Center for Pedestrian and Bicyclist Safety

Semi-Annual Progress Report

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1. ACCOMPLISHMENTS

1.1 What are the major goals of the program?

The goal of the Center for Pedestrian and Bicyclist Safety (CPBS) is to eliminate pedestrian and bicyclist fatalities and serious injuries. CPBS's activities address the Promoting Safety research priority area. Specifically, CPBS addresses the first key challenge under that priority: Vulnerable Users. In addition, CPBS contributes to other Promoting Safety key challenges including Infrastructure, Safety Culture and Behavior, and Rural Transportation Safety.

CPBS is a tier-1 university transportation center (UTC) led by the University of New Mexico (UNM) in collaboration with consortium members San Diego State University (SDSU), University of California Berkeley (UCB), University of Tennessee Knoxville (UTK), and University of Wisconsin Milwaukee (UWM).

1.2. What was accomplished under these goals?

Administrative Accomplishments

Administratively, CPBS continued Year 3 implementation and center coordination across consortium institutions. During the reporting period, CPBS submitted Final Reports to USDOT for six Year 2 projects and continued closeout activities for the remaining Year 2 work. UNM also worked with subawardees to finalize Year 3 contract modifications and support ongoing project administration across the center.

CPBS also compiled a proposed Year 4 budget which was submitted to USDOT for review. Year 4 project selection will commence upon USDOT's approval of CPBS's proposed Year 4 budget.

Research Accomplishments

At UNM, Dr. Carlos Rivera-González completed key analyses for 25UNM01, including the statewide crash database and hotspot/roadway modeling. Dr. Lisa Losada-Rojas reported major milestones across projects: under 23UNM05, two papers were published; for 25UNM02, the team completed a literature review, processed data, and submitted a manuscript; and for 25UNM04, a paper was accepted, and the team secured a study site, IRB approval, and research vehicles for a nighttime driving experiment.

At UCB, the research team completed several major project milestones during the reporting period. For 23UCB02, the team renewed access to the confidential California police stop database through 2028 and produced a final CPBS report. Final reports were also completed for 24UCB02 and 24UCB03.

At UWM, Dr. Robert Schneider advanced several projects with a focus on pedestrian and bicyclist safety trends, data analysis, and applied tools. For 23UWM06, a paper titled "Examining a Lost Decade for Traffic Safety in Large US Cities" was published in Safety Findings in February 2026. Under 24UWM01, the team published the final report, "Analysis of Geographic, Temporal, and Socioeconomic Shifts in Pedestrian & Bicyclist Traffic Injuries," in November 2025 as part of a Wisconsin Department of Transportation (WisDOT) matching grant. A complementary Online StoryMap, "Wisconsin Pedestrian and Bicycle Injury Shifts," was released in December 2025 to communicate key findings from the project. For 24UWM04, a paper examining midblock pedestrian crossing volumes and crash rates in Milwaukee was accepted for publication in Transportation Research Record (forthcoming April 2026).

Additional Year 3 work is progressing at UWM. For 25UWM01, a journal article is in preparation targeting submission to Accident Analysis & Prevention in Summer 2026. For 25UWM02, the team completed pre-improvement street lighting data collection at six intersections in Milwaukee in Winter 2025. For 25UWM03, IRB approval was obtained to conduct in-person Pedestrian Level of Traffic Stress (PLTS) rating events with older adults and people with disabilities in Milwaukee, Albuquerque, and Portland in Spring 2026.

At UTK, several projects reached key milestones. For 24UTK01, a manuscript on bus stop–related pedestrian crash severity was accepted in Accident Analysis & Prevention. For 24UTK03, the team completed a P-AEB evaluation using IIHS data, published one paper, and submitted the final report. For 24UTK04, a report on micromobility safety disparities was completed, with two working papers underway. For 25UTK01, two draft papers were prepared on suburban pedestrian crash risks. For 25UTK03, a Tennessee truck-VRU crash database and panel models were developed. For 25UTK04, two papers on transit-related VRU safety are under review.

At SDSU, multiple projects advanced. For 25SDSU01, the team completed a literature review, collected video data, and began developing user detection models. For 25SDSU02, data collection and interviews continued, with over half of case studies completed. For 25SDSU03, the team finished the literature review, assembled simulator hardware, and progressed toward a bicycle VR prototype. SDSU also produced outputs from prior work, including a journal publication, a CPBS report and TRB submission, a finalized analysis and report on right-turn-on-red conflicts, a TRB-accepted paper, and ongoing manuscript revisions.

Technology Transfer Accomplishments

CPBS continued to expand its technology transfer efforts through its webinar series and other presentations during the reporting period. In October 2025, CPBS hosted "The Power of the Pop-Up: Collaborating with State Departments of Transportation" with 65 attendees. In December 2025, the webinar "State DOTs' Adoption and Use of Emerging Data Sources for Active Transportation Safety" drew 114 attendees. In March 2026, CPBS hosted "Pedestrian Safety at Transit Bus Stops: Insights from National and State Crash Data" with 243 attendees and "Right Turn on Red Maneuvers: Vulnerable Road User Safety Concerns" with 368 attendees. These webinars continued to disseminate CPBS research and practical safety knowledge to a national audience.

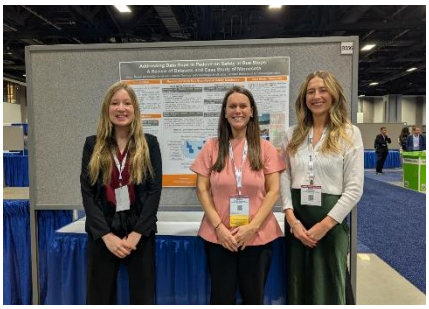

Figure 1. UTK researchers Amelia Thomson, Dr. Candace Brakewood, and Allison Rewalt present a poster at TRBAM 2026

At UNM, CPBS researchers shared work through webinars, conferences, classes, and practitioner coordination. For 25UNM01, Dr. Rivera-González's team presented hotspot research via an INRIX webinar and TRB poster session. For 25UNM02, Dr. Losada-Rojas's team presented project concepts through a Strava Metro session. For 25UNM04, the team presented to students, coordinated with City of Albuquerque staff, and submitted abstracts to ITE and ICSC.

t UWM, Dr. Robert Schneider presented multiple projects at TRB 2026, including two poster presentations and two well-attended sessions on speed, street design, and pedestrian/bicyclist safety. Li and Qin also presented TRB posters on tall vehicle crashes and injury severity. Beyond TRB, Dr. Schneider presented to the Wisconsin Governor's Bicycle Advisory Council, at a community event, and at the ACSP conference, where he also served as a panelist. Qin and Mohammad further contributed through a CPBS webinar on DOT use of emerging data sources for active transportation safety.

At UCB, Dr. Julia Griswold contributed to technology transfer through professional presentations and event leadership. In December 2025, she presented "A Context-Sensitive Street Typology for Setting Speed Limits in California," follow-up research from 23UCB01, in an ITE webinar titled "Land Use as a Fundamental Safety Strategy," which she also helped organize; the event drew 102 attendees and 188 registrants. In February 2026, she organized and presented in a panel session, "Designing for Safety: Creating Transportation Systems that Protect All Users," at the RIMI Mobility 10X conference in Sacramento, California, which had about 50 attendees.

At UTK, Allison Rewalt presented 23UTK01 findings in a March 2026 CPBS webinar on pedestrian safety at bus stops. For PS25UTK03, Dr. Asad Khattak and Zeinab Bayati presented two studies on high-risk pedestrian crash patterns at TRB 2026. For 25UTK04, Dr. Khattak, Dr. Candace Brakewood, and Sheikh M. Usman also presented

at TRB 2026 on improving safety reporting for vulnerable road users in transit bus collisions.

At SDSU, technology transfer activities included a CPBS webinar led by Dr. Appleyard and Dr. Pande on March 4, 2026, presenting findings from the 23SDSU02 Right Turn on Red study to more than 350 participants. Dr. Appleyard also gave several talks in Honolulu, Hawaii on safer street design, where he shared preliminary findings from 25SDSU02 on innovative street redesign projects.

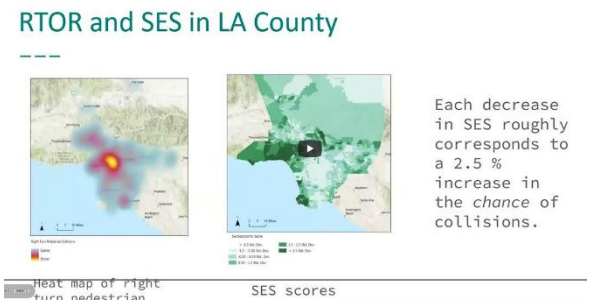

Figure 2. CPBS webinar *Right Turn on Red Maneuvers: Vulnerable Road User Safety Concerns* reached 368 attendees

CPBS's following on LinkedIn and the newsletter mailing list continues to grow. CPBS currently has 4,157 followers on their LinkedIn page and 3,423 subscribers to the newsletter (distributed monthly). CPBS leadership regularly receives social media content from consortium members and posted relevant research, articles, announcements, and other information on LinkedIn approximately twice per week throughout the current reporting period.

Workforce Development Accomplishments

At UNM, CPBS supported workforce development through hands-on research training. At UCB, workforce development activities included a March 2026 presentation by Liza Lutzker to approximately 40 employees at Alta Planning + Design on practical lessons from 24UCB02 regarding conflicts, and resolutions to conflicts, between street safety infrastructure projects and emergency response.

At UWM, Dr. Robert Schneider supported workforce development through lectures, training, and outreach. In 2026, he delivered a lecture on safe streets and traffic stress at the Medical College of Wisconsin and led a UWM campus walk audit. In late 2025, he presented crash trend findings to the Wisconsin Governor's Bicycle Advisory Committee and spoke on safety strategies at a community facility. Dr. Yang Li also presented research on a statewide pedestrian and bicycle count program to the Wisconsin Governor's Bicycle Coordinating Council.

At SDSU, workforce development activities included technical training talks delivered by Dr. Appleyard to professional audiences in Honolulu, Hawaii on safer street design, including discussion of preliminary findings from 25SDSU02 on innovative street redesign projects.

Educational Accomplishments

At UNM, CPBS supported educational activities through student engagement, student recognition, and graduate research development. For 25UNM02, the team hosted Los Alamos Middle School students for a Transportation Lab tour that included participation in the VR bicycle simulation. Grant Rudnick, an MS student, received the Outstanding Senior Award from ASCE and the Stephen & Cynthia Mitchell Endowed Scholarship in Fall 2025. For 25UNM04, the project supported development of a master's thesis on driver behavior under nighttime conditions and helped build graduate-level knowledge and research methods in human factors and transportation engineering.

At SDSU, findings from 25SDSU02 on innovative road projects were incorporated into the City Planning Transportation Planning course through revised modules focused on innovative road safety treatments.

At UCB, educational activities included mentoring four graduate students and two undergraduate students engaged in CPBS pedestrian and bicyclist safety research. UCB also completed instruction of the Fall 2025 PH 285A Public Health Injury Prevention and Control course, which enrolled 10 students.

At UTK, educational activities included new coursework, student research, and recognition. In Fall 2025, a new graduate Freight Transportation course led to three papers in progress, including two on pedestrian and bicyclist safety, while students also advanced skills through ITS and Transportation II courses. In Spring 2026, students participated in safety and geometric design courses focused on crash analysis and evidence-based practice. Allison Rewalt received the Charley V. Wootan Memorial Award, Sheikh M. Usman defended his proposal and earned the ASHE Tennessee Valley Student Scholarship, and Zeinab Bayati and others continued producing CPBS-related research.

1.3. What opportunities for training and professional development has the program provided?

CPBS provided training and professional development through webinars, coursework, guest lectures, technical presentations, and hands-on research activities. At UNM, PhD student Ana Lucaci presented insights from CPBS projects to Hawaii DOT. At UCB, Liza Lutzker presented practical lessons from 24UCB02 to professional staff at Alta Planning + Design. At UWM, Dr. Robert Schneider delivered lectures and led applied activities including a campus walk audit, a Medical College of Wisconsin class session, and presentations to professional and community audiences; Dr. Yang Li also presented statewide pedestrian and bicycle count research. At UTK, students developed skills through graduate and undergraduate coursework in freight transportation, intelligent transportation systems, transportation safety, and geometric design, while several students received major awards and advanced research outputs. At SDSU, Dr. Appleyard delivered technical training talks to professional audiences in Honolulu. In addition, CPBS webinars during the reporting period reached broad national audiences on topics including pop-up street design, emerging data sources, pedestrian safety at bus stops, and right turn on red safety concerns.

1.4. How have the results been disseminated?

CPBS's results have been disseminated through several established channels, including the CPBS website, webinar series, newsletter, LinkedIn page, conference presentations, journal publications, research reports, and other public-facing outputs. The newsletter, now distributed to 3,423 subscribers, and the LinkedIn page, which now has 4,157 followers, continue to be important platforms for sharing research findings, project updates, events, and other center activities. As currently listed in Section 3 and Section 4 of this report, CPBS produced 18 journal publications, 6 research reports, 16 conference papers, 29 presentations, and 9 popular press mentions during the reporting period. CPBS's work continues to reach broad audiences through these channels, with an ongoing focus on sharing research outcomes and practical applications.

1.5. What do you plan to do during the next reporting period to accomplish the goals?

Research Plans & Goals

CPBS will continue to complete Year 3 work and plans to initiate Year 4 activities during the next reporting period.

At UNM, Dr. Rivera-González's team plans to submit 25UNM01 work to TRB and the International Cycling Safety Conference. Dr. Losada-Rojas's team will advance multiple projects: for 25UNM02, analyzing passing, eye-tracking, heart rate, and speed data using mixed-effects models; and for 25UNM04, completing data collection and using repeated-measures ANOVA to assess the effects of window tint and hands-free phone use on nighttime driving behavior.

At UWM, for 25UWM02 the team will complete post-improvement lighting data collection at six Milwaukee intersections, continue compiling crash and traffic data, and conduct preliminary analyses while finalizing and distributing a design survey. For 25UWM03, Dr. Schneider will hold PLTS validation focus groups in Milwaukee, Albuquerque, and Portland and submit a TRB paper on factors influencing perceived pedestrian stress. For 25UWM04, he will also submit a TRB paper on the relationship between traffic speeds and pedestrian volumes.

At UCB, the team plans to submit a manuscript from 24UCB02 on conflicts and resolutions to conflicts between

street safety infrastructure projects and emergency response to the *Journal of Urban Affairs*. The team also plans to submit a final CPBS report for 24UCB01 and prepare a manuscript for journal submission on hit-and-run analyses.

At SDSU, all active projects will continue. For 25SDSU02, data collection and analysis on street design projects will progress, with a TRB manuscript planned. The team will also revise prior projects on transit access, speed-related safety, bicycle project evaluations, and right-turn-on-red. For 25SDSU03, work will finalize the literature review, complete system integration, and begin developing the bicycle simulator environment. For 25SDSU01, the team will complete the literature review, expand video data collection, refine detection models, and begin extracting variables for safety analysis.

At UTK, multiple projects will progress toward publication and final reporting. Dr. Cherry and Dr. Parajuli are finalizing papers from earlier projects and preparing two manuscripts from 25UTK01 on crash narratives and pedestrian travel patterns. For 24UTK01, the team will submit the final report and journal manuscripts, while 24UTK02 is being refined for journal submission. For 25UTK03, collaborators are expanding the truck–VRU crash database to New Mexico, conducting comparative analyses, and preparing manuscripts for TRB and journals, with additional related studies also underway. For 25UTK04, the team will revise a manuscript and complete the final report, and 25UTK05 will continue using LLMs to identify bus stop–related pedestrian crashes.

Technology Transfer Plans & Goals

At UNM, Dr. Lisa Losada-Rojas's 25UNM02 team will submit "Evaluating Cyclist Stress Levels During Interactions with Other Vehicles in Urban Traffic Environments" to *Transportation Research Record* and present findings from "How Location Relates to Bicyclist Stress: A Built Environment and Health Outcomes Analysis" at the 2026 ITE Mountain District Annual Meeting. For 25UNM04, the team plans to submit a full paper to *Transportation Research Record* and other safety-focused journals, present findings at conferences and public events, share results with research collaborators, and develop a project summary brief for City of Albuquerque officials.

At UCB, planned technology transfer activities include presentations by Liza Lutzker on 24UCB02 at the April 2026 California Bicycle Coalition Summit in Sacramento and the September 2026 California American Planning Association Conference in Los Angeles. She will also present results from 23UCB02 at the April 2026 Convening on Right-Sizing Traffic Enforcement in New York.

At UTK, upcoming technology transfer efforts include planning the International Cycling Safety Conference, which will be held in Knoxville on November 3–5, 2026. Abstract submission is currently underway.

Workforce Development Plans & Goals

At UNM, workforce development during the next reporting period will include continued hands-on research training for graduate assistants. In addition, the team at UNM will continue to produce the webinar series, newsletter, and online content that is disseminated to members of the transportation workforce.

At UWM, Dr. Robert Schneider will continue workforce development efforts during the next reporting period by delivering guest lectures on pedestrian safety and the Pedestrian Level of Traffic Stress method at venues such as Milwaukee Area Technical College and WisDOT.

At SDSU, workforce development activities during the next reporting period will include participation in a California Office of Traffic Safety grant awarded in partnership with a local nonprofit organization to improve pedestrian and bicyclist safety around the SDSU campus. As part of this effort, the SDSU team will help lead and participate in pedestrian and bicycle safety audits.

At UCB, workforce development plans for the next reporting period include a presentation by Julia Griswold on

speed limit research, including results from 23UCB01, at the April 13, 2026, CalITE student chapter monthly meeting.

At UTK, planned workforce development activities include a Data Competition for Efficient Transportation Design co-led by Dr. Oriana Calderon in Spring 2026. The competition engages 27 undergraduate and graduate students in applying data-driven methods to real-world transportation safety challenges, with a focus on safer rural transportation systems in Tennessee.

Education Plans & Goals

At UNM, education plans for the next reporting period include continued integration of CPBS research into graduate study and coursework. For 25UNM04, project data will support a graduate thesis on how driver experience, front-side window tint, and hands-free phone use affect visual behavior under nighttime conditions. Research outcomes will also be incorporated into UNM's CE 482/582 Highway and Traffic Engineering course to strengthen instruction on human factors and safer vehicle and roadway design.

At UWM, Dr. Robert Schneider will continue integrating CPBS research into graduate education during the next reporting period. In Spring 2026, he will teach students in UWM's UP 772 Pedestrian and Bicycle Transportation course about the Pedestrian Level of Traffic Stress (PLTS) method and its validation and refinement process, with Sydney Swift, lead author of the Year 1 project report, participating as a guest speaker. Students will also apply the PLTS method in their final multimodal corridor design projects.

At UTK, safety-focused content will continue across undergraduate and graduate courses. In Spring 2026, Dr. Mohammad is teaching Geometric Design (19 students) and Dr. Khattak is teaching Transportation Safety (23 students), both emphasizing data-driven and AI applications. In Fall 2026, Dr. Khattak will teach Transportation Planning, Dr. Cherry will teach Transportation II with lab, and Dr. Brakewood will teach Transportation I, all incorporating transportation safety and system design principles.

2. PARTICIPANTS & COLLABORATING ORGANIZATIONS

2.1. What organizations have been involved as partners?

2.1.1. New Partners

CPBS established new partnerships with nine new organizations and continued partnerships with nineteen others.

Name	Location	Support
American Society of Highway Engineers (ASHE) TN Valley	Chattanooga, TN	Provided financial support of students.
California Highway Patrol	Sacramento, CA	Collaborator on research to evaluate the enforcement and safety impacts of Assembly Bill 2147
City of Albuquerque Management	Albuquerque, NM	Provides access to a controlled field site for conducting the experiment.
Environmental, Health, and Safety Department, UNM	Albuquerque, NM	Provides vehicles and operational support for data collection.
International Cycling Safety Community	Gothenburg, Sweden	Support for upcoming International Cycling Safety Conference hosted at the University of Tennessee.
STRAVA	San Francisco, CA	Provides data through STRAVA metro program
Tennessee Department of Health	Nashville, TN	Provided analytical support for VRU crash data.

University of Queensland	Brisbane, Australia	Dr. Cherry is collaborating on a project on safe and efficient micromobility solutions
University of Valencia	Valencia, Spain	Research bridging traffic psychology methods with cycling safety. Part of Bicycle Barometer project.
University of Rwanda	Kigali, Rwanda	Conducting research investigating informal two-wheeler transit safety and impact on ped/bike safety.
UCSD Transportation Research and Education for Driving Safety	San Diego, CA	Collaborator on OTS-funded research on teens driving after drinking

2.1.2. Ongoing Partners

Name	Location	Support
AAA Foundation for Traffic Safety	Washington, DC	Serving on CPBS Advisory Committee
Albuquerque Public Schools	Albuquerque, NM	Collaborating with APS Vision Zero for Youth Initiative
California Department of Motor Vehicles	Sacramento, CA	Providing vehicle registration data for UCB projects; Collaborating on AV research
California Office of Traffic Safety	Elk Grove, CA	Financial support for graduate level safety courses
California Polytechnic State University, San Luis Obispo	San Luis Obispo, CA	Collaborative research on 25SDSU02
California State Senate Staff	Sacramento, CA	Providing research support for an intelligent speed assistance (ISA) technology project. Our findings will also help guide State policy.
California Transportation Commission	Sacramento, CA	Cost share for vehicle weight and VRU safety project
Caltrans	Sacramento, CA	In-kind match for several UCB projects
Chiba University	Japan	Preparing articles and proposals together for NSF based on CPBS projects
City of Milwaukee - Department of Public Works	Milwaukee, WI	Staff support for data collection, survey design, survey distribution, PLTS event coordination
Fehr & Peers (was Safe Streets Research & Consulting)	Portland, OR	24UWM05: Harmonize PLTS methods, review crash data. 25UWM03: Develop survey, lead Portland event.
INRIX	US	Speed & trip data from San Francisco for speed cameras. SafeTREC finalist in Metrolab INRIX Challenge.
Insurance Institute for Highway Safety	Virginia	Provided IIHS crash test data
Institute of Transportation Engineers	Washington, DC	Serving on CPBS Advisory Committee
Intelligent Transportation Systems Tennessee (ITS-TN)	Nashville, TN	Provided financial support to students
Metrolab	Washington, DC	Same as INRIX above
Muse Community + Design	Chicago, IL	24UWM05: Harmonize PLTS methods, review crash data. 25UWM03: Develop survey, present results.
New Mexico Department of Transportation (NMDOT)	Santa Fe, NM	$120k annual cost share, ongoing personnel support, and Pedestrian Awareness Program
Penn State University	State College, PA	25UWM04: Lead data collection (pedestrian counts, crashes, speeds), statistical analysis, and modelling.
Queensland University of Technology	Brisbane, Australia	Dr. Cherry is working on a collaborative research project, “The Safer Scooting Study” on micromobility safety.

San Francisco Municipal Transportation Agency (SFMTA)	San Francisco, CA	Collaborator on study to evaluate safety impacts of their pilot speed safety camera program
Tennessee Department of Transportation	Nashville, TN	Providing research funding for pedestrian and cycling safety research that is aligned with CPBS research.
Tennessee Department of Safety and Homeland Security	Nashville, TN	Tennessee police crash data for 24UTK02
Tennessee Section Institute of Transportation Engineers (TSITE)	Nashville, TN	Provided financial support to students.
UC Berkeley Institute of Transportation Studies	Berkeley, CA	STRP research grants on jaywalking, vehicle weight and VRU safety, AV edge cases, and speed camera evaluation
UC Davis Institute of Transportation Studies	Davis, CA	Collaborator on CTC and Caltrans research projects
UC Irvine Institute of Transportation Studies	Irvine, CA	Collaborator on CTC and OTS-funded research on teens driving after drinking research project
UNM Engineering Student Success Center	Albuquerque, NM	CPBS organized local field trips for the NM Summer Transportation Institute K-12 education program
VTI	Sweden	Equipment
Wisconsin Department of Transportation	Madison, WI	WisDOT supported matching grant activities for 24UWM01 and the CPBS crosswalk lighting project.

2.2. Have other collaborators or contacts been involved?

No other collaborations to report.

3. OUTPUTS

The following lists highlight the outputs generated during the reporting period.

Performance Measure	Count	Performance Measure	Count
Journal publications	18	Presentations	29
Books/non-periodicals	0	Websites	6
Research reports	6	New methods	3
Policy papers	0	Inventions	0
Conference papers	16	Other products	0

3.1. Publications, conference papers, and presentations

Journal publications

1. UWM: Schneider, R. J., Barbee, H., Nelson, K., & Gu, X. (2026). Examining a lost decade for traffic safety in large US cities. *Safety Findings*. https://doi.org/10.32866/001c.155976
2. UWM: Schneider, R. J., Hemze, N., Barbee, H., Sveen, C., Thorne, K., & Ogunniyi, O. E. (2026). Midblock pedestrian crossing volumes and crash rates in Milwaukee, WI. *Transportation Research Record*. Forthcoming.
3. UNM/UWM: Ferenchak, N.N., Rodriguez, O.S., Losada-Rojas, L.L., Schneider, R.J., & Gu, X. (2026). Longitudinal socioeconomic and built environment shifts in US bicyclist fatality locations 2001-2020. *Journal of Cycling and Micromobility Research*, 100108. https://doi.org/10.1016/j.jcmr.2026.100108

4. UWM/UTK: Overstreet, J., Qin, X., Parajuli, S., Cherry, C., & Li, Y. (in press). Does height matter?: An analysis of contributing factors to tall vehicle-pedestrian crashes. *Transportation Research Record*.
5. UWM: Vajari, M. A., Bakhshi, V., Li, Y., Hankey, S., Buehler, R., & Qin, X. (in press). Hourly estimation of mixed-mode trail traffic using active and passive crowdsourced data. *International Journal of Transportation Science and Technology*.
6. UNM: Aryal, A., Han, T., Rawson, J. J., Habib, K., Ferenchak, N., & Losada-Rojas, L. L. (2026). Pulse of the pedal: ECG-based assessment of stress in urban bicycling. *Transportation Research Record*.
7. UNM: M.G. Abadi, N.N. Ferenchak, and D. Maas. (2026). Pedestrian Response to Leading Pedestrian Intervals: The Role of Visual and Audible Cues in Start-Up Time and Walking Speed. *Journal of Transportation Engineering, Part A: Systems*.
8. UNM: Nicholas N. Ferenchak and O.S. Rodriguez. (2026). Land Use, Roadway, and Socioeconomic Correlates of Non-Motorized Road User Safety: Differentiating Pedestrian and Bicyclist Risk. *Journal of Transport Geography*, 131: 104580.
9. UNM: N.N. Ferenchak and W.E. Marshall. (2026). Beyond Low-Stress Bicycle Lanes: Assessing the Role of Bicycle Network Density in Ridership. *Transportation Research Record*.
10. UNM: Chaves Lasso, Y. T. G., Ferenchak, N., Simon, W., Sheets, S., & Losada-Rojas, L. L. (2025). Impact of access management on arterial road crashes: A case study of Albuquerque, New Mexico. *Transportation Research Interdisciplinary Perspectives*, 34, 101660. https://doi.org/10.1016/j.trip.2025.101660
11. UNM: Chaves Lasso, Y. T., Ferenchak, N., Lin, Y., & Losada-Rojas, L. L. (2026). Beyond traffic volume: Arterial road features and spatial factors associated with pedestrian and bicyclist crashes. *Papers in Applied Geography*, 1–21. https://doi.org/10.1080/23754931.2026.2624094
12. UNM: Losada-Rojas, L. L., et al. (2026). State of safety: A systematic assessment of state-level nighttime pedestrian and cyclist protection laws. *Journal of Safety Research*. Accepted for publication.
13. UCB CPBS-related: Mitman, M., Griswold, J.B., Banerjee, I., & Carpenter, R. A Unified Framework for Safe System Implementation. Submitted to Transportation Research Record
14. UTK: Rewalt, A., Brakewood, C., & Khattak, A. (2026). Joint analysis of two nationwide crash databases to model transit bus stop-related pedestrian crash severity in the United States. Accident Analysis & Prevention. https://doi.org/10.1016/j.aap.2026.108539
15. UTK: Bayati, Z., & Khattak, A. J. (2026). Shedding light on safety: Comparing the crash likelihood and speed at impact of pedestrian crash avoidance systems across day and night conditions. Journal of Safety Research. https://doi.org/10.1016/j.jsr.2025.12.001
16. UTK: Bayati, Z., Khattak, A. J., & Mahdinia, I. (2026). Understanding pedestrian and bicycle safety risks and their correlates across geographies in Florida. Journal of Transportation Safety & Security. https://doi.org/10.1080/19439962.2025.2608042
17. UTK: Bayati, Z., & Khattak, A. J. (2026). Beyond the norm: Identifying rare and high-risk pedestrian crash patterns using unsupervised learning. Accident Analysis & Prevention. https://doi.org/10.1016/j.aap.2026.108406
18. UTK: Mansourifar, F., Haworth, N., Ahmadabadi, Z., & Cherry, C. (2025). Riding private or shared e-scooters or both – What influences the uptake decision? Transportation Research Part F, 115, 103344. https://doi.org/10.1016/j.trf.2025.103344

Under review:

19. UWM: Schneider, R. J., Gu, X., Nelson, K., Ferenchak, N. N., & Qin, X. (under review). Neighborhood-level shifts in fatal and severe injury pedestrian crashes across eight states: 2008-2012 vs. 2017-2021. *Journal of Transport and Sustainability*. Manuscript submitted for publication.
20. UWM: Schneider, R. J., & Barbee, H. (under review). "Driving with impunity" and other practitioner insights about traffic fatality increases in US cities. *Safety Findings*. Manuscript submitted for publication.
21. UWM: Vajari, M. A., Li, Y., Qin, X., & Schneider, R. J. (under review). State DOTs' adoption and use of emerging data sources for active transportation safety. *Transportation Research Part A*. Manuscript submitted for publication.

22. UNM: Rudnick, G., Chahine, R., & Losada-Rojas, L. L. (under review). How location relates to bicyclist stress: A built environment and health outcomes analysis. Journal of Transport Geography. Manuscript submitted for publication.
23. UTK: Usman, S., Adeel, M., Khattak, A., & Brakewood, C. (under review). Uncovering crash narratives: Enhancing safety reporting for under-protected road users in transit bus collisions. Peer-reviewed journal. Manuscript submitted for publication.
24. UTK: Usman, S., Adeel, M., Khattak, A., & Brakewood, C. (under review). Examining safety of under-protected road users in transit bus collisions: Insights from the National Transit Database. Peer-reviewed journal. Manuscript submitted for publication.
25. UNM/UTK: Ferenchak, N., Tafoya, O., Parajuli, S., & Cherry, C. (under review). Longitudinal pedestrian safety trends for passenger cars, pickup trucks, and SUVs: A 2016-2022 study of Texas. Journal of Safety Research. Manuscript submitted for publication.
26. UTK: Parajuli, S., Cherry, C., Ferenchak, N., & Hall, J. (under review). Quantifying the threat of bigger and heavier vehicles in US pedestrian crashes. Accident Analysis and Prevention. Manuscript submitted for publication.
27. UTK: Parajuli, S., Cherry, C. R., Qin, X., Overstreet, J., & Li, Y. (under review). Impact of tall vehicles on pedestrian injury severity outcomes: Insights from multi-state pedestrian crash data. Traffic Injury Prevention. Manuscript submitted for publication.
28. UTK CPBS-related: Møller, M., Useche, S. A., Nordfjærn, T., Siebert, F. W., Stephens, A. N., Alonso, F., Mehdizadeh, M., de Geus, B., O'Hern, S., Cherry, C., Aktas, A., Bianchi, A., Mikusova, M., Mora, R., Nita, M. R., Cavar, M., Gene-Morales, J., Jevremovic, S., Trpkovic, A., ... Traficante, S. (under review). Cross-cultural assessment of Cycling Anger Expression and its relationship to cycling crashes: The CAX in 17 countries. Transportation Research Part F: Traffic Psychology and Behaviour. Manuscript submitted for publication.
29. UTK CPBS-related: Mansourifar, F., Haworth, N., Ahmadabadi, Z., & Cherry, C. (under review). A longitudinal comparison of shared and private e-scooter crashes, near-miss rates, attributions and characteristics. Safety Science. Manuscript submitted for publication.
30. UTK CPBS-related: Useche, S. A., O'Hern, S., Alonso, F., Abdunazarov, J., Aktaş, A., Almannaa, M., Aslam, A. B., Ballester, T., Beanland, V., Brlek, P., Cabrera, J. E., Calderon, F., Calotă, M.-A., Castaneda, I. D., Cavar, M., Cendales, B., de Araujo, K. D., Felix, R., Fitch-Polse, D., ... Cherry, C. (under review). What pushes cyclists to grab their phones? The relative influence of risk perception and technology affinity. Journal of Safety Research. Manuscript submitted for publication.
31. UNM CPBS-related: A. Sheykhfard, S. Das, S. Saeidi, M.M. Oshanreh, B. Kutela, N.N. Ferenchak, F. Nourilarimi, and T. Lei. Adapting Vision Zero for Improving Pedestrian Safety in Developing Countries: Strategies and Priorities for Urban Roads. *IATSS*. Manuscript submitted for publication.
32. UNM CPBS-related: N.N. Ferenchak, B.A. Woods, D. Kittrell, and A. Sheykhfard. Evaluating Pedestrian Route Choice and Delay at Pedestrian Hybrid Beacons (PHBs) on an Arterial Corridor. Travel Behaviour and Society. Manuscript submitted for publication.
33. UNM CPBS-related: A. Sheykhfard, M. Azmoodeh, N.N. Ferenchak, S. Das, M. Jalayer, and J.P. Ehsani. Understanding Drivers', Cyclists', and Pedestrians' Acceptance Factors of External Human-Machine Interface (eHMI) Designs for Autonomous Vehicles: Evidence from the United States. Travel Behaviour and Society. Manuscript submitted for publication.
34. UNM CPBS-related: A.M. Lucaci, N.N. Ferenchak. Enhancing Public Engagement for Active Transportation Safety Planning. Manuscript submitted for publication.

Books or other non-periodical, one-time publications

None to report

Research reports

1. UWM CPBS-related: Schneider, R. J., Nelson, K., Gu, X., Barbee, H., Thompson, C., Thorne, K., Rukhsana, F., Mohebbi, F., & Qin, X. (2025). *Analysis of Geographic, Temporal, and Socioeconomic Shifts in Pedestrian & Bicyclist Traffic Injuries*. Prepared by the University of Wisconsin-Milwaukee for the Wisconsin Department of Transportation. https://wisconsindot.gov/documents2/research/report-ped-cyclist-traffic-injuries.pdf
2. UCB: Lutzker, L., & Griswold, J. (2025). Creating a Data Resource of California Police Stops for Use in Traffic Safety Applications. Center for Pedestrian and Bicyclist Safety, University Transportation Centers Program, University of New Mexico.
3. UCB: Lamb, Z. B., Lutzker, L., Holl, E., & Griswold, J. B. (2025). A Safety-Safety Dilemma: Understanding and Overcoming Conflicts between Safe Streets Improvements and Fire/EMS Response. Center for Pedestrian and Bicyclist Safety, University Transportation Centers Program, University of New Mexico.
4. UCB: Doig, J., Griswold, J., Darling, W., & Tam, J. (2025). Leveraging Large Language Models to Analyze Crash Report Narratives. Center for Pedestrian and Bicyclist Safety, University Transportation Centers Program, University of New Mexico.
5. UCB CPBS-related: Santos, M., Lutzker, L., & Griswold, J. (2025). Jaywalking in California: History, Pedestrian Safety Trends, Law Enforcement Patterns, and Decriminalization Legislation. UC Office of the President, University of California Institute of Transportation Studies.
6. UCB CPBS-related: Raifman, M., Griswold, J., Brownstone, D., Harvey, J., Stahl, A., Atkins, J., Johnson, C., Anderson, M., & Vaco, F. (2026). Vehicle Weight Safety Study Academic Report. UC Office of the President, University of California Institute of Transportation Studies.

Policy papers

Nothing to Report

Conference papers

1. Schneider, R. J., Hemze, N., Barbee, H., Sveen, C., Thorne, K., & Ogunniyi, O. E. (2026). Midblock pedestrian crossing volumes and crash rates in Milwaukee, WI. Presented at the Transportation Research Board 105th Annual Meeting, TRBAM-26-01344, Washington, DC.
2. Schneider, R. J., Gu, X., Nelson, K., Ferenchak, N. N., & Qin, X. (2026). Neighborhood-level shifts in fatal and severe injury pedestrian crashes: 2008-2012 vs. 2017-2021. Presented at the Transportation Research Board 105th Annual Meeting, TRBAM-26-02418, Washington, DC.
3. Overstreet, J., Qin, X., Parajuli, S., Cherry, C., & Li, Y. (2026). Does height matter?: An analysis of contributing factors to tall vehicle-pedestrian crashes. Presented at the Transportation Research Board 105th Annual Meeting, TRBAM-26-00762, Washington, DC.
4. Rukhsana, F., Qin, X., & Schneider, R. J. (2026). A sequential spatial-ML framework for interpretable macro-level pedestrian crash modeling. Presented at the Transportation Research Board 105th Annual Meeting, TRBAM-26-04239, Washington, DC.
5. Vajari, M. A., Shi, X., & Qin, X. (2026). A computer vision pipeline for crosswalk detection, classification, and quality evaluation. Presented at the Transportation Research Board 105th Annual Meeting, TRBAM-26-05005, Washington, DC.
6. Parajuli, S., Cherry, C., Overstreet, J., Li, Y., & Qin, X. (2026). Impact of tall vehicles on pedestrian injury severity outcomes: Insights from multi-state pedestrian crash data. Presented at the Transportation Research Board 105th Annual Meeting, TRBAM-26-01383, Washington, DC.
7. Devadiga, M., Vajari, M. A., McRoy, S. W., & Qin, X. (2026). Enhancing data accessibility through automated PII de-identification in crash narratives. Presented at the Transportation Research Board 105th Annual Meeting, TRBAM-26-02489, Washington, DC.

8. Fahad, M., Tasnim, A., Xiong, T., Damaraju, A., Zhao, T., Qin, X., & Shi, X. (2026). A trajectory dataset of pedestrian–vehicle interactions at crosswalks via deep learning and roadside cameras. Presented at the Transportation Research Board 105th Annual Meeting, Washington, DC.
9. Rewalt, A., Thomson, A., & Brakewood, C. (2026). Addressing data gaps in pedestrian safety at bus stops: A review of datasets and case study of Minnesota. Compendium paper in the Proceedings of the Annual Meeting of the Transportation Research Board, Washington, DC.
10. Bayati, Z., & Khattak, A. (2026). Beyond the norm: Identifying rare and high-risk pedestrian crash patterns using unsupervised learning. To be presented at the Transportation Research Board 105th Annual Meeting, TRBAM-26-02408, Washington, DC.
11. Bayati, Z., & Khattak, A. (2026). Identifying rare pedestrian crash situations and their severity using Isolation Forest and Random Forest. Presented at the Transportation Research Board 105th Annual Meeting, TRBAM-26-02741, Washington, DC.
12. Usman, S., Adeel, M., Khattak, A., & Brakewood, C. (2026). Uncovering crash narratives: Enhancing safety reporting for unprotected road users in transit bus collisions. Presented at the Transportation Research Board 105th Annual Meeting, TRBAM-26-02273, Washington, DC.
13. Aryal, S., Cherry, C., MacArthur, J., & Bennett, C. (2026). Mode substitution patterns among U.S. e-bike owners: Evidence from pooled 2017 and 2023 survey data. Presented at the Transportation Research Board 105th Annual Meeting, Washington, DC.
14. Mansourifar, F., Haworth, N., Ahmadabadi, Z., & Cherry, C. (2025). Predictors of the uptake of private and shared e-scooters—or both. Presented at the 13th International Cycling Safety Conference, Oslo, Norway.
15. Fellhoelter, A., Cherry, C., MacArthur, J., Fitch-Polse, D., & Agarwal, S. (2025). Safety within e-bike incentive programs in California. Presented at the 13th International Cycling Safety Conference, Oslo, Norway.
16. Cherry, C., Azad, M., & Angulo, A. (2025). Analysis of shared bike and e-bike riding patterns and safety implications. Presented at the 13th International Cycling Safety Conference, Oslo, Norway.

Presentations

1. UWM: Schneider, R. J. (2026, March). Safe & healthy streets and the Pedestrian Level of Traffic Stress method. Presentation at the Medical College of Wisconsin Urban & Community Health Pathway class lecture. (~30 participants)
2. UWM: Schneider, R. J. (2026, January). Midblock pedestrian crossing volumes and crash rates in Milwaukee, Wisconsin. Poster presentation at the Transportation Research Board Annual Meeting, Washington, DC. (~50 participants)
3. UWM: Schneider, R. J. (2026, January). Neighborhood-level shifts in fatal and severe injury pedestrian crashes: 2008-2012 versus 2017-2021. Poster presentation at the Transportation Research Board Annual Meeting, Washington, DC. (~50 participants)
4. UWM: Schneider, R. J. (2026, January). Background: Speed and roadway safety. Presentation at the Transportation Research Board Annual Meeting, Washington, DC. (~150 participants)
5. UWM: Schneider, R. J. (2026, January). Overview: Street design, land use, and pedestrian and bicyclist fatalities. Presentation at the Transportation Research Board Annual Meeting, Washington, DC. (~120 participants)
6. UWM: Schneider, R. J. (2025, December). Geographic, temporal, & socioeconomic shifts in pedestrian & bicyclist traffic injuries. Presentation at the Wisconsin Governor's Bicycle Advisory Council. (~20 participants)
7. UWM: Schneider, R. J. (2025, November). Safe and healthy streets: Active transportation. Presentation at the Clement Manor Center for Enrichment. (~15 participants)
8. UWM: Schneider, R. J. (2025, October). Examining a lost decade for traffic safety in large US cities: Lessons for a safer system. Presentation at the Association of Collegiate Schools of Planning Conference, Minneapolis, MN. (~30 participants)

9. UWM: Li, Y., & Qin, X. (2026, January). Does height matter? An analysis of contributing factors to tall vehicle-pedestrian crashes. Poster presentation at the Transportation Research Board Annual Meeting, Washington, DC. (~50 participants)
10. UWM: Li, Y., & Qin, X. (2026, January). Impact of tall vehicles on pedestrian injury severity outcomes: Insights from multi-state pedestrian crash data. Poster presentation at the Transportation Research Board Annual Meeting, Washington, DC. (~50 participants)
11. UWM: Schneider, R. J. (2025, October). Navigating the complex dynamics of accessibility, safety, and mobility for vulnerable road users. Roundtable panelist at the Association of Collegiate Schools of Planning Conference, Minneapolis, MN. (~30 participants)
12. UNM: Losada-Rojas, L. L. (2026). Project concepts and study objectives. Presentation at the Strava Metro Academic Program Introduction Session.
13. UNM: Losada-Rojas, L. L. (2026). Project concepts and study objectives. Presentation in a UNM classroom. (~26 participants)
14. UNM: Losada-Rojas, L. L. (2026). Project presentation at the International Engineering Congress. Presentation at Universidad Distrital, Bogotá, Colombia. (~100 participants)
15. UNM: Rivera-González, C. (2025, October 8). Talk with the Experts Series: MetroLab Student Showcase. Webinar presentation hosted by INRIX. https://inrix.com/learn/talk-with-the-experts-series-metrolab-student-showcase/
16. UNM: Pineda, D., Rivera-González, C., Calderon, O., & Cordoba-Misas, M. (2026, January). Hotspot stability of freight vehicle crashes involving vulnerable road users: A spatio-temporal perspective. Poster presentation at the Transportation Research Board INRIX Metro Challenge, Washington, DC. https://inrix.com/blog/turning-data-into-action/?utm_source=linkedin&utm_medium=social&utm_content=organic-post
17. UNM: A.M. Lucaci and N.N. Ferenchak. (January 2026). Enhancing Public Engagement for Active Transportation Safety Planning. Poster. Transportation Research Board Annual Meeting: Washington, DC.
18. UNM: A. Aryal, T. Han, J.J. Rawson, K. Habib, N.N. Ferenchak, and L.L. Losada-Rojas. (January 2026). Pulse of the Pedal: ECG-Based Assessment of Stress in Urban Bicycling. Poster. Transportation Research Board Annual Meeting: Washington, DC.
19. UNM: N.N. Ferenchak and W.E. Marshall. (January 2026). Beyond Low-Stress Bike Lanes: Assessing the Role of Bicycle Network Density in Ridership. Poster. Transportation Research Board Annual Meeting: Washington, DC.
20. UCB: Lutzker, L. (2026, April 11). A safety-safety dilemma: Understanding and overcoming conflicts between safe streets improvements and Fire/EMS response. Presentation at Alta Planning + Design. (~40 participants)
21. UCB: Griswold, J. (2026, March 10). DUI and traffic safety. Presentation to the California Senate joint informational hearing of the Public Safety and Transportation Committees.
22. UCB: Griswold, J. (2025, October 23). Telling your story: Crafting a compelling grant narrative. Breakout session presentation at the California Active Transportation Program Symposium, Davis, CA. (~50 participants)
23. UCB: Griswold, J. (2025, October 28). A unified Safe System implementation framework. Poster presentation at the AASHTO Safety Summit and Peer Exchange, New Orleans, LA. (~50 participants)
24. UCB: Lee, S., & Griswold, J. (2025, October 8). Evaluate the effects of speed camera installation using telematics data in San Francisco. Presentation at the INRIX MetroLab Student Showcase as part of the online Talk with the Experts Series. (~40 participants)
25. UCB: Raifman, M. (2025, October 29). Possible policy solutions for addressing elevated safety risks for vulnerable road users related to increased weight and size of the vehicle fleet. Presentation to the California Transportation Committee Vehicle Weight Safety Study Task Force.
26. UCB: Raifman, M., & Griswold, J. (2025, November 13). Summary of the UCB-led academic report and California Transportation Commission key takeaways for the legislature from the task force meetings. Presentation at the final California Transportation Committee Vehicle Weight Safety Study Task Force meeting.

27. UCB: Raifman, M. (2026, February 20). Preliminary findings from a study on the effectiveness of the first California speed camera pilot in San Francisco. Presentation at the Pacific Coast Transportation Workshop, UCLA.
28. UCB: Raifman, M. (2026, March 30). Refined findings from a study on the effectiveness of the first California speed camera pilot in San Francisco. Presentation at the AAA Foundation Safe Mobility Conference, Seattle, WA.
29. UTK: Usman, S. (2026, January). *The influence of unsafe human behaviors on nighttime pedestrian crash injury severity at intersections*. Presentation in the Impaired Vulnerable Road Users session at the Discussions Advancing Research in Transportation Safety (DARTS) Meeting.

3.2. Website(s) or other internet site(s)

1. UNM: Center for Pedestrian and Bicyclist Safety: https://www.pedbikesafety.org
2. UNM: Crash Data Mapping Portal: https://crash-mapping.edacnm.org/
3. UWM: Institute for Physical Infrastructure and Transportation: https://uwm.edu/ipit/
4. UCB: Raifman, M. & Stahl, A. (2026). "Bigger Vehicles, Bigger Problems? How California's Vehicle Fleet and Vulnerable Road User Fatalities are Changing Over Time. https://storymaps.arcgis.com/stories/eb7c9d140d0445388c9f9bbffb474649
5. UTK: Light Electric Vehicle Research and Education Institute. https://micromobilityresearch.com
6. UTK: 14th International Cycling Safety Conference https://icsc2026.com

3.3. New methodologies, technologies, or techniques

1. 25UNM04: Synchronized multi-sensor data collection workflow combining Pupil Labs Neon, heart rate, and vehicle telemetry.
2. Crash Narrative Analysis: Leveraging unstructured text from crash reports using Natural Language Processing (NLP), artificial intelligence (AI) and large language models (LLMs) to extract meaningful information and gain deeper insights into crash circumstances.
3. Machine Learning Techniques: Applying advanced machine learning algorithms, including unsupervised learning (hierarchical clustering), anomaly detection, and AI-driven modeling approaches, to identify rare or edge cases and enhance predictive analysis of crash data.

3.4. Inventions, patents, and/or licenses

Nothing to Report

3.5. Other products

Nothing to Report

4. OUTCOMES

4.1. Event participation

CPBS's research, education, technology transfer, and workforce development efforts have been translated into several events, which have engaged numerous transportation students and professionals. These events and their reach are detailed below.

Research Events

At UNM, CPBS researchers and staff worked with Albuquerque City Councilor Tammy Fiebelkorn to develop O-25-98 and R-25-196, both of which passed unanimously during the reporting period. These measures strengthen

protections for bicyclists, pedestrians, and other vulnerable road users and support additional Vision Zero traffic safety initiatives in Albuquerque.

Education Events

CPBS is organizing part of the New Mexico Summer Transportation Institute for July 2026, a program for 9th–12th grade students nationwide to encourage transportation careers, with planning efforts underway during this reporting period.

Workforce Development Events

Figure 3. Dr. Nick Ferenchak presents on *Multi-modal Transportation Safety Framework* at TRB 2026.

CPBS supported workforce development through presentations and professional engagement. In October 2025, Dr. Robert Schneider presented on traffic safety trends and participated in a roundtable at the Association of Collegiate Schools of Planning Conference in Minneapolis. In November, he presented "Safe and Healthy Streets: Active Transportation" at the Clement Manor Center for Enrichment, and Xiao Qin and Mohammad Abrari Vajari delivered a CPBS webinar on state DOT use of emerging data for active transportation safety. In December, Dr. Schneider presented pedestrian and bicyclist injury trends to the Wisconsin Governor's Bicycle Advisory Council. In January 2026, he gave four presentations at the Transportation Research Board Annual Meeting on pedestrian crashes, crossings, speed, and street design. In March 2026, he lectured on pedestrian safety and the Pedestrian Level of Traffic Stress method at the Medical College of Wisconsin, and Liza Lutzker presented on conflicts between safe streets and fire/EMS response at Alta Planning + Design (≈40 participants).

4.2. Popular press

CPBS researchers appeared in a variety of news publications from across the country, showing that CPBS's work has wide reach and relevance. Media citations referring to CPBS or its efforts from the last reporting period are below:

1. UWM: *The Columbus Dispatch*. (March 23, 2026). "5 pedestrians died in weeks. Columbus must fix dangerous roads now." By Ginger Tornes. https://www.dispatch.com/story/opinion/columns/guest/2026/03/23/columbus-roads-pedestrian-crashes-safety/88596517007/
2. UWM: *The Washington Post*. (November 19, 2025). "The deadliest roads in America." By Ian Duncan, Emmanuel Martinez, and Dylan Moriarty. https://www.washingtonpost.com/business/interactive/2025/pedestrian-deaths-surge-road-safety/?itid=hp_more-top-stories_p002_f009_1
3. UWM: Milwaukee Magazine. (October 6, 2025). "Raze or renovate? What the I-794 debate means for Milwaukee." By Larry Sandler. https://www.milwaukeemag.com/debate-over-whether-to-raze-downtowns-i-794/
4. UNM: INRIX. (February 25, 2026). "Turning data into action: Advancing freight and vulnerable road user safety through the 2025 INRIX x MetroLab Challenge." https://inrix.com/blog/turning-data-into-action/?utm_source=linkedin&utm_medium=social&utm_content=organic-post
5. UNM: *Virginia Mercury*. (February 2026). "Pedestrian deaths — especially in Va.'s capital — cry out for a real solution, not more lip service" by Bob Lewis. https://virginiamercury.com/2026/02/23/pedestrian-deaths-especially-in-va-s-capital-cry-out-for-a-real-solution-not-more-lip-service/

6. UNM: *KOB*. (February 2026). "Albuquerque wants zero traffic deaths by 2040—can it happen?" by Melissa Wright. https://www.kob.com/new-mexico/albuquerque-metro/albuquerque-wants-zero-traffic-deaths-by-2040-can-it-happen/
7. UNM: *KRQE News*. (December 2025). "Pedestrian safety survey aims to recommend more solutions to crosswalk problem" by Natasha Lynn. https://www.krqe.com/news/albuquerque-metro/pedestrian-safety-survey-aims-to-recommend-more-solutions-to-crosswalk-problem/
8. UCB: *Sacramento Observer*. (March 2, 2026). "Hit. Run. Silence." https://www.theobserver.media/local/pedestrian-fatalities-sacramento-streets-39c2afe
9. UCB: *The San Francisco Standard*. (March 24, 2026). "California's latest weapon against speeders? GPS." https://sfstandard.com/2026/03/24/california-anti-speeding-legislation/

4.3. CPBS's reach

In addition to the direct references to CPBS research and other efforts that are listed above, there are indirect measures of CPBS's reach such as visits to the CPBS website and newsletter recipients. CPBS's reach continues to grow, with Newsletter subscribers up 13% and LinkedIn followers up 17%, surpassing targets. Such indirect measures of reach are detailed in the table below:

Reporting Period			Visitors to CPBS website	Page visits on CPBS website	Project views on CPBS website	LinkedIn followers	Newsletter subscribers	Media mentions
Past	6/1/2023 – 9/30/2023	Actual	353	1,164	n/a	514	662	16
	10/1/2023 – 3/31/2024	Actual	637	2,822	n/a	875	696	18
	4/1/2024 – 9/30/2024	Actual	1,443	5,374	1,583	1,958	731	8
	10/1/2024 – 3/31/2025	Actual	2,428	7,542	2,097	2,945	1,395	22
	4/1/2025 – 9/30/2025	Actual	2,760	8,547	2,403	3,560	3,015	20
Current	10/1/2025 – 3/31/2026	Actual	2,364	7,289	3,079	4,157	3,423	9
		Target	2,500	8,750	2,250	3,250	3,250	20
Next	4/1/2026 – 9/30/2026	Target	2,500	8,750	3,000	4,250	3,500	20

5. IMPACTS

5.1. What is the impact on the effectiveness of the transportation system?

CPBS research is improving the effectiveness of the transportation system by generating data, methods, and findings that help agencies better identify safety risks, understand crash patterns, and prioritize interventions for pedestrians, bicyclists, and other vulnerable road users. During this reporting period, the center produced new publications, reports, conference papers, and presentations on topics including pedestrian crash severity, right turn on red conflicts, transit access safety, truck-related crashes, street design, vehicle characteristics, and bicyclist stress. CPBS webinars also extend these impacts by reaching practitioners from State DOTs, transit agencies, and other transportation organizations, helping translate research into professional practice. Together, these efforts expand the evidence base available to practitioners and public agencies, support more informed planning and engineering decisions, and contribute to safer and more effective multimodal transportation systems.

5.2. What is the impact of technology transfer on industry and government entities, on the adoption of new practices, or on research outcomes which have led to initiating a start-up company?

CPBS directors, PIs, and staff are impacting government entities – and having their research implemented – through involvement on committees such as:

1. Ben Garland (UNM): Member, City of Albuquerque Transit Advisory Board
2. Ben Garland (UNM): Member, Mid-Region Council of Governments' Active Transportation Committee
3. Ben Garland (UNM): Member, City of Albuquerque Complete Streets Committee
4. Dr. Griswold (UCB): Member, California Walk & Bike Technical Advisory Committee
5. Dr. Griswold (UCB): Non-voting Member, California Executive Traffic Records Coordinating Committee
6. Dr. Griswold (UCB): Member, California Zero Traffic Fatalities Task Force
7. Dr. Griswold (UCB): Advisory Member, Executive Leadership Committee for the California Strategic Highway Safety Plan
8. Liza Lutzker (UCB): Member, City of Berkeley's Transportation and Infrastructure Commission
9. Liza Lutzker (UCB): Member, City of Berkeley SAFE STREETS Bond Citizen Oversight Committee
10. Dr. Qin (UWM): Member, WisDOT Traffic Record Coordinating Committee
11. Dr. Schneider (UWM): Member, WisDOT Non-Driver Advisory Committee
12. Dr. Schneider (UWM): Member, WisDOT Transit Study Advisory Panel
13. Dr. Schneider (UWM): Member, California Department of Transportation Active Transportation Project Benefit-Cost Tool Technical Advisory Committee

5.3. What is the impact on the body of scientific knowledge?

CPBS's leadership in committees throughout the scientific community makes them well prepared to have a significant impact on that community. CPBS researchers are members, research coordinators, and chairs of many TRB committees and subcommittees, NCHRP/BTSCRP/TCRP project panels, and other technical committees.

A list of CPBS directors and PIs and their leadership roles on TRB committees is provided below:

1. Allison Rewalt (UTK): Member, Pedestrian Committee (ACD18)
2. Dr. Appleyard (SDSU): Member, Committee on Landscape and Environmental Design (AKD40)
3. Dr. Brakewood (UTK): Chair, Transit User Experience Committee (AP016)
4. Dr. Ferenchak (UNM): Chair, Committee on Pedestrians (ACD18)
5. Dr. Losada-Rojas (UNM): Member, Committee on Implications of Transportation Choices and Access on Public Health (AQC14)
6. Dr. Oriana Calderon (UTK): Member, TRB Standing Committee on Freight and Logistics Planning and Modeling (AT012)
7. Dr. Schneider (UWM): Member, Committee on Integrated Transportation Safety Management (ACD11)

CPBS researchers also serve on various other technical committees, which span a variety of topics across the transportation field. This involvement will help expand CPBS's impact beyond the discipline of active mobility:

1. Dr. Cherry (UTK): Chair, SAE Micromobility Committee
2. Dr. Ferenchak (UNM): CPBS and UNM representative on Council of University Transportation Centers (CUTC)
3. Dr. Oriana Calderon (UTK): Member, Freight & Logistics Committee, Transportation & Development Institute (T&DI), American Society of Civil Engineers (ASCE)
4. Dr. Rivera-González (UNM): Member, Freight Transportation and Logistics Committee, Pan-American Society of Transportation Research

5. Dr. Rivera-González (UNM): Member, Transport Planning and Management Committee, Pan-American Society of Transportation Research
6. Dr. Qin (UWM): Panel, NCHRP 07-36 Guide for Self-Explaining Roads in Context of Safe System Approach
7. Dr. Shi (UWM): Co-Chair, IEEE Emerging Transportation Technology Testing (ET3) Technical Committee
8. Dr. Shi (UWM): Member, ASCE Connected & Autonomous Vehicles (CAV) Impacts Committee
9. Dr. Shi (UWM): Member, American Society of Civil Engineers (ASCE) AI in Transportation Committee
10. Dr. Shi (UWM): Member, Wisconsin Automated Vehicle External Advisory Committee
11. Liza Lutzker (UCB): Panel Member, TRB's Behavioral Traffic Safety Cooperative Research Program

CPBS's directors and PIs also serve on the editorial boards of many academic journals which expand CPBS's impact on the body of scientific knowledge:

1. Dr. Brakewood (UTK): Associate Editor, Journal of Public Transportation
2. Dr. Cherry (UTK): Editorial Advisory Board, Transportation Research Part D
3. Dr. Cherry (UTK): Editorial Advisory Board, Journal of Cycling and Micromobility Research
4. Dr. Cherry (UTK): Editorial Advisory Board, Journal of Sustainable Transportation
5. Dr. Ferenchak (UNM): Editorial Advisory Board, Safety Findings
6. Dr. Khattak (UTK): Editor-in-Chief, Journal of Intelligent Transportation Systems
7. Dr. Losada-Rojas (UNM): Editorial Board, International Journal of Transportation Science and Technology
8. Dr. Oriana Calderon (UTK): Handling Editor, Transportation Research Record (TRR)
9. Dr. Oriana Calderon (UTK): Editorial Board Member, Civil Engineering and Environmental Systems (T&F)
10. Dr. Qin (UWM): Associate Editor, Urban Lifeline
11. Dr. Qin (UWM): Associate Editor, Journal of Transportation Safety & Security
12. Dr. Qin (UWM): Handling Editor, Transportation Research Record
13. Dr. Qin (UWM): Editorial Board, Accident Analysis and Prevention
14. Dr. Schneider (UWM): Editor, Safety Findings
15. Dr. Schneider (UWM): TRBAM paper review coordinator (Safety Section)
16. Dr. Tom Shi (UWM): Area Editor, Cleaner Logistics and Supply Chain
17. Dr. Tom Shi (UWM): Editorial Board, Transportation Research Today
18. Dr. Tom Shi: Guest Editor, Neural Computing and Applications

5.4. What is the impact on transportation workforce development?

CPBS continued to strengthen transportation workforce development through research training, professional presentations, coursework, and practitioner engagement during this reporting period. Students and professionals benefited from lectures, workshops, webinars, and conference presentations on topics such as pedestrian safety, safe street design, active transportation data, emergency response conflicts, and Pedestrian Level of Traffic Stress. Several students received major recognitions and scholarships, including the Charley V. Wootan Memorial Award and the ASHE Tennessee Valley Student Scholarship Award, while others advanced thesis and dissertation work tied to CPBS projects. CPBS webinars continued to reach broad practitioner audiences from State DOTs, transit agencies, consulting firms, and other transportation organizations, helping disseminate safety knowledge nationally. Together, these activities supported the development of future researchers and practitioners while also expanding the skills of the current transportation workforce. Several students who were involved with CPBS projects graduated during the last reporting period and entered the workforce, while others continued to pursue further education in transportation-related topics.

6. CHANGES/PROBLEMS

6.1. Changes in approach and reasons for change

CPBS completed a thorough review to ensure all activities comply with applicable executive orders (EOs) and related guidance. We have communicated these EOs to all CPBS directors, staff, and PIs to ensure ongoing compliance across the center.

CPBS archived all past projects, webinars, newsletters, and other materials that may not have complied with EOs to ensure that all public-facing content is now fully compliant.

All Year 3 projects were reviewed and approved by USDOT during the previous reporting period, and all projects are now ongoing.

CPBS established an internal review process requiring all researchers to consult with UNM before publicly discussing their CPBS projects. We also created a new internal review process for webinars, newsletters, and social media content to ensure compliance with the EOs. Following internal review, materials are submitted to USDOT for final approval before they are disseminated.

6.2. Actual or anticipated problems or delays and actions or plans to resolve them

Nothing to Report

6.3. Changes that have a significant impact on expenditures

Expenditures are on track. Year 1 funding has been fully spent. Several consortium members are close to spending all their Year 2 funds (approximately 85% of Year 2 funds have been spent), while one consortium member is slightly behind on spending Year 2 funds because several students were unable to register for their studies. Overall, Year 2 spending remains on track and within the 10% threshold. Cost share and technology transfer for Year 2 are also on track.

We anticipate that Year 3 spending will align with the approved budget categories. The Year 3 timeline will be slightly offset as Year 3 officially began June 1, 2025, but project approvals have not yet been granted and therefore work has not begun. We anticipate that we will set the deadline for Year 3 final reports in late 2026 to provide PIs with a full 12 months to work on their Year 3 projects.

6.4. Significant changes in use or care of human subjects, vertebrate animals, and/or biohazards

Nothing to Report

6.5. Change of primary performance site location from that originally proposed

Nothing to Report

7. SPECIAL REPORTING REQUIREMENTS

There are no special reporting requirements to note. The SF425 financial reporting requirement will be met by separate reports.