

# ANNUAL REPORT 2015

## Community Pedestrian Safety Training Program

### OVERVIEW

In 2013, 13,863 pedestrians in the state of California were killed or injured in traffic collisions (including minor and severe injuries). Of these fatalities and injuries, 23% of the victims were between the ages of 15-24 and 48% of the pedestrians were killed or injured while cross streets in crosswalks at intersections.<sup>1</sup>

The Community Pedestrian Safety Training (CPST) Project works to provide community groups with the training and resources they need to make walking safer and more pleasant in their communities. By involving communities in the data collection and decision-making processes and providing them with the tools to improve pedestrian safety at the local level, the CPST Project aims to create changes that will have long-term, sustained impacts on the health and safety of partnering communities.

The CPST program engages both community residents and professionals by teaching pedestrian safety best practices and strategies and conducting hands-on walkability assessments. Each workshop concludes with participants identifying action steps that are specific to the community, which can be undertaken to improve pedestrian safety.

The Community Pedestrian Safety Training (CPST) program is a partnership between the Safe Transportation Research and Education Center (SafeTREC) at UC Berkeley and California Walks. Funding for the project is provided by a grant from the California Office of Traffic Safety (OTS) through the National Highway Traffic Safety Administration.



Rexland Acres Park, Greenfield CPST, 2012



San Jose CPST, 2012

### PROGRAM OBJECTIVES

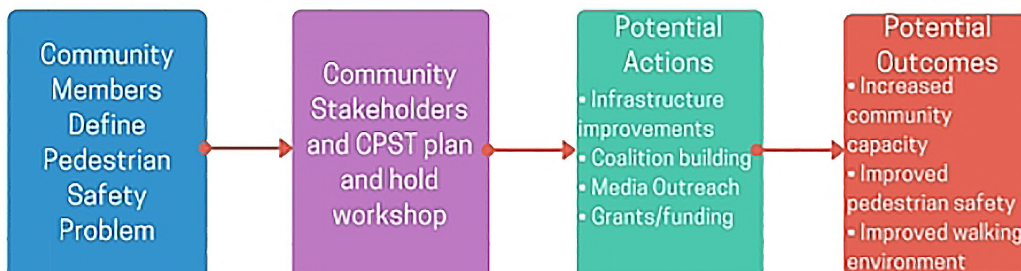
- **Improve Local Pedestrian Safety**
- **Build Capacity of Community Partners**
- **Create Safer, more Walkable Communities**

### IMPACT ON COMMUNITY

- 100% of past CPST workshop sites are interested in additional/follow-up training
- 92% of surveyed sites reported more enthusiasm and/or support
- Sites scored CPST 5.0/5 for “promoting change”

### CPST SUPPORTS LOCAL EFFORTS

- **We partner with local community groups.**
- **We shape our workshops to fit the needs and interests of communities.**
- **We build capacity of community partners, specifically in underserved communities.**
- **Our workshops reach a wider audience than just the participants.**
- **We transfer resources to participating communities.**
- **We act as an intermediary between community groups, local governments, law enforcement and schools.**
- **We build networks between community stakeholders.**



<sup>1</sup> California Office of Traffic Safety, 2013; SWITRS, 2013

## OVERVIEW OF PARTNERING COMMUNITIES COMMUNITY CONCERNS

The program has completed 36 workshops with 34 communities over the last six years.

In follow up surveys, we assess initial safety concerns that communities had before the CPST workshops and outcomes in the communities after the workshops had been given.

Of 16 surveyed communities, the majority were initially concerned about pedestrian safety among youth and in school zones (56%), safety among high risk and under-represented groups (50%), including new immigrants, Spanish speaking communities, disabled individuals and the elderly.

SAFETY CONCERNS	# OF COMMUNITIES WITH THESE CONCERNS	% OF COMMUNITIES WITH THESE CONCERNS
Pedestrian Injury among children/ school zones	9	56%
high risk/ under represented populations	8	50%
specific road infrastructure/user behavior issues	6	38%
High rates of pedestrian injury and fatality	3	19%
Lack of pedestrian infrastructure	2	13%

### AFTER THE WORKSHOP

There have been a significant number and variety of initiatives taken after the CPST workshops had been given. 88% of communities led coalition building efforts, including establishing partnerships, working groups or task forces with other their local governments, law enforcement, local schools or other community organizations.

88% of communities also led pedestrian safety media campaigns and participated in outreach activities. A significant number of communities also led pedestrian safety focused community programming, including senior or student walking groups or Safe Walks to School programs.

INITIATIVES TAKEN AFTER CPST	% OF COMMUNITIES TAKING ON INITIATIVES	TOTAL NUMBER OF INITIATIVES
Coalition building	88%	35
Media and Out-reach	88%	24
Community Programming	75%	26
Grants/funding	69%	16
Infrastructure Improvements	50%	24
Law Enforcement Efforts	44%	9
Additional Safety Assessments/Counts	44%	8
Policy Changes	19%	4
reduced speed limits	6%	1

### CASE STUDY: PARADISE

Following the fatality of a young student, the Town of Paradise reached out to the CPST team to educate the community on how to proactively improve pedestrian safety, as well as to facilitate community feedback on an upcoming road design improvement project. The CPST equipped participants with evidence-based strategies to improve safety, which were invaluable in educating the broader community during the following year-long planning and design process for the Downtown Paradise Safety Project.

Pre-CPST Skyway Road, Paradise



Post-CPST Infrastructure Changes, Paradise

