

Impact of the Community Pedestrian and Bicycle Safety Training Program

Insights from the 2022 Follow-Up Survey

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Introduction

The Community Pedestrian Bicycle Safety Training ([CPBST](#)) program is a collaborative project between UC Berkeley Safe Transportation Research and Education Center ([SafeTREC](#)) and California Walks ([Cal Walks](#)) that seeks to assist communities with three goals:

1. Identifying and better understanding their local transportation safety needs;
2. Developing and strengthening local partnerships between various stakeholders in their community; and
3. Generating a community-specific action plan for improving the safety of active transportation in their area.

These objectives are pursued through pedestrian and bicycle safety training workshops hosted by SafeTREC and Cal Walks in collaboration with community partners. Over 112 workshops have been conducted since 2009, and the program continues to provide trainings in 2022. Planning a workshop involves SafeTREC and Cal Walks working with a planning committee consisting of local stakeholders to schedule the workshop, recruit participants for the workshop, and work with the participants to develop a unique action plan with short-term, medium-term, and long-term goals for improving walking and biking safety and mobility (Leckie et al., 2021). A major feature of the workshop is an assessment of pedestrian and bicycle conditions in areas of interest in the community.

Methods

Building off the survey sent in 2021, the project team wanted to learn about local progress in follow-up action planning and gauge interest in the project team assisting in implementing action items or conducting additional workshops. The survey included closed-ended questions, which have a designated amount of answer choices provided, and open-ended questions to gather more detail from respondents. See Table 1 for the questions asked.

Highlights from the Results

A total of 113 surveys were returned, representing a response rate of 23%. The discussion of the results is categorized by the insights of how the respondents perceived the workshops had on finances, infrastructure, and community participation in their communities. In addition to answers to the results from the closed-ended questions, responses to several questions that were open-ended are included in the form of quotes to complement the discussion. Only a few of these quotes are included in this research brief, but further analysis of the responses open-ended question will be included in a future report.

Overall CPBST Workshop Feedback

Several questions asked respondents to provide their perceptions of the workshop they attended. 84% answered that they had attended a CPBST workshop in their community. To a question gauging satisfaction with the workshops (with some respondents providing more than one response if they attended more than one workshop), 93% indicated answers of 'met my expectations,' 'exceeded my expectations,' or 'greatly exceeded my expectations.' This suggests that members of the planning committees who attended workshops had positive experiences with them.

"I would highly recommend this workshop. The community report was incredible. Thank you to everybody!"

Impact on Finance

The survey included questions that asked respondents about the status of securing funding for any of the recommendations. 22% said that their community had applied for funding. Eight respondents denoted that their community had received funding. Considering the many hurdles that communities must overcome when applying for funding, having over a fifth of respondents submit an application in a relatively short time frame suggests that the workshops reinforce a community's active transportation priorities to implement pedestrian and bicycle safety initiatives

Closed-Ended Questions
Q1. How long have you been a resident in your current community?
Q2. Have you attended a CPBST workshop in your community?
Q3. How many CPBST workshops have you attended in your community?
Q4. Did the workshop(s) meet your expectations?
Q5. Since attending a CPBST workshop, did you participate in any follow-up meetings or workshops related to bicycling or walking safety? If so, how many?
Q6. Have you planned any community outreach events since attending a CPBST workshop?
Q7. To your knowledge, have any partnerships, groups, or coalitions been formed to address the recommendations created during the CPBST workshop(s) between community groups?
Q8. Have you conducted any walking/biking assessments since the CPBST workshop(s) were held?
Q9. Has your community begun to plan any of the following infrastructure improvements? (Select all that apply)
Q10. Has your community implemented any temporary build demonstration projects?
Q11. Have you applied for any funding for the recommendations created in the CPBST workshop(s)?
Q12. Which of the following applies to any grant proposals you submitted following the CPBST workshop(s)?
Q13. If you have not applied for funding yet, why not? (Select all that apply)
Q14. What can the project team (SafeTREC, California Walks) do to support your efforts to implement the recommendations? (Select all that apply)
Q15. Would you be interested in any of these additional workshops or more specific training for your community?
Q16. Would you be willing to take part in a follow up survey including specific questions regarding the recommendations your community created during the CPBST workshop(s) (Electronic or over the phone)?
Q17. What have been the barriers, if any, in trying to implement one or more of the recommendations put forward during the CPBST meeting(s)? What are they? (Select all that apply).
Q18. Could the project team (SafeTREC, California Walks) help you overcome some of the identified barriers?

Open-Ended Questions
Q1. Please provide the following information: [contact info]
Q2. Please provide the following information about the CPBST workshop(s) you attended:
Q3. Please provide some details on these community outreach events(s)
Q4. Please provide some details on these partnerships, groups, or coalitions.
Q5. Please provide some details on these temporary build demonstration projects(s).
Q6. If you have received funding for recommendations, from whom, for what, and about how much?
Q7. Is there anything else you would like to share concerning the funding process for recommendations from the CPBST workshops(s).
Q8. Are there any recommendations from the CPBST workshop(s) slated for future development?
Q9. How has the pandemic affected your ability to implement the recommendations developed in the CPBST workshop(s)?
Q10. If yes (to Q16), please add your email or phone number here.
Q11. Is there anything else you would like to share with regards to the recommendations or the CPBST workshop(s)?
Q12. If the project team could help, what would be most helpful?

Table 1: 2022 CPBST Follow-up Survey Questions

within their local neighborhoods. Amongst the respondents who indicated that their respective communities had submitted funding proposals, several added that they had applied to either a city or state funding opportunity.

“Currently the [local health organization] is partnering on a multi-million dollar proposal with the [City] and [School District] on a joint infrastructure and non-infrastructure project proposal to Caltrans’ Active Transportation Program.”

Impact on Infrastructure

Many action plans developed during the workshops included steps to improve the built environment in which pedestrians and bicyclists travel. Therefore, the survey queried respondents about 1) whether the workshops led to any of the infrastructure improvements outlined in the community action plan; 2) new plans for implementing improvements; and 3) the status of any temporary build demonstration projects. Responses show that many of the communities who participated in the workshop have taken initiative on some of the recommendations stemming from the workshops (see Figure 1). Concerning temporary build projects, which refers to projects that install short-term or easy-to-

For more information on the reports produced at the various CPBST workshops, please see the interactive [CPBST Map](#).

The [CPBST toolkit](#) describes Safe System strategies and provides guidance to help communities implement the recommendations developed during their CPBST workshop.

implement infrastructure elements such as bollards, temporary bike lanes, and temporary bulb-outs for demonstration of their respective safety impacts, 20% of respondents indicated that their communities had begun work on such projects. Given the considerable unfamiliarity of temporary build projects in many communities in California, this is quite a sizable proportion. Ideally, as communities learn more about temporary build projects, these will become more common.

“[The] CPBST provided a very comprehensive analysis and recommendations for the city...”

“The CPBST...was a great opportunity to learn which was very valuable when we conducted our own walking audit just a few weeks ago.”

In response to a question about whether there were any barriers to the community in attempting to implement recommendations from the workshops, over half cited COVID-19 (57%), other competing priorities (52%), and a lack of funding (51%) as reasons for recommendations not being advanced. Some respondents also highlighted a lack of county, city, or community support (28%), a lack of prioritization (15%), and other reasons (12%) as additional barriers.

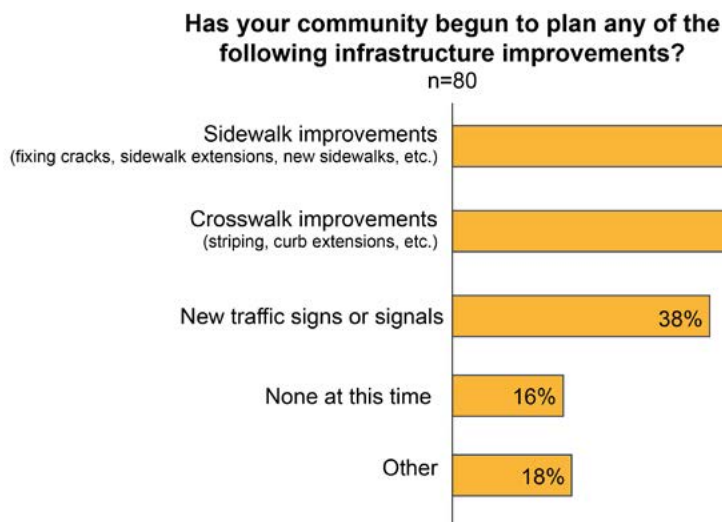


Figure 1: Results of a question asking about recommendation implementation efforts

Community Participation in Follow-Up Activities

The project team wanted to know if the workshops led to increased participation in community activities. To a question asking respondents if they had participated in any workshops related to bicycling or walking safety, 53% reported to have attended at least one event, and 48% of those who attended at least one follow-up event related to bicycling or walking safety attended five or more of such events. Another question asked if the respondents had directly been involved in planning any community outreach events after the CPBST workshop occurred in their community. 59% indicated that they had planned events. These results further suggest that the CPBST workshops have served as a catalyst for follow-up activities for a number of communities. Given the many demands on the time of participants, these results also indicate signs of burgeoning enthusiasm for community engagement and outreach activities.

“[The CPBST is...] helping me to gather partners again and plan forward with a community bike safety event...”

Potential Opportunities for Addressing Challenges

Examining the results of the survey can help provide suggestions for how the workshops can be leveraged to their fullest potential. Respondents overwhelmingly perceived positive utility from attending the CPBST workshops, but translating the recommendations generated at the workshops into actual practice has proven immensely difficult for many communities. Though this translation process is outside of the scope of the CPBST program, the following ideas may be explored.

1. Funding a series of follow-up workshops in these communities in which the project team can help provide training for community partners in seeking funding opportunities and pursuing those opportunities;
2. Examining how to best disperse calls for proposals in communities that may have limited access due to reasons such as limited broadband, location in rural areas, or difficulties in navigating web pages with information concerning the proposals; and
3. Establishing an exploratory fund to better support community partners in their day-to-day operations in seeking active transportation safety initiatives.

Conclusions

Traffic fatalities reached a 16-year high in 2021 (NHTSA, 2022). The CPBST program is one of the state’s initiatives in pursuing a future that is safe for all active transportation users in California. Nevertheless, given the lingering impacts of the ongoing COVID-19 pandemic, it is imperative that the state examine how the negative impacts that the pandemic wrought on communities’ safety initiatives can be alleviated or reversed. It is imperative that the state of California continue to pursue initiatives that examine how to achieve active transportation safety most effectively and build upon the successes of the CPBST program.

Next Steps

The project team will discuss next steps on how to build upon the successes of the CPBST program. The team will also discuss with California Office of Traffic Safety how the successes of the CPBST program can be leveraged most effectively to help communities achieve their active transportation safety goals.

References

- Leckie, KM., Wade, E., Chen, KL., & Cooper, JF. (2021). *Community Pedestrian and Bicycle Safety Training (CPBST) Program Workshop Follow-Up Survey Highlights*. UC-Berkeley Safe Transportation Research and Education Center. https://safetrec.berkeley.edu/sites/default/files/publications/2021_cpbst_spring_survey_final.pdf
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- UC Berkeley SafeTREC. (n.d.). *Community Pedestrian and Bicycle Safety Training Program (CPBST)* | SafeTREC. 2022 UC Regents. Retrieved May 23, 2022, from <https://safetrec.berkeley.edu/programs/cpbst>

For more information about the CPBST, or to bring activities to your California community, contact Katherine Chen at kchen@berkeley.edu.

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