transportation professionals serve as effective stewards in conversations with the public and policymakers. Panelists will briefly present research and will then participate in a moderated discussion, including audience Q&A. Presentations will focus on mode shift, behavior change, and the effectiveness of e-bike rebate programs, including who benefits from e-bike adoption. The discussion will also explore critical data gaps: limitations in crash and exposure data, gaps in understanding real-world riding behavior, and the risks of policy decisions built on incomplete assumptions. Presenters will share methods for collecting rider data and translating research into informed infrastructure, programmatic, and legislative strategies. As e-bike adoption accelerates, transportation professionals face an important stewardship question: how can we maximize climate, mobility, and equity benefits while minimizing safety risks and public/policymaker overreaction to outliers? The panel will

highlight why overly restrictive or enforcement-focused responses can backfire, particularly for lower-income and car-limited populations, and outline a more balanced, data-driven approach.

Speakers:

- Polina Polikakhina (Engineering Associate/Researcher, Kittelson and Associates)
- Jonah Chiarenza (Associate Planner, Kittelson & Associates)
- Kara Oberg (Micromobility Retail & Policy Advisor, co:census)
- Clark Haynes (Founder, Velo AI)

Co-Creating Neighborhood Traffic Safety Solutions with Community

Description: The Seattle Department of Transportation (SDOT) is launching two major initiatives funded by the 2024 Seattle Transportation Levy: the Accelerated Sidewalk Program and the Neighborhood-Initiated Safety Partnership Program. Together, these programs will deliver safety improvements across Seattle through 2032, including an ambitious goal of building 250 blocks of new sidewalks and walkways by 2029.To prioritize investments, we identified neighborhoods with the greatest need based on safety data, equity considerations, and gaps in pedestrian infrastructure. From there, we partnered with community-based organizations to host neighborhood "walkshops" — guided walking tours designed to hear real-world safety challenges and co-create solutions. These walkshops go beyond traditional outreach. Residents walked with us, pointed out missing connections, described daily travel experiences, and identified barriers to accessing schools, parks, and frequent transit. Neighbors often joined the conversation spontaneously, strengthening local ownership of the process. Through this collaborative approach, we identified near-term, quick-build improvements that can be implemented in the early years of the levy while also shaping longer-term sidewalk investments. The result is a community-informed project pipeline that advances safety, accessibility, and equity — particularly in historically underserved areas. This session will share our engagement model, lessons learned, and practical strategies for co-creating neighborhood safety projects that build trust and deliver tangible results

Speakers:

- Brian Dougherty (Manager, Seattle Department of Transportation)
- Yasir Alfarag (Transportation Planner, Seattle Department of Transportation)

Engagement That Works: Best Practices in Community-Driven Solutions

Description: This session will explore how public engagement can be used as a tool to develop successful safety solutions. Presenters will showcase tools and techniques used to generate local buy-in, address skepticism of proposed projects, and shape the design of our streets in ways that improve mobility and safety while responding to local concerns. Presenters will provide a brief overview of their projects and highlight how public engagement was used to shape decision making and lead to successful outcomes. After the presentations, panelists will participate in a moderated Q&A session on lessons learned. Lemoyne Bottleneck, Lemoyne, PA: This will focus on an initial road diet proposal that overcame strong opposition. Through early and continuous stakeholder engagement, the project team worked to build trust, refine designs, and create a solution that balances the needs of motorists, bicyclists, pedestrians, and

emergency services.West Orange Township Vision Zero Action Plan, West Orange, NJ: This project will discuss how support and guidance from a strong local champion resulted in a final action plan that reflected both local priorities and best practices in transportation safety.City of Philadelphia: The city will share lessons learned from a variety of projects and methods that have helped bring the public around to new design ideas.

Speakers:

- Rachana Sheth (NJ Planning/National Safety Lead, NV5)
- Laura Ahramjian (Associate Planner, Kittleson and Associates, Inc,)
- Jackie Weidman (District Manager, Office of Multimodal Planning, City of Philadelphia, PA)

Lessons from prioritizing Pedestrians/Bicyclists on neighborhood streets

Description: How do you provide safe bike access to neighborhood destinations like parks, schools, and activity centers when your streets are too narrow for dedicated bike facilities? Neighborhood Bikeways (which go by many names including Neighborways, and Neighborhood Greenways) are the solution many cities have turned to. Great Neighborhood Bikeways go beyond sharrows and signage. They incorporate traffic calming design treatments, discourage cut-through trips, and are designed to give people biking priority, and increase safety and comfort for people walking. Join this panel discussion to learn about planning, design, and implementation strategies from three cities in different stages of the process. New York City's network of Neighborhood Slow Zones have been installed for a number of years, and they are learning from and refining their design and material choices based on what has worked and what hasn't. Pittsburgh's Neighborway network is fully planned and is partly implemented. Philadelphia is in the early planning and design stages of planning its network, and has completed a community informed network planning in key neighborhoods where residents have been asking for improved trail and transit connectivity.

Speakers:

- Jacob Elliott (Vision Zero Project Coordinator, City of Philadelphia - Office of Transportation and Infrastructure Systems)

The CAN Initiative: Boulder's approach to accelerating Vision Zero

Description: Learn how to tackle multimodal and Vision Zero improvements on your community's streets with the highest risk for severe crashes. In 2022, the Boulder City Council made a decisive shift in transportation priorities to address the most dangerous aspect of the transportation system: arterial streets. While Boulder is known for a world-class off-street shared-use path network, like most communities, it still has unsafe arterial streets. The Core Arterial Network (CAN) is an ambitious initiative with the objective to overhaul about a dozen arterial streets in Central Boulder with protected bike lanes, transit enhancements, wider sidewalks, and other Vision Zero commitments. The rapid shift in transportation priorities required weighing tough tradeoffs. Existing programs had to be paused or discontinued to consolidate resources to take on larger challenges. A cohesive vision with clear objectives helped explain CAN to elected officials and the broader community. The vision and objectives also support accelerated project development, as each corridor study builds on prior studies to form a comprehensive

network.Four years after adopting CAN, Boulder has already installed miles of protected bike and bus lanes, upgraded transit stops, and implemented intersection safety improvements. City staff have worked with constrained resources to implement many of these transformative projects through maintenance efforts and with grant support. CAN is changing how people move around and helping Boulder accelerate towards Vision Zero, equity, mode shift, and climate goals.

Speakers:

- Alex Weinheimer (Principal Associate, TEI Planning + Design)
- Ryan Shuchard (Boulder City Council)
- Valerie Watson (Deputy Director of Transportation and Mobility, City of Boulder)

Translating AT Visitation into local economic dollars : Research in Action

Description: Active transportation can be a powerful economic driver for communities of all sizes. Investments in safe, connected bike and pedestrian infrastructure can support local retail, revitalize downtowns, and attract tourism. To secure funding and public support, however, project leaders must demonstrate measurable impact. High-quality bike and pedestrian count data provide that evidence—especially when paired with economic indicators such as retail sales, vacancy rates, and property values, among others. By converting otherwise invisible trips into actionable metrics, bike-ped count data equip planners and decision makers to quantify returns on infrastructure investments and make informed decisions. This evidence helps position active transportation not only as a mobility strategy, but as a catalyst for long-term economic vitality.Chaired by a member from Eco-Counter, this conversational panel will convene leaders building the economic case for active transportation infrastructure in both urban and rural communities. Panel participants will include both researchers and practionners (from the Vermont Rail Trail program and from Bloor Street bike lane in Toronto, Canada) to make the case for why active mobility can generate positive local economic outcomes

Speakers:

- Stephen Charters (Client Consultant, Eco-Counter)

Defining Low-Stress Cycling for All Ages and Abilities: A Next Generation BLTS and Exploration of Psychological Drivers of Stress Tolerance

Description: This session introduces Bicycle Level of Traffic Stress 2.0 (BLTS 2.0)—a facility-first, segment-level update to the 2012 LTS framework that improves validity at the low-stress end and reflects today's bikeway designs (protected and raised facilities, buffer form, vertical barrier type, and visual distinction). Susan Loftus, MA, MSW will present the BLTS 2.0 technical report, including the revised LTS 1/2 rubrics, the expert-panel calibration process, and the practical implications for mapping, project scoping, and investment decisions aimed at All Ages and Abilities networks.A second presenter, Patricia Tice, PhD will translate the behavioral science behind traffic stress into planning-relevant terms, synthesizing research on psychological, cognitive, and physical differences that shape stress tolerance (e.g., risk tolerance, sensory sensitivity, cognitive load, caregiving responsibility, aging, disability, and experience). Together, we'll show why common assumptions about who is served by "low-stress" facilities can overestimate true

low-stress access, and how design details that may seem minor to high-stress-tolerant riders can be decisive for LTS 1 users.Audience participation: we'll open with a fast "perspective check." Attendees will rate (by show of hands or QR poll) the LTS level they believe fits 3–4 common segment scenarios. We'll then reveal BLTS 2.0 panel-calibrated ratings and discuss the predictable gaps—highlighting how our own cycling experience can anchor expectations and why LTS 1 perceptions differ. Participants leave with concrete takeaways for designing, evaluating, and communicating truly low-stress networks.

Speakers:

- Susan Loftus (Principal, Loftus Planning and Design)
- Patricia Tice (Principal, Profound Insights)

Mobility Justice: Lifting Voices to Create Safe Spaces

Description: People's access to safe, healthy, mobility choices is too often determined by the color of their skin or the places that they live. BIPOC individuals disproportionality suffer from traffic violence, and disinvested communities are often stuck in cycles of scarcity that erode their health and wellbeing. Furthermore, when improvements are made, they are too often deft to the lived experiences of the community.Through a series of quick presentations and lively conversation this panel will focus on how this narrative can be flipped on its head when projects are citizen driven and focused on community empowerment. We will look at a park in the Watt's neighborhood of Los Angeles where families were losing loved ones to traffic violence and how a community member built a coalition to find a solution and get it funded. We will explore how a group of young women of color managed to build Detroit's first mobility hub and how they defined safe space and meaningful mobility access. We will probe how the Joe Lewis Greenway in Detroit drove neighborhood planning and community empowerment centered on access to healthy active transportation. Join us in an interactive, broader discussion about what is mobility justice, its impact on real people's lives, and the deep listening, compelling storytelling, and innovative partnerships, it takes to create safer walking, biking, and transit access for everyone.

Speakers:

- Janet Attarian (Senior Principal, SmithGroup)
- Asiyahola Sankara (Senior Associate, Infrastructure and Transportation, PolicyLink)
- Nicole Meunier (Director of Development, Northwest Center Against Sexual Assault)
- Michelle Flournoy (Urban Designer, City of Detroit Planning and Development Department)
- Carolyn Lusch (Planner, SmithGroup)

How municipalities can make car-lite living easier through public-private and nonprofit partnerships that increase access to electric-assist cargo bikes.

Description: This panel will discuss the emergence of shared electric-assist cargo bike mobility in the U.S. and will be led by four innovators in this space: CargoB from Boston, the Minneapolis Cargo Bike Library, The WABA Cargo Bike Library in DC and Cyclehoop US. Electric-assist cargo bikes have finally moved beyond commercial use and are firmly part of the consumer mobility conversation. Given the rapid growth (and success) of lending libraries and the emergence of shared systems like CargoB, we are excited to

present this discussion focused on how American cities can scale consumer options—not by copying Europe, but by building solutions tailored to U.S. land use patterns, policy environments, and multimodal needs. The panel will examine how cities can support the shift toward car-lite living—whether by choice or necessity—through secure bicycle storage infrastructure, lending programs, and shared services. It's next-gen mobility built through practical, scalable, partnership-driven approaches.

Speakers:

- Andy Lambert (Board Member & Cargo Bike Librarian, BikeMN & Minneapolis Cargo Bike Library)
- Dorothy Fennell (CO-Founder & CEO, CargoB)
- Lelac Almagor (Founder and Cargo Bike Librarian, The WABA Cargo Bike Library)

Crosswalks, Curb Extensions, and Colors, Oh My!

Description: As agencies seek ways to create safe crossings for pedestrians, it can be difficult to understand how to ensure such treatments are accessible to people with vision impairments. One geometric design tool that agencies use to improve pedestrian safety is the sidewalk extension, or curb extension. Communities are also coloring the pavement or installing art or patterns within crosswalks and quick-build curb extensions. These aesthetic surface treatments in or near streets are often done to support placemaking and reflect a community's culture, and while some assessments suggest they may also improve safety, little was known about their impact on accessibility when used within crosswalks. This session will introduce three studies that focus on 1) the impacts of aesthetic surface treatments within crosswalks on people with vision disabilities, 2) wayfinding and accessibility impacts of quick-build curb extensions, and 3) safety and comfort of permanent versus quick-build curb extensions with or without mural art. Across the three studies presented, we will discuss how driver behavior, pedestrian behavior, and pedestrian accessibility are influenced by different conditions of curb extensions, the use of aesthetic surface treatments both in crosswalks and in quick-build curb extensions, and how certain combinations of tactile walking surface indicators at such temporary curb extensions can improve wayfinding. Sifting through it all, we will provide recommendations on how agencies can use street art to enhance their identities and temporarily install curb extensions to improve safety while also ensuring that pedestrian crossings can be used by everyone.

Speakers:

- Sarah O'Brien (Senior Research Associate, UNC Highway Safety Research Center)
- Mike Alston (Senior Engineer/Planner, Kittelson & Associates)
- Alan Scott (President, Accessible Design for the Blind)

Workshops

Elevate and Envision: A BIPOC Affinity Space

Description: This interactive workshop will be an opportunity for Black, Indigenous, Latino, Asian, Arab, Middle Eastern, Pacific Islander, and other People of Color to share space to learn about, from, and with one another. Participants will take part in three activities. The first will focus on relationship-building and

empowerment. Participants will review, react, and discuss quotes from well-known BIPOC designers, as well as share their own lived and professional experiences within the affinity space. Next, we will "democratize design" by using a Mad-libs style activity to develop a shared vision for the future of human-centered transportation planning and design. The final workshop activity will include discussion and brainstorming around concrete strategies that APBP and professionals can move forward to realize the shared vision. The activities in this session have been adapted from a workshop called “What if Women+ of Color Designed Everything?” developed and facilitated by L.C. Johnson of Columbus, Ohio, and Michelina Ferrara of New York City.

Speakers:

- Anish Tailor (Project Planner, Toole Design)
- Sophia Benner (Senior Manager, Multimodal Design and Programs, National Association of City Transportation Officials (NACTO)

People, Politicians, and Green Paint: Engagement that Moves

Description: As planners and active transportation coordinators, when we hear “community or public engagement,” we often think about engaging the public about comprehensive plans, transportation plans, or projects that have already been designed. But, what if we specifically targeted the people who make decisions about funding and approvals? Elected officials and those who serve on Boards, and Commissions can heavily influence the outcome of a project. In addition, private developers often make development decisions that affect generations. How do we engage these stakeholders? What tools can we use to target these key players?What if there was a different way to engage and reframe the idea of active transportation for these decision makers? Laneshift reframes the way active transportation is explained through our Connected Community Model. This model takes a whole community approach to active transportation by examining mental and physical health, economics, and the social environment. Laneshift has found the key to developing a successful active transportation network is to mix equal parts infrastructure with equal parts culture.Our organization has been using Northwest Arkansas as a learning laboratory to shift the mindset about active transportation for engineers and elected officials for close to a decade. This is done through experiential engagement and movement in the heart of the Midwest.The objective of the workshop is to provide engagement and messaging tools to attendees, including data, talking points, and case studies targeted specifically for these stakeholders. Workshop engagement tools will include hands-on activities, polling, and brainstorming exercises.

Speakers:

- Jane Ziegler (Active Transportation Program Manager, Laneshift)
- Isaac Sims (Planning Project Manager, Crafton Tull)

MnDOT's Separated Bike Lane Guidance: Planning, Scoping, Design & Maintenance

Description: For many, the bicycle facility design guides will tell you when to separate bicyclists from motorists, but not when to physically separate bicyclists from pedestrians. That's where the Minnesota Department of Transportation (MnDOT) and their consultant, Bolton & Menk, started. Through national research, workshops with blind and low-vision pedestrians, mobility device users, and a variety of bicycle users, and a MnDOT advisory group, we've assembled design guidance to assist practitioners and agencies. These guidelines will help determine when to pursue separated bike lanes versus a sidepath, and when separation is chosen, detail how to separate bicyclists from pedestrians through a variety of roadway contexts. Throughout the workshop, we will discuss engaging with underrepresented transportation users, determine potential bicycle and pedestrian conflicts when no counts exist, and how to use the guide to help determine the preferred bicycle facility for a real-life corridor including taking a look at intersection designs and winter maintenance.

Speakers:

- Cody Christianson (Active Transportation Practice Lead | Principal, Bolton & Menk, Inc.)
- Mitch Kiecker (Senior Pedestrian & Bicycle Engineer, Minnesota Department of Transportation)
- Zoe Huebner (Active Transportation Planner, Bolton & Menk, Inc.)

How Many Ways Can You Slice a Narrow Street?

Description: Pittsburgh's narrow streets have forced creativity for decades. Built long before the automobile, many corridors across the city offer extremely limited widths, leaving little room to balance the needs of people walking, biking, riding transit, driving, loading, and emergency access. Rather than treating these constraints as barriers, Pittsburgh has used them as opportunities to test, refine, and expand a wide range of multimodal design approaches. This session will highlight how Pittsburgh has done it all when it comes to rethinking narrow streets. City of Pittsburgh and Toole Design staff will walk through a series of built project examples that required difficult tradeoffs, unconventional cross sections, and creative problem-solving. Case studies will include floating bus stops, bike lanes, innovative parking treatments, and a look at the city's "super skinny" streets—where curb space, sidewalk width, parking, and even emergency access all need to be considered. Beyond design solutions, presenters will discuss the decision-making frameworks behind these projects, including stakeholder engagement strategies, policy considerations, and how national guidance such as AASHTO and PROWAG informs work in highly constrained conditions. The session is an interactive workshop. Participants will engage in a design exercise and learn how drawing can clarify tradeoffs, test priorities, and advance productive conversations. Together, the group will explore gaps in current practice and collaboratively develop ideas for a "skinny street" policy and design toolkit applicable to cities everywhere.

Speakers:

- Katy Sawyer (Principal Engineer, Toole Design Group)
- Paige Anderson (Project Manager, City of Pittsburgh, Department of Mobility and Infrastructure)
- Sean Stephens (Project Manager, City of Pittsburgh)
- Sonam Agarwal (Toole Design)