

APBP 2022 Webinar Series

Webinars are held on the third Wednesday of the month* at 3:00pm Eastern.



ASSOCIATION OF PEDESTRIAN
& BICYCLE PROFESSIONALS

Expertise for Active Transportation

January 19th

The Power of Partnerships - Leveraging public-private partnerships to deliver transformative active transportation facilities in complex urban environments

Presenters:

Richard Plenge, VHB
William Moose, City of Boston Transportation Department
Greg Contente, Samuels and Associates
Jill Zick, Boston Planning & Development Agency

The Parcel 12 Project will repair a barren section of the urban streetscape in the heart of Boston by building a new mixed-use development over an active interstate highway. The project utilizes innovative multimodal facilities to knit together several distinct and disconnected Boston neighborhoods disrupted by the I-90 expressway. This webinar will highlight a unique public-private partnership between the City of Boston and Samuels & Associates. The project will activate the surrounding streets, repair the discontinuity in the urban street wall, and greatly improve neighborhood connectivity. Through a highly collaborative and inclusive process, the project development team led by Samuels with VHB as lead engineer identified a series of creative solutions to utilize highway air rights to greatly expand the public realm, build out a low stress bikeway and enhance transit connections.

February 16th

Accommodating Active Transportation Through Work Zones

Presenters:

Kalle Hakala, Alta Planning + Design
Jesse Thorsen, MnDOT Metro District

Safety and comfort for a broad range of people are a few of the guiding principles for bikeway planning and design. When construction near a bikeway happens, a typical default approach can be to close the bicycle facility and merge people on bicycles into traffic. While this may be ok for the most confident of people on bicycles, it doesn't serve all bicycle user profiles. Accommodating people on bikes through work zones requires a decision-making process and criteria that serve all levels of bicyclist comfort. This webinar will walk through a flow of alternatives work zone designers should consider for accommodating people on bikes while they are developing the staging and management of a work zone. Special considerations such as existing major barrier crossing closures will be examined, as well as the need for notification, engagement, and signage.

March 16th

Lane Diets and Doughnuts: Making Social and Sustainable Mobility for All People Palatable

Presenters:

Lennart Nout, Mobycon
Drusilla van Hengel, Nelson\Nygaard Consulting Associates

Mobycon's Mobility Doughnut is inspired by economist Kate Raworth & her book the Doughnut Economy. Raworth describes how the implementation of mainstream economic theories results in extreme poverty, while the rich become richer. In mobility, we see a parallel with policies, plans & designs that favor those who already travel excessively, by enabling those groups to travel even faster or more comfortably. While at the same time there are children who cannot participate in certain school activities due to poverty, not knowing how to cycle/take public transit, or simply lacking the means to do so. By introducing the Mobility Doughnut, we want to progress the dialogue about social & sustainable mobility systems for all. The Mobility Doughnut measures the impact of mobility on society & the environment, helping meet the needs of everyone, without reaching the limits of our planet. Nelson\Nygaard's practice transparently illuminates the choices associated with street redesign and network reconfiguration. This presentation will share helpful

approaches to communicating the tradeoffs associated with reallocating road space for safe walking, biking, and rolling accommodations. Project teams can explain the challenges of cities' vulnerable road users through descriptive 'personas' which describe how safety and mobility projects can improve the clarity of an intersection's operation while minimizing added delay for vehicles and maximizing capacity across all modes. The presentation includes projects that have successfully "flipped the script" and focused messaging around safety and access as the paramount goal: the 15th Street Cycletrack extension in Washington, DC, and proposals for Ala Wai Blvd and the Ala Pono crossing in Honolulu, HI.

April 20th

Transforming the Experience for People on Bikes: How Two North American Communities Have Successfully Implemented Low Stress Networks, Quickly

Presenters:

Stacie Desai, Toole Design

Amar Mohite, Harris County, Texas

Sarah Webb, City of Victoria, BC

The cities of Houston, TX and Victoria, BC could hardly be more different. Yet both have successfully implemented multi-phase bikeway networks in an uncommonly fast time, including many miles of separated bike lanes. The workshop will describe how this has transformed and expanded the low-stress bicycle network in both communities, with an emphasis on lessons learned from both the similarities and differences in the planning, design, and delivery methods that were used. Speakers will include local agency staff and members of the consultant teams who worked with the communities to deliver state of the art bike facilities while respecting the local context.

May 18th

Introducing the Safer Streets Priority Finder, an Open-Source Tool for Evaluating Network Level Pedestrian and Bicycle Safety

Presenters:

Jessica Schoner, Toole Design (now with Safe Streets Research + Consulting)

Daniel Jatres, City of New Orleans

Tara Tolford, University of New Orleans, Transportation Institute

Robert Stickney, RTA

The SSPF is an open-source tool that provides data-driven systemic safety analysis with a low barrier to entry. The tool allows users to identify higher risk portions of the road network by conducting two analyses: a sliding windows analysis (the framework of HINs), and the Safer Streets Model, a Bayesian statistical model which complements crash history with other information such as functional class, VMT, density, land use, walk and transit commuting, pedestrian generators, and demographics. The model (available for pedestrian and bicycle crashes) quantifies risk in terms of the expected "cost" of crashes on the network which can inform maintenance planning and benefit cost analysis. The tool also includes a built-in crash dashboard, visualizations, and report feature for summarizing and sharing findings. In addition to a demonstration of the tool we will offer examples of use cases.

June 15th

Bicycling & Walking in American Communities of Fewer Than 10,000 People: Current Status & Plans for the Future

Presenters:

Natalie Villwock-Witte, Western Transportation Institute at Montana State University

Mayor Suzie Razmus, City of Corbin, KY

Patrick Hollister, PartnerSHIP 4 Health

This webinar will present findings from a research study that sought to better understand what walking and bicycling looks like in rural America. Community built bridges, non-motorized only bridges, books along a rail trail, a "square" that brings out residents of all ages, multi-use trail connections to schools, a multi-use trail loop accessible from the community's core, historical slate sidewalk, connection between the community and state park, parklets, access to business and residences, one-lane (each) non-motorized and vehicular bridge, and the presence of scooters were some

of the many compelling examples of infrastructure and supporting programs for walking and bicycling found in twelve communities representative of five regions in the United States.

July 20th

New Pedestrian Treatments for High-Speed, High-Volume, Multi-lane Roadways

Presenters:

Elissa Goughnour, VHB
Mark Cole, Virginia DOT
Becky Crowe, FHWA Office of Safety

This webinar will provide ways that agencies are testing new pedestrian treatments, particularly for high-speed, high-volume, multilane roadways. The webinar will include an overview from FHWA on the various ways that agencies are exploring new treatments along with highlighting a project from Virginia. The Virginia DOT pilot project includes a literature review, a study of locations throughout the State, and working with District engineers to select innovative treatments to improve pedestrian safety. Some of these treatments have been used elsewhere but not studied to prove their effectiveness, while others are brand new to the United States. Ultimately, this webinar will hopefully give agencies ideas for potential new pedestrian safety treatments and to highlight the benefits of pilot projects.

August 17th

Data Don't Drive: The Limitations of Crash Data for Understanding Community Pedestrian and Bicycle Safety and Mobility Needs

Presenters:

Dan Gelinne, UNC Highway Safety Research Center
Dr. Katherine J Harmon, UNC Highway Safety Research Center
Dr. Tabitha Combs, Department of City and Regional Planning, University of North Carolina at Chapel Hill

An interactive session designed to introduce participants to the shortcomings of traditional safety data sources (e.g., crash data) and analysis methods (e.g., hot spot analysis), expand their awareness of other data sources (e.g., pedestrian/bicycle count data, community- and crowd-sourced data), and engage participants in activities that illustrate how a combination of traditional and nontraditional data sources can be used to identify both safety and mobility problems, address latent risks and unmet mobility needs, and develop innovative solutions.

September 21st

Youth voices: Partnering with Youth as Community Members and Advocates

Presenters:

Alison Collard de Beaufort, Worcester Polytechnic
Jacob Smith, Youth on Record
Edith Sanchez, FFORC: Food, Fitness and Opportunity Research Collaborative at University of North Carolina
Judith Sarai Alvarado, Highway Safety Research Center

An equitable approach to road safety and mobility requires cultivating, supporting, and centering youth in voicing their experience of the impact of traffic injuries and how they want to see the system change to support their safe, healthy access to streets. Three young changemakers will share their stories of policy change, activism and creativity from NYC to Denver to rural North Carolina as well as the global stage. They will also offer concrete advice for how to build effective partnerships with youth.

October 19th

Assessment of Bicycle Detection Confirmation and Countdown Devices

Presenters:

Sirisha Kothuri, Portland State University
Dr. Chris Monsere, Portland State University
Dr. David Hurwitz, Oregon State University

Oliver Smith, Portland Bureau of Transportation
Gary Obery, Oregon Department of Transportation
Andrew Kading, City of Eugene

One of the key links in a bicycle network is signalized crossings of high volume and high-speed roadways. At these intersections in Oregon, cyclists are primarily detected by inductive loops. While vehicles are almost always detected automatically due to their size and predictable stopping location, that is not the case for bicycles. If a cyclist does not position themselves for detection, they may experience unnecessary delays, leading to a lower quality experience. There has been interest in the adoption of bicycle detection confirmation devices. These devices communicate to a user that have been detected and in case of countdown type devices, an estimate of the amount of waiting time. This presentation will present the findings of a study which examined alternate designs for bicycle detection feedback confirmation devices. The research used quantitative data from a video review and responses from surveys to study how the information provided by the confirmation and feedback device affects the overall cycling experience.

November 16th

Centering Equity in Transportation Planning and Design

Presenters:

Emma Kogge, City of Columbus
Willis Brown, Bronzeville Neighborhood Association
Kevin Dickens, Michael Baker International
Donna Marbury, Warhol & Wall Street

The transportation profession has a history of being leveraged to maintain or exacerbate systems of inequity. Come learn about how the City of Columbus is intentionally working to create equitable solutions to serve existing and future residents on the Mount Vernon Avenue corridor. Mount Vernon Avenue, once known as the “Million Dollar Mile” was the center of Black wealth, culture, and society. But like many thriving Black communities, highway construction devastated the Bronzeville neighborhood. Many Black families were forced to sell their homes at below market prices and relocate outside of the neighborhood. Businesses were disrupted and displaced. By the early 2000s, Bronzeville, which had peaked as a thriving neighborhood in the 1940s with almost 70,000 residents, shrank to only 16,000. Hear from representatives of the project team and community about: -the value of identifying and incorporating missing expertise into decision making processes, -why spending time in a corridor improves the work product, -how examining the history of structural racism improved decision making,-and other ways this project was developed through the lens of mobility justice.

December 14th

Schools Streets: Testing Car-free Zones Around Schools

Presenters:

Jiya Benni, 8 80 Cities
Katherine Frohlich, University of Montreal
Laura Zeglen, City of Mississauga

‘School Streets’ are an innovative solution to reduce the vehicle congestion and traffic safety risks commonly seen around schools, and to encourage children, families and teachers to use active transportation. By limiting the traffic on the street in front of schools and prioritizing that space for people walking, cycling and rolling to school, School Streets reduce traffic congestion, improve air quality, encourage a healthier lifestyle and create a safer and more accessible environment for students, caregivers, teachers and the broader school community. They also facilitate independent mobility and provide opportunities for community connections and social bonding. Several Canadian cities are testing School Streets during 2022, including Hamilton, Mississauga, Markham, Kingston, Montreal and Vancouver. Each School Street pilot is unique to the context of the community and the capacity of the local project partners. The results from these pilots are being used to develop recommendations for the planning, permitting and implementation of School Streets programs in municipal settings.

**Unless it conflicts with a major holiday.*