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Research Brief

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Impact of the Community Pedestrian and Bicycle Safety Program (CPBSP): 2026 Program insights using the Kirkpatrick Model

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Impact of the Community Pedestrian and Bicycle Safety Program (CPBSP): 2026 Program Insights using the Kirkpatrick Model

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Abstract

UC Berkeley SafeTREC and California Walks (the project team) conducted Community Pedestrian and Bicycle Safety Program (CPBSP) workshops in seven communities in 2026. All seven of the workshops were conducted in-person. The following research brief discusses findings from the program evaluation, and evaluation developed using the Kirkpatrick Model framework. Levels 1 and 2 of the model (reaction and learning) were measured at the end of each CPBSP workshop with an in-person survey, whereas levels 3 and 4 were measured with an electronic survey hosted on Qualtrics. The electronic survey was distributed to participants of program site planning for the Community Pedestrian and Bicycle Safety Training Program (CPBST) within the past five years (2021-2025) and those that participated in program site planning for the Comunidades Activas y Seguras Program (CAyS) within the past two years (2024-2025). The narratives included in this brief highlight key findings from the two surveys and offer takeaways for future programming.

Introduction

History of the CPBSP

SafeTREC's Community Pedestrian and Bicycle Safety Program (CPBSP) was launched by [UC Berkeley SafeTREC](#) (SafeTREC) in collaboration with [California Walks](#) (Cal Walks) to reduce pedestrian and bicycle fatalities and serious injuries in communities across California. It contains two training programs that collaborate with communities to understand and identify pedestrian and bicycle safety goals, the Community Pedestrian and Bicycle Safety Training Program (CPBST) and the Comunidades Activas y Seguras Program (CAyS).

The training program began in 2009 and has conducted 166 safety trainings throughout California since 2026. The training workshops are jointly planned with planning committee members consisting of residents, community advocates, schools, and agencies.

During workshops, planning committee members are given crash data tools, asked about their safety experiences, taught the Safe System Approach, taught best practices for implementing pedestrian/bicyclist safety countermeasures, guided on walking and biking safety assessments, and given guidance on identifying next steps to improve the safety of those walking and biking in their communities. A summary and recommendations report is created for each site, which compiles the focus area, local policy and plans context, crash data, results of the walking and biking assessment, and planning recommendations. Each report is tailored to the specific community and in collaboration with planning committee members.

The CPBSP and workshops utilize the Safe System Approach which provides guiding principles and elements for eliminating fatal and serious injuries for all road users. The Safe System Approach provides six guiding principles: death/serious injury is unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. The approach contains five elements for addressing all aspects of crash risk: safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. Traditional approaches have focused on changing human behavior to prevent all crashes, whereas the new approach reframes to prevention of inevitable human mistakes to focus on infrastructure, design, and reducing kinetic force impacts.

Methodology

To evaluate the CPBST and CAyS programs, the two tracks offered under the CPBSP, the [Kirkpatrick Model](#) was used to develop both the in-person paper surveys distributed at workshops and the electronic surveys sent to planning committee members that participated in program site planning (“participants”) within the last five years (2021-2025). The Kirkpatrick Model is a framework for evaluating the impacts of programs on participants or on an organization. For the purpose of evaluating the effectiveness of the CPBST and CAyS workshops and training programs, the model was used to measure the impact the workshops have had on participants' learning and behavior. The model contains four levels of measuring impacts; Level 1: Reaction, Level 2: Learning, Level 3: Behavior, and Level 4: Results. Levels 1 and 2 focus on assessing the participants' retention and feelings towards the training, and Levels 3 and 4 focus on assessing the impact of the training in changing participant behavior and for tangible results defined by the organization or program.

For evaluation of the CPBST and CAyS programs, two unique surveys were created to assess all four levels of the Kirkpatrick Model. Levels 1 and 2 of the model (reaction and learning) were measured in

an in-person paper survey given to participants of all CPBSP workshops to complete at the end of the event. This in-person survey measured participants' satisfaction with the workshop, relevance to their work, and learning of workshop materials. Levels 3 and 4 of the model (behavior and measurements of results) were measured using the electronic survey that was sent to previous members of CPBSP planning committees.

The electronic survey, hosted on the Qualtrics platform, was distributed to participants of program site planning for CPBST within the past five years (2021-2025) and those that participated in program site planning for CAyS within the past two years (2024-2025). This electronic survey assessed the follow-up actions (behavior) participants have taken since workshop completion: planning community outreach events, conducting walking and/or biking safety assessments, and advocating for infrastructure improvements in their own communities. It also measures the impact the workshop has had on stakeholders and their communities (results): advocacy in implementing safety improvements, formation of groups or coalitions, planning of infrastructure improvements, and/or applying for community funding opportunities. With results from both of these surveys, an evaluation of the CPBST and CAyS programs throughout all four levels of the model was completed. The electronic survey was distributed in March 2026 and its results were collected and analyzed for fiscal year 2026 (FY26), with findings detailed below. The in-person surveys were administered during the in-person workshops between April and July 2026 for the FY26 program sites, with findings detailed below as well. Together, the results of both surveys were analyzed to tie the four levels of the model together for a full program evaluation using the Kirkpatrick Model.

Levels 1 and 2: Reaction and Learning

In-person CPBSP Workshops

The project team conducted seven in-person CPBSP workshops in 2026. The CPBSP project team facilitated CPBST workshops in Chico, Goleta, Lemoore, and Sanger, and CAyS workshops in Unincorporated Dos Palos, Huntington Park, and Rialto (CAyS workshops were conducted in Spanish). Across the sessions, a total of 69 people participated in the CPBST workshops and 61 people participated in the CAyS workshops (or 130 total participants across both programs). All participants were asked to complete an evaluation form, with paper forms used at all seven in-person sites. On average, 63.8% of participants completed the workshop evaluation. Response rates varied by site as seen in Table 1.

Site	Number of Workshop Participants	Number of Workshop Evaluations	Response Rate
Chico CPBST	19	15	79%
Goleta CPBST	18	8	44%
Lemoore CPBST	13	8	62%
Sanger CPBST	19	13	68%
Unincorporated Dos Palos CAyS	27	13	48%
Huntington Park CAyS	22	18	82%
Rialto CAyS	12	8	67%
Total	130	83	64%

Table 1: CPBSP workshop participation and evaluation response rates by site

Framework

The Kirkpatrick Model was incorporated into the in-person surveys distributed at CPBSP workshops to evaluate both programs. Levels 1 and 2 of the model (Level 1: Reaction, Level 2: Learning) were measured in the in-person survey. The survey aimed to measure participants' satisfaction with the workshop, its relevance to their work, and their

experiences learning about workshop materials. Eighty-three responses were captured from workshop participants, with 74 in English and nine in Spanish.

Key Findings

Level 1: Reaction

Participants were asked to identify their level of disagreement or agreement with a series of ten statements. The first five statements of the 10 sought to understand participants' initial reactions and experiences in the workshop. The following five statements were prompted:

1. I was satisfied with the materials covered (e.g., Safe System Approach presentation and crash data review).
2. I was satisfied with the activities conducted (e.g., walking and biking safety assessment, and group action planning activity).
3. This workshop was relevant to projects, work, and/or initiatives I am involved in.
4. I was engaged during workshop presentations and activities.
5. The facilitators communicated the concepts clearly and were responsive to questions.

Findings

A vast majority of respondents indicated positive reactions and experiences in the workshop. Across questions 1-5, 96% of all respondents (80 respondents for each question, respectively) indicated that they agreed or strongly agreed with each of the five statements. This suggests that almost all respondents had positive reactions to the CPBSP workshop and were satisfied with the materials covered and activities conducted in them. Findings also suggest that workshops were highly relevant to participants, participants were strongly engaged, and facilitators were effective.

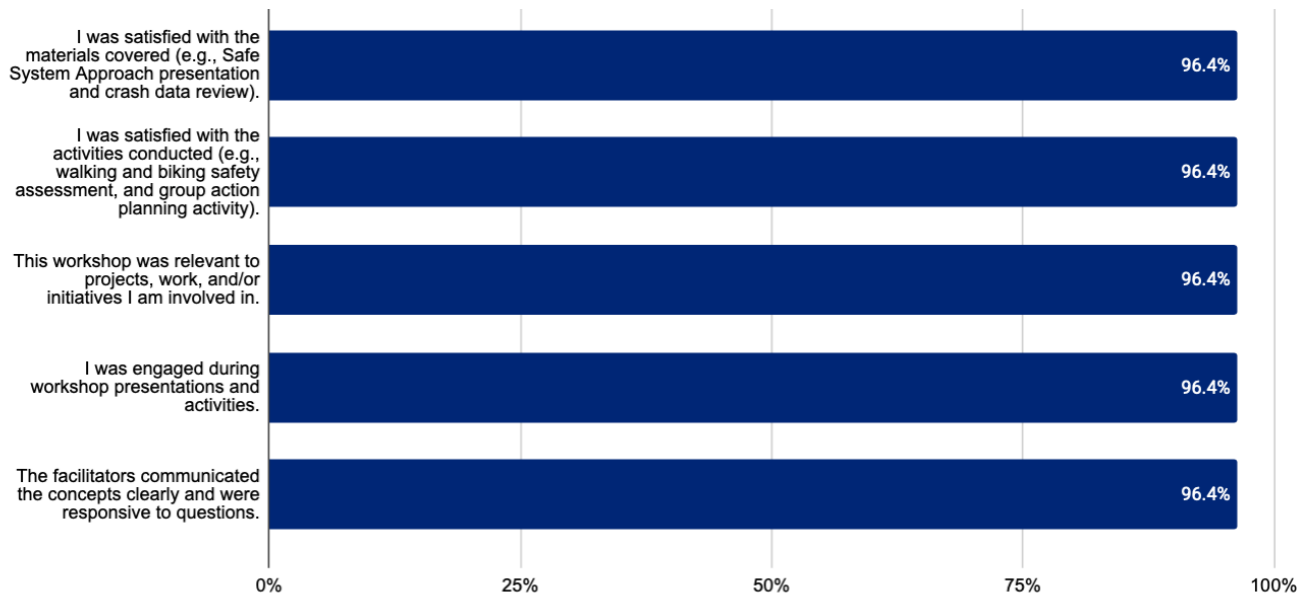


Figure 1: Percentage of respondents who agree or strongly agree with the statement (reactions and experiences).

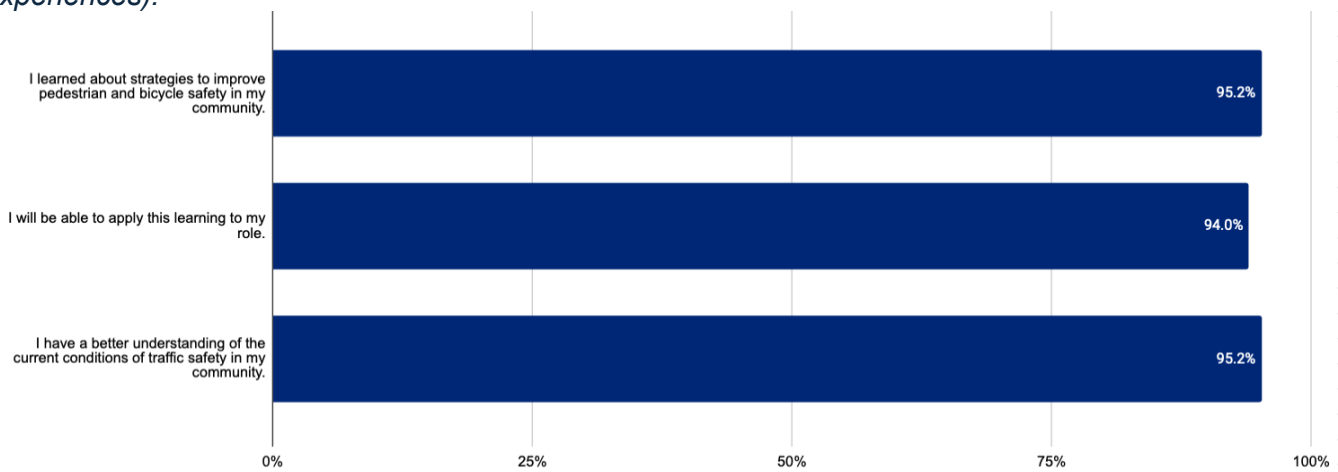


Figure 2: Percentage of respondents who agree or strongly agree with the statement (learning outcomes).

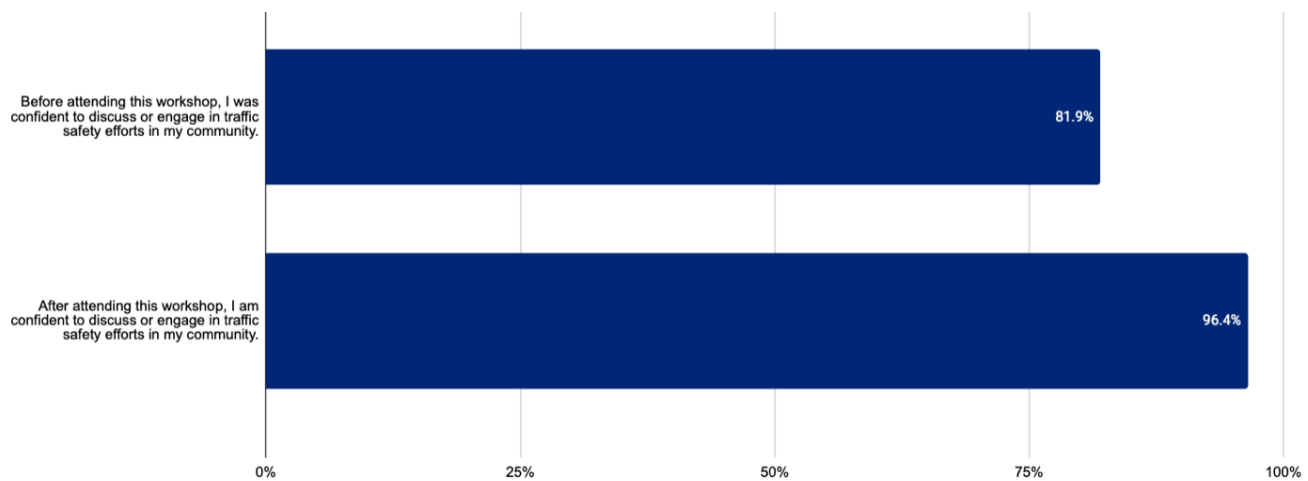


Figure 3: Percentage of respondents who agree or strongly agree with the statement (change in confidence).

Level 2: Learning

The subsequent five statements sought to assess learning and impact of the workshop on participants. The following five statements were prompted:

1. I learned about strategies to improve pedestrian and bicycle safety in my community.
2. I will be able to apply this learning to my role.
3. I have a better understanding of the current conditions of traffic safety in my community.
4. Before attending this workshop, I was confident to discuss or engage in traffic safety efforts in my community.
5. After attending this workshop, I am confident to discuss or engage in traffic safety efforts in my community.

Findings

A majority of respondents reported positive learning outcomes from the workshop. Of the 83 respondents who completed a survey, 95% (n=79) reported learning strategies to improve pedestrian and bicycle safety in their community and 94% (n=78) reported that they will be able to apply this learning to their role. Another 95% (n=79) reported that they have a better understanding of the current conditions of traffic safety in their community. Questions 9 and 10 on the survey aimed to identify whether a change in confidence occurred pre- and post-workshop. The results showed a measurable increase in confidence, with 82% (n=68) of respondents reporting that, before attending the workshop, they were confident to discuss or engage in traffic safety efforts in their community. Almost all respondents (96% or n=80) reported that after attending the workshop, they were confident to discuss or engage in traffic safety efforts in their community.

Learned Skills and Concepts

The survey prompted respondents to indicate which new skills or concepts they learned about during this workshop. Respondents were provided a list of options to select from that encompassed topics covered during each workshop, including Transportation Injury Mapping System (TIMS), Street Story (a crowdsourcing tool), traffic safety countermeasures, and Safe System Approach strategies for pedestrian and bicycle safety. A majority of respondents indicated that they learned about all four of these skills/concepts during the workshop. Of the 83 respondents who completed a survey, 63% (n=52) selected that they learned about Safe System Approach strategies for pedestrian and bicycle safety, 57% (n=47) selected that they learned about TIMS, 55% (n=46) selected that they learned about Street Story, and 53% (n=44) selected that they learned about traffic safety countermeasures. These findings suggest that a majority of respondents effectively learned about the skills and concepts covered during the workshop.

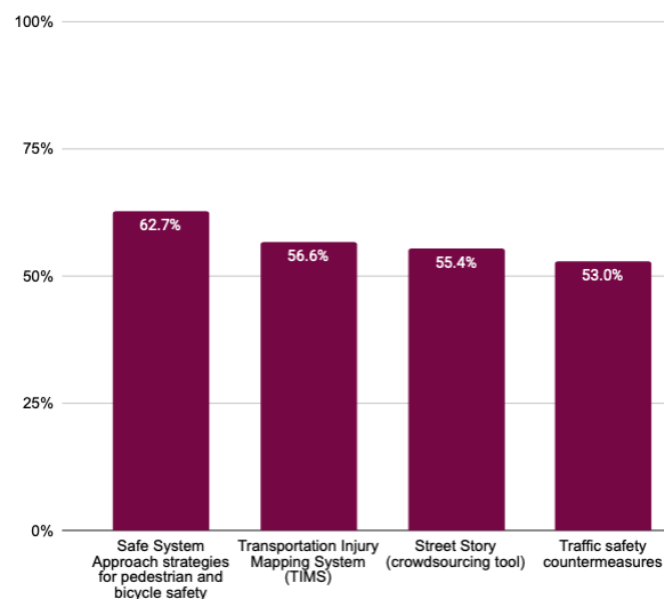


Figure 4: What new skills or concepts did you learn about during this workshop? (Check all that apply.)

Areas for Improvement and Ongoing Support Needs

One survey question sought to identify barriers to engagement with materials or activities in the workshop. Participants offered feedback as well as ways to address the barriers, so that program workshops could be improved in the future. The following opportunities were identified as areas for improvement and ongoing support needs:

- **Workshop scheduling:** Participants felt that more time should be allocated for group discussion and action planning, with one person suggesting moving the event to weekends to avoid exhaustion from evening sessions.
- **Smaller group sizes:** To better accommodate large, engaged crowds, it was suggested that splitting into more than two breakout groups could improve individual participation.
- **Technical and accessibility improvements:** Feedback included requests for larger font and screen sizes for visibility, the addition of QR codes for resource access, and the use of interactive online tools for mobile input. Other participants noted that presenters should project their voices more clearly to ensure everyone can hear or that a speaker system could be used to improve audio.
- **Practical training needs:** Suggestions included providing workshops focused on technical skills, such as how to effectively report pedestrian and bicycle hazards and guidance on community organizing to advocate for improved conditions.
- **Resource guidance:** Interest was highlighted in receiving more detailed information regarding available programs, grants, and services for Safe Routes to Schools (SRTS), parks, and general community infrastructure.

Participants also noted some ways that the program could be improved for relevance to their initiatives and work when answering another question on the survey. Suggestions included increasing program connections, such that the workshop could be enhanced by offering

connections to statewide organizations and groups engaged in parallel work.

Generally, participants found the workshop relevant, organized, efficient, and empowering for community engagement, with some specifically noting enjoyment of the session and the provided food. Others expressed satisfaction with the quality of the facilitators' research and effective delivery of materials.

Respondent Characteristics

The workshop successfully reached new audiences to engage in traffic safety, with 49% (n=41) of respondents being first-time participants of transportation safety workshops. Workshop participants represented a diverse mix of community members, including: residents; students and families of students; professionals in government, higher education, and non-profit sectors; school district employees; members of a local run club; individuals connected through community groups and local businesses; a consultant for SRTS programs; an individual running in local elections to serve the area; and an individual who is a family member of a victim of fatal traffic violence. Of all respondents, 28, or about one-third, reported that they were members of the CPBSP site's planning committee.

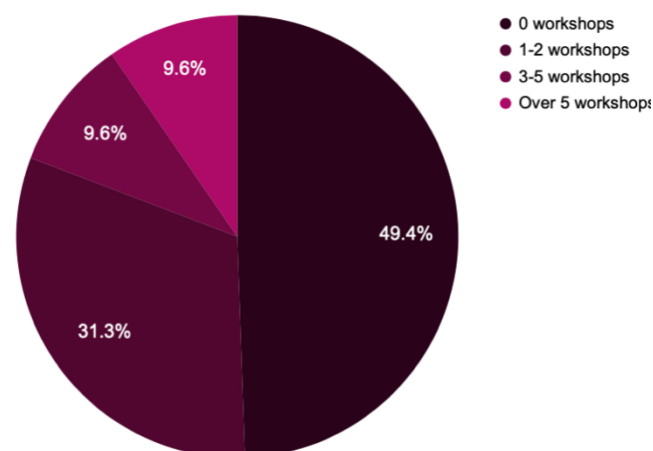


Figure 5: How many transportation safety workshops have you previously attended?

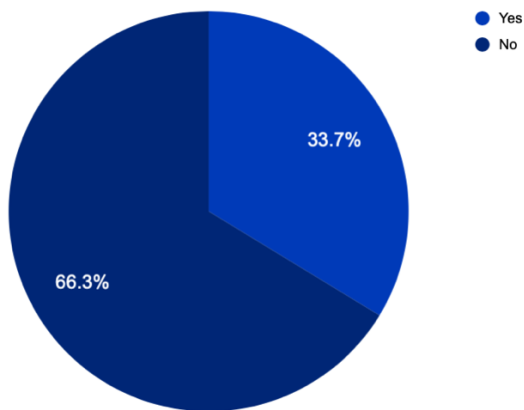


Figure 6: Are you a member of the planning committee (e.g., involved in the planning meetings) for this site?

Levels 3 and 4: Behavior and Results

Electronic Survey Participants

The following narrative analyzes the findings of the electronic survey results. Of the 50 people who began the survey, 40 respondents provided complete responses to their respective survey (“respondents”). Of the respondents, 90% have been a resident in their current community for at least 3 years, while 70% indicated residency of 5 years or more. Of the respondents, a vast majority (85%) had attended at least one CPBST/CAyS workshop and a quarter of respondents had attended 3-5 workshops. Both of these results indicate that individuals surveyed are both experienced and knowledgeable about the challenges and improvements needed for supporting bicycle and pedestrian safety in their community. Survey respondents were given seven options for role selection (Figure 7). The self-selected roles chosen the most by respondents included public agency employees, other, local resident, community advocate, and community-based organization. Of the “other” write-in responses, three respondents indicated elected official/city or town council as their role, while other respondents indicated various other roles like local business owner, state transportation department, and consultant.

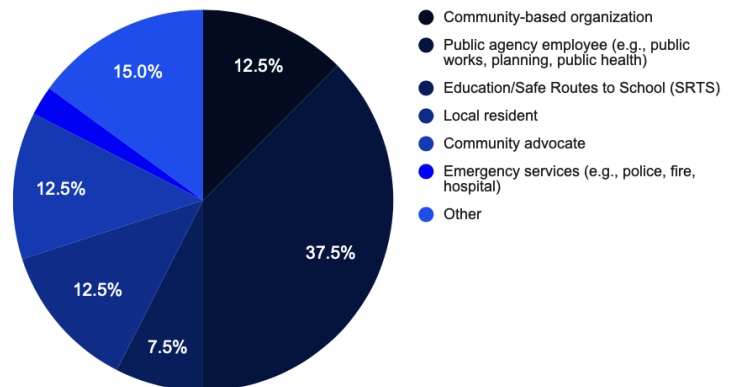


Figure 7: Participant role selection

Follow-up Actions: Measuring Changes in Behavior

Respondents were asked about follow-up actions they had taken since attending a CPBST/CAyS workshop. The majority of survey respondents (61%) indicated that they used data tools/resources after attending the workshop. Respondents noted using data tools/resources like the Transportation Injury Mapping System (TIMS), Active Transportation Program (ATP) and High Injury Network (HIN) maps, and Street Story. TIMS and HIN maps were used for evaluation of bicycle/pedestrian crash locations, planning of future project locations, and for use on grant applications. A majority of respondents (73%) indicated that they had not conducted any walking and/or biking safety assessments since attending the workshop, and of those who did, most were done in different areas than the one focused on in the workshop. These results could indicate that workshop participants are opting or prioritizing to use online data tools learned about during the workshop for assessment of pedestrian and bicycle safety priority areas, rather than conducting in-person assessments.

A majority of respondents (64%) indicated that they had planned or participated in a community outreach event since attending the workshop. Most of the community outreach events were separate events and only a small minority were follow-up CPBST/CAyS events. Participating organizations were evenly split between community members

and city/agency staff, followed by elected officials. Respondents indicated that they participated in city council meetings and committees, community meetings, and community bike audits during the separate outreach event. This indicates that respondents continue to be involved in pedestrian and bicycle safety efforts after attending workshops, with many still participating in community outreach events and advocacy in their communities after workshop attendance.

Individual Follow-up Action	Percentage of Respondents (n= 40)	Organization Involvement	Additional Notes
Used data tools/resources	60.6%	n/a	n/a
Conducted walking and/or biking assessments	27.3%	Majority community members and city/agency staff	33.3% conducted in the same priority area reviewed during the workshop.
Planned or participated in community outreach events	63.6%	Majority community members, city/agency staff, and elected officials	54.5% separate community outreach event; 9.1% follow-up CPBST/CAyS event.

Table 2: Individual follow-up actions reported by respondents

Follow-up Actions: Measuring Workshop Impact and Results

Participants were asked about the progress of both infrastructure and non-infrastructure improvements. For infrastructure improvements, a majority of respondents selected three types where progress was made: (a) crosswalk improvements (61%), (b) sidewalk improvements (48%), and (c) bike lanes, bike boxes, etc. (45%). In the answer choices, respondents were given examples of crosswalk improvements and sidewalk improvements from which they could select. For crosswalk improvements, examples provided included striping, curb extensions, pedestrian refuge islands, and painting curbs to restrict parking near crosswalks. Sidewalk improvement examples provided included fixing cracks, sidewalk extensions, and new sidewalks. Similar to the [2025 survey](#), respondents indicated crosswalk and sidewalk improvements as the top ones for which

progress was made. Crosswalk improvements were the top infrastructure improvement for which progress was made for FY26, which differs from the top infrastructure improvement made in FY25 (sidewalk improvements). For those who selected the “other” category, respondents noted being unsure about specific plans for their community.

Respondents were asked about planning steps taken towards infrastructure improvements. A majority of respondents indicated that they were identifying funding for the project (57%), conducting community engagement (47%), and designing the project (47%). Less common steps indicated were evaluating the project (15%) and implementing the project (10%). These survey results indicate that many communities are still in the early planning stages of infrastructure improvements and capture the difficulty of implementing safety improvements. Respondents were then prompted on how much the workshop had contributed to the progress of infrastructure improvements. A quarter of respondents (25%) indicated that the workshop was the primary catalyst for these improvements. The rest of the responses were split evenly between the indication that the workshop provided significant momentum/support and that it provided minor support, with 37.5% of each response. None of the respondents selected that the workshop had no impact on these specific improvements. These results indicate that the workshops are having a positive impact on the progress of infrastructure improvements. Respondents indicated using the CPBST/CAyS report as planning documents for grant applications, sharing that it allowed them to identify achievable safety improvements, increase community member awareness around what infrastructure changes were needed, and prepare their community to be more effective in advocating for major roadway projects.

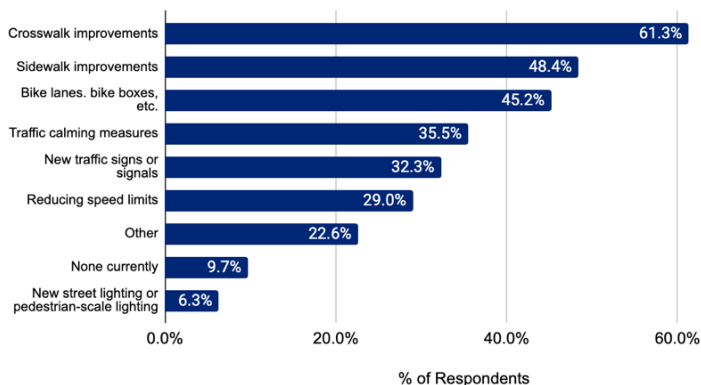


Figure 8: Has your community started to plan any of the following infrastructure improvements?

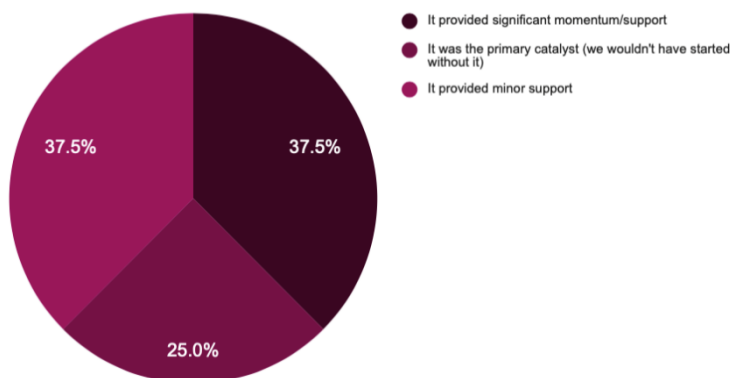


Figure 9: How much did the CPBST/CAyS workshop contribute to the progress of these infrastructure improvements?

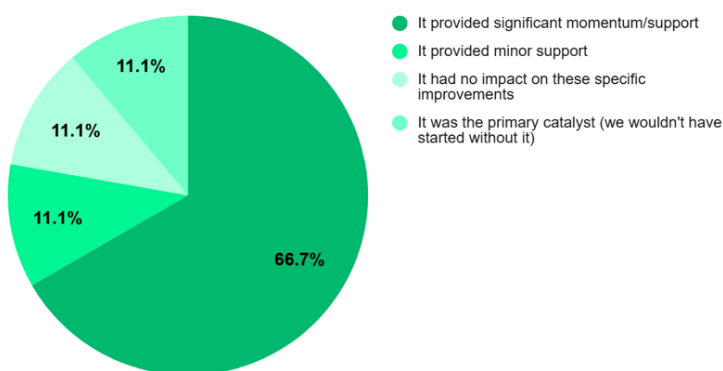


Figure 10: How much did the CPBST/CAyS workshop contribute to the progress of these non-infrastructure improvements?

Respondents were asked about the implementation of non-infrastructure recommendations from the CPBST/CAyS workshops. Examples of these types of recommendations were provided within the question. These examples included SRTS activities and programs, crossing guard programs, speed reduction initiatives, safety campaigns, and applying for funding to support active transportation safety efforts. A majority of respondents (52%) were not sure while over a quarter of respondents (29%) answered yes to the implementation of non-infrastructure recommendations from the workshops. Of those who answered yes, a majority (67%) indicated that the workshops were the primary catalyst for these non-infrastructure improvements. Respondents indicated in write-in responses that the workshop allowed community members to share road safety concerns with city staff and facilitated sharing of ideas, increased their own personal education on the subject, served as a catalyst for partnerships, and was a successful avenue in engaging teens in the community to become more involved in pedestrian and bicycle safety issues. These responses suggest that the workshops were successful in allowing community members to form partnerships and advocate for the safety needs in their communities.

When asked about how successful their community has been in advancing safety goals/action plans, a majority of respondents (67%) indicated that they believed that their community has been somewhat successful while a smaller portion of respondents (23%) indicated that their community had been very to extremely successful. Among respondents who selected they had been somewhat successful, they indicated that there have been no concrete infrastructure changes thus far, but that having plans and recommendations was a key first step. They also shared that tangible improvements seem like a distant reality, but the workshop has brought collaborators together, and that progress towards these plans is still ongoing. Through these responses, it is clear that the workshops provide tools and knowledge that are useful in implementing the pedestrian and bicycle safety

goals of communities. The workshop allowed the community to articulate their goals and commence work towards the progress of actualizing them.

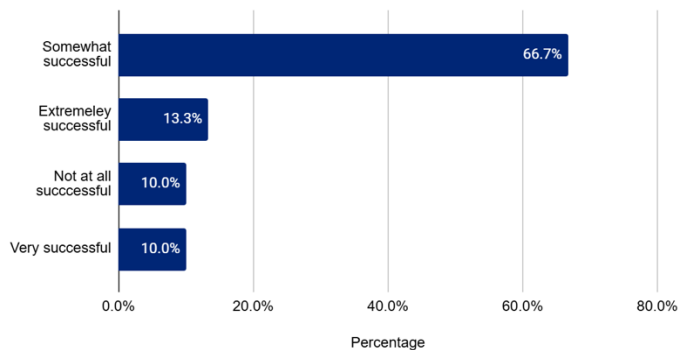


Figure 11: In your opinion, how successful has your community been in advancing the pedestrian and bicycle safety goals and community-driven safety action plans identified during the CPBST/CAyS workshop(s) you participated in?

Participants were given the opportunity to mention specific things from the workshop that made the difference for both infrastructure and non-infrastructure improvements. Three quotes were identified that articulate similar themes of the impact of the workshops. A major theme of the three quotes is the workshop's success in engaging community members and providing tools for community participation and feedback around safety issues. Participant quotes indicate that the workshop was helpful in allowing participants to identify safety improvement projects and policies to advocate for in their communities.

Quotes from participants:

- “I think it [the program] spurred us to think about how we could take responsibility for the necessary changes, and prepared us to be more effective in advocating for major upcoming street projects. One is a major redo of some of the streets around Del Norte BART station, and one is a greenscaping and street safety project to include bike lanes on a very well-used section of Richmond Street.”
- “The second walking assessment with members of the public that are not actively involved in pedestrian/bicycle safety

advocacy spaces was very enlightening. They made good observations such as bars located in the area and how that may contribute to unsafe driving behavior, landscaping not being maintained properly and how that might impact walkers, etc.”

- “The workshop really engaged the teens at a local youth-serving non-profit to become more actively involved in local pedestrian and bicycle safety issues, and to learn about the possibilities of neighborhood and city-wide projects and policies that improve bicycle and pedestrian safety. It's also helped push both this non-profit and the City to be open to seek out grants in this area and to partner together for the community's benefit.”

Challenges Encountered

Respondents were given the opportunity to share any challenges they have encountered in implementing workshop recommendations. The top three choices cited were as follows: (a) not enough funding, (b) lack of city/county government support, and (c), other competing priorities. Respondents indicated lack of funding and staff turnover as the major challenges. With limited city budgets, other competing priorities was a top challenge as many city programs are facing reported budget deficits. This challenge may exacerbate the lack of funding and increase in staff turnover mentioned by other respondents.

Takeaways for Future Programming

Overall, CPBST/CAyS workshops have been successful in breaking down silos to bring together various multisectoral stakeholders to advocate for safety improvements in their communities. A majority of respondents reported engaging in these follow-up activities (behaviors) since attending a workshop: using data tools/resources to identify areas for safety improvements in their

community, and planning or participating in community outreach events, the majority of which were not affiliated with follow-up CPBST/CAyS events. Attending a workshop allowed participants to identify safety improvements and spurred them to continue engaging their community to identify and advocate for the changes needed via attendance at city council and community meetings. Future workshops should continue to provide ample data tools/resources and continue to encourage participants to advocate for changes by participating or planning future community outreach events.

The CPBSP has had clear positive impacts in supporting communities to actualize their community safety goals. Participants identified planning efforts taking place after the workshop for infrastructure improvements like crosswalks, sidewalks, and bicycle safety infrastructure. Of those who identified planning taking place for these infrastructure improvements, many were still in the early planning stages of identifying funding, conducting community engagement, and designing projects. Of the participants that identified planning taking place for infrastructure improvements, all respondents identified that the workshops had an impact on the progress of these improvements, with none reporting otherwise. Participants shared that the workshops had an impact on their ability to identify achievable safety improvements, apply for grants using workshop reports, increase community engagement around infrastructure changes needed, and prepare to effectively advocate for infrastructure improvements. Implementing safety infrastructure improvements can be reportedly difficult, and workshops in the future should continue to provide participants with tools to advocate for and advance these infrastructure changes.

The program also supported the advancement and implementation of non-infrastructure programs. Of participants who indicated working on non-infrastructure programs, a majority indicated that the CPBST/CAyS workshop provided significant

momentum and support for their implementation. Participants noted that the workshops allowed them to share ideas and served as a catalyst for partnerships. The program had the greatest impact in engaging participants and encouraging them to mobilize with other community members to collaboratively advocate for safety improvements, according to participants. At sites across California, the workshops resulted in the formation of new multisectoral partnerships with the shared goals of improving pedestrian and bicycle safety through community advocacy. Participants further noted that the program has been successful in bringing stakeholders together toward shared safety goals. Future programming could continue to lean into this reported strength and provide future participants with more community organizing tools and resources.

Conclusion

The CPBSP continues to give participants the tools needed to identify community-led solutions to improve pedestrian and bicycle safety at sites across California. Participants found CPBSP workshops to be helpful in identifying safety issues within their communities and providing them with direct recommendations, tools, and resources for how to address those issues. A majority of the challenges mentioned by participants involved the concrete implementation of the safety recommendations, with the most commonly cited challenges being not enough funding for projects, lack of city support, and the projects competing with other priorities. Future workshops should continue to encourage participants to form coalitions and provide community organizing tools that could potentially address implementation issues.

About the Program

This research brief was developed as part of the CPBSP. The aim of the CPBSP is to reduce pedestrian and bicyclist fatalities and serious injuries in California. We partner with communities across California to discuss, plan, and implement safety improvements and projects. The CPBSP prioritizes working in communities that are at disproportionate risk for road traffic injuries and addressing the safety needs of people who are underserved by traditional transportation resources and planning.

For more information, visit <https://bit.ly/CPBSP> or email us at safetrec@berkeley.edu.

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UC Berkeley SafeTREC

