

# Community Pedestrian and Bicycle Safety Training (CPBST) Program Workshop Follow-Up Survey Highlights

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The Community Pedestrian and Bicycle Safety Training Program (CPBST) is a joint effort of the University of California Berkeley’s Safe Transportation Research and Education Center (UCB SafeTREC) and California Walks (Cal Walks). Founded in 2009, the Community Pedestrian Safety Training program was expanded in 2016 to include bicycle safety improvements. The purpose of the CPBST is to:

1. Educate local residents and safety advocates on how to improve pedestrian and bicycle safety;
2. Empower community partners to advocate for safety improvements in their neighborhoods; and
3. Strengthen collaborations with local officials and agency staff to make California neighborhoods safer and more pleasant for walking and bicycling.

## Method

In February 2020, UCB SafeTREC emailed an electronic survey to Planning Committee members of the 49 CPBST workshops conducted from 2017 to 2019.

### Closed-Ended Questions

- Q1. Did you attend the workshop?
- Q2. Did you participate in any of the follow-up meetings after the workshop?
- Q3. Did you form or participate in any new partnerships or coalitions following the workshop?
- Q4. Did your community apply for new grants to address recommendations in the action plan report?
- Q5. Did you plan any media events?
- Q6. Did you plan any community outreach or community education/programming?
- Q7. Have you conducted any walking/biking assessments since the training?
- Q8. Would you be interested in additional CPBST or other trainings for your community?
- Q9. Did your community begin to plan for any changes to the infrastructure?

### Open-Ended Questions

- Q1. What did you hope to get out of the workshop?
- Q2. In your opinion, what were the three major recommendations or goals that came out of the workshop?
- Q3. Are there any future plans you are making based on the recommendations?
- Q4. Overall, what from the CPBST workshop has helped your organization the most?

The survey asked about workshop outcomes, gauged the utility and success of the workshop, assessed how workshops could be improved upon, and inquired if the community is interested in any additional technical assistance at this time.

The survey included nine closed-ended questions and four open-ended questions. If a respondent answered yes to the closed-ended questions, the survey would prompt an open-ended follow-up question to collect additional details on the community’s efforts.

## Highlights from the Results

There were 34 complete survey responses representing 36 CPBST workshop sites. A completed survey was defined as answering at least 7 of 9 (77.8%) closed-ended questions. Two respondents served on the Planning Committee of multiple workshops.

### Overall CPBST Workshop Feedback

**91.2%** attended the CPBST workshop they helped to plan.

**76.5%** are interested in conducting additional training workshops, e.g, CPBST, in their community.

In their open-ended answers to a question about meeting objectives, respondents were most interested in gaining a better understanding of pedestrian and bicycle safety (26.5%), followed by safe routes to school improvements, community engagement, strengthening relationships between the community and government officials, securing community feedback, and developing action plans to improve pedestrian and bicycle safety.

With regard to what major recommendations or goals Planning Committee members were interested in following up on, an overwhelming majority (76.5%) referred to specific actions, including interest in the construction and maintenance of sidewalks, crosswalks, and bike lanes. School-related activities (47.1%) were also popular, including crossing guard programs, safe routes to school, and walking school buses.

## Follow-Up Community Participation

Many of these workshops were relatively recent, so we might not expect much to have occurred at the time of this survey. However, over half (52.9%) of respondents participated in at least one follow-up meeting after the workshop. Six respondents explained that they participated in school-related events, including Walk to School Day, walking school buses, crossing guard programs, and meetings with parent advocacy groups and the principal. Four respondents reported government-related activities, such as sharing the report with the Board of Supervisors, convening Safe Streets committees, and incorporating recommendations into the City's Vision Zero Action Plan. Other respondents reported reconvening with community members, maintaining connections with UCB SafeTREC and Cal Walks, and working with local law enforcement.

**73.5%** reported that they planned a community outreach, education event, or other community programming since the CPBST workshop.

Twenty-four respondents reported additional details. The most frequently reported events were around Safe Streets or school-related, including Walk/Bike to School Days and education events, followed by community forums, bicycling activities, and walk audits. Other reported events include community outreach related to funding opportunities and a regional plan update, a community intersection painting, and a 311 training opportunity.

## Follow-Up Planning Activities

About one-third (32.4%) of respondents applied for new grants to address recommendations in the action plan report or conducted walking/biking assessments after the training and 14% planned a media event after the workshop. Respondents applied for funding from local funding opportunities and through state programs such as the Caltrans Active Transportation Program, the California Office of Traffic Safety, and the Caltrans Planning Grant. The most frequently reported walk- and bike-ability assessments were conducted around school sites with some youth-led events, some with elected officials, and others with parents and community members. Other respondents reported walk/bike assessments in their community related to infrastructure improvements, including pilot programs.

Over half of respondents (52.9%) are at the beginning stages of planning for infrastructure changes, while 23.5% have applied for funding, 11.8% have received

funding, 14.7% have implemented improvements, and 20.6% did not respond to this question. Respondents were asked to select all answers that apply as different projects may be at different phases, so these percentages may not sum up to 100%.

Over half (55.9%) of respondents are making future plans based on CPBST workshop recommendations with many looking to improve street design and conditions. Only three respondents replied that they are not actively making future plans based on the recommendations. Some communities are developing education and encouragement programs while others are considering more studies to further understand the safety concerns.

## Next Steps

UCB SafeTREC and California Walks are funded to conduct 12 CPBST workshops in fiscal year 2020. Five of the sites could potentially be counted as follow-up workshops in neighboring communities of previous workshops. As of March 2020, a global pandemic has upended our ability to conduct in-person CPBST activities that strived for equitable public participation in transportation safety planning. As a team, we are committed to working with our CPBST Planning Committees to identify how a CPBST workshop fits into their community's current needs and goals, and working with them to address their ongoing and changing pedestrian and bicycle safety needs.