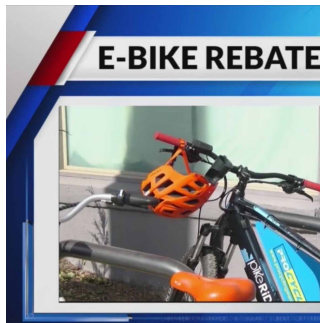




**Newsletter
March 2024**



CPBS Associate Director Dr. Chris Cherry is receiving attention for his recent study of the effectiveness of e-bike rebate programs (with Luke Jones, Cameron Bennett, and John MacArthur; funded by [NITC](#)). Although e-bike rebates may not be the most cost-effective way to promote more bicycle trips, these incentives do play an important role towards providing safe and accessible transportation options.

The research paper can be found here: [Consumer purchase response to e-bike incentives: Results from a nationwide stated preference study](#) along with an overview of the implications of the research: [E-bike incentives are a costly way to cut carbon emissions, but they also promote health, equity and cleaner air.](#)

CPBS Associate Director Dr. Bob Schneider will be presenting **Pedestrian Safety at Night: Illuminating the Problem and Strategies for Safer Streets** at the Institute of Transportation Engineers Wisconsin Section meeting in Milwaukee on March 6, 2024. His research on [pedestrian fatal crash hot spots](#) (with Rebecca Sanders, Hamideh Moayyed, and Frank Proulx) was referenced in a February 20, 2024 **USA Today** article, [“Safe Streets grants are supposed to save lives. Why are they missing so many deadly roads?”](#) by Austin Fast.

UNM undergraduate researcher AJ Barney's summer project was recently [published in Local Environment](#). The paper compares how

access to green space varies for different socioeconomic populations on walking, biking, and driving networks in Albuquerque and shows that while lower-income populations may have good access on the pedestrian network, access to bike networks is lacking for lower-income communities.

Other [newly published research out of UNM](#) stemming from a [CPBS project](#) shows that improved safety in mid-size US cities with high levels of biking are strongly correlated with reduced exposure to motor vehicles and more compact urban design.

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Dr. Su Zhang recently received the [UNM SAVERS and PeRC Awards](#) for his CPBS-related research. Dr. Zhang is developing a [web application to visualize aggregated traffic crash data](#) using hot/cold spots, count maps, and density maps. This research helps governments target roadway safety interventions for maximum impact and cost effectiveness. The online crash mapping portal will be available in May 2024 **and the project's APIs will be open-source.**

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From around the web...

The Association of Pedestrian and Bicycle Professionals (APBP) Conference will take place August 12-14, 2024, in Detroit, MI, USA. Learn more and submit a proposal by March 25th on the website: <https://www.apbp.org/2024-conference>

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Albuquerque Journal reporter Matt Reisen has been covering local pedestrian fatalities for years and [provides a comprehensive look at the problem](#) in a March 3, 2024 front page article **that refers to a CPBS study site.** "The Albuquerque area was deadlier than ever for those on foot last year, with drivers striking and killing a record-high 56 people and surpassing the previous record of 49 in 2021. And city officials say 2024 is off to a bad start."

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Hoboken, New Jersey hasn't had a traffic fatality in 7 years: [America's 4th-densest city has wiped out traffic fatalities by taking a page from Sweden and eliminating parking spots.](#) "Hoboken's success has chipped away at the notion that reaching zero traffic deaths is more aspirational than achievable."

And finally, a lighthearted reminder of why CPBS exists: [My Mother Got on a Bike. It Changed Her Life.](#) "Turns out, my mother's cycling habit meant that she was checking many of the boxes — health, novelty, community and purpose — needed to age well. Yet when my mother went biking, there was something more: She was embracing attributes like exhilaration, exploration, awe, a little bit of recklessness."



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