



**Newsletter  
February 2025**

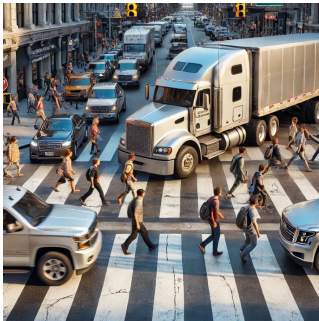
**Free Webinar!**

## **Vehicle Design and Pedestrian Safety**

This coming **Wednesday, February 5th 2025**

**Noon MST / 2pm EST**

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Pedestrian fatalities in the U.S. have surged by 83% since 2009, far outpacing other traffic fatalities and coinciding with the rise of larger vehicle sales. How much of this harm can be attributed to these vehicles?

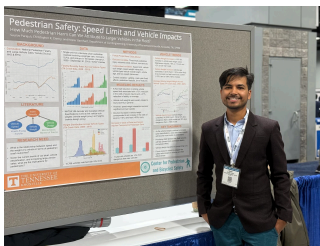
Join Dr. Chris Cherry, Associate Director of CPBS, and Saurav Parajuli for an in-depth exploration of how vehicle attributes like weight, size, and age influence pedestrian injury outcomes. Drawing on their analysis of single-vehicle pedestrian crashes in Tennessee from 2009 to 2024, they'll discuss key trends and insights. Explore the future of pedestrian safety as vehicle weight and size continue to grow, with considerations for the influence of vehicle age.

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UW-Milwaukee researchers Tony Giron, Xiaohan Gu, and Robert Schneider recently published a paper entitled [Socioeconomic characteristics of](#)

[drivers versus pedestrians in pedestrian crashes](#). They examined the socioeconomic characteristics of both drivers and pedestrians involved in pedestrian crashes. While drivers and pedestrians often came from neighborhoods with similar characteristics, two key differences were that 1) adult drivers often crash into children and 2) drivers from higher-income tracts crash into pedestrians from lower-income tracts more than drivers from lower-income tracts crash into pedestrians from higher-income tracts. The authors emphasized that more research is needed to explore differences in safety dynamics between different transportation system user groups.

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Did you miss the students who presented CPBS-affiliated research at the TRB Poster Sessions? View them on our LinkedIn [here](#), [here](#), and [here](#). And [follow us](#) while you're there!

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University of New Mexico researchers Nick Ferenchak and Brady Woods recently published a paper, [Changes in crash types and contributing factors after bus rapid transit \(BRT\) infrastructure installation in Albuquerque, New Mexico](#). They analyzed crash data before and after the implementation of the Albuquerque Rapid Transit (ART) system to assess its impact on traffic safety. While overall crashes and serious injuries declined — particularly those involving excessive speed and left-turning vehicles — pedestrian crashes increased, suggesting a need for improved pedestrian infrastructure alongside BRT investments. The authors highlighted the importance of integrating pedestrian safety measures in future BRT projects.

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## From around the web...

Sadly, on January 19th, Albuquerque bicycle advocate and community friend Chuck Malagodi was killed by a hit and run driver in a residential area of the city. Chuck was the founder of the Esperanza Community Bike Shop (which recently opened a new location that was mentioned in our December newsletter), he ran a youth bicycle safety program that helped thousands of

children discover the joy of bicycling, and he helped launch the local Safe Routes to School program (with which CPBS has partnered). Here are some links to news coverage of this tragedy.

['Powerful pedaling force' in bike community killed in Sunday hit-and-run](#)

[Beloved cycling advocate killed in hit-and-run](#)

[Memorial Ride in honor of Chuck Malagodi](#) (photos)

[Albuquerque comes together to celebrate local cycling advocate](#) (video)



**Center for Pedestrian and Bicyclist Safety**

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