

ROAD SAFETY PROFESSIONAL (RSP) LEVEL 1 PRACTICE EXAM (SAMPLE)

STUDY GUIDE



**SAMPLE STUDY GUIDE
WITH LIMITED QUESTIONS**

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Introduction

Preparing for a certification exam can feel overwhelming, but with the right tools, it becomes an opportunity to build confidence, sharpen your skills, and move one step closer to your goals. At Examzify, we believe that effective exam preparation isn't just about memorization, it's about understanding the material, identifying knowledge gaps, and building the test-taking strategies that lead to success.

This guide was designed to help you do exactly that.

Whether you're preparing for a licensing exam, professional certification, or entry-level qualification, this book offers structured practice to reinforce key concepts. You'll find a wide range of multiple-choice questions, each followed by clear explanations to help you understand not just the right answer, but why it's correct.

The content in this guide is based on real-world exam objectives and aligned with the types of questions and topics commonly found on official tests. It's ideal for learners who want to:

- Practice answering questions under realistic conditions,
- Improve accuracy and speed,
- Review explanations to strengthen weak areas, and
- Approach the exam with greater confidence.

We recommend using this book not as a stand-alone study tool, but alongside other resources like flashcards, textbooks, or hands-on training. For best results, we recommend working through each question, reflecting on the explanation provided, and revisiting the topics that challenge you most.

Remember: successful test preparation isn't about getting every question right the first time, it's about learning from your mistakes and improving over time. Stay focused, trust the process, and know that every page you turn brings you closer to success.

Let's begin.

How to Use This Guide

This guide is designed to help you study more effectively and approach your exam with confidence. Whether you're reviewing for the first time or doing a final refresh, here's how to get the most out of your Examzify study guide:

1. Start with a Diagnostic Review

Skim through the questions to get a sense of what you know and what you need to focus on. Your goal is to identify knowledge gaps early.

2. Study in Short, Focused Sessions

Break your study time into manageable blocks (e.g. 30 – 45 minutes). Review a handful of questions, reflect on the explanations.

3. Learn from the Explanations

After answering a question, always read the explanation, even if you got it right. It reinforces key points, corrects misunderstandings, and teaches subtle distinctions between similar answers.

4. Track Your Progress

Use bookmarks or notes (if reading digitally) to mark difficult questions. Revisit these regularly and track improvements over time.

5. Simulate the Real Exam

Once you're comfortable, try taking a full set of questions without pausing. Set a timer and simulate test-day conditions to build confidence and time management skills.

6. Repeat and Review

Don't just study once, repetition builds retention. Re-attempt questions after a few days and revisit explanations to reinforce learning. Pair this guide with other Examzify tools like flashcards, and digital practice tests to strengthen your preparation across formats.

There's no single right way to study, but consistent, thoughtful effort always wins. Use this guide flexibly, adapt the tips above to fit your pace and learning style. You've got this!

Questions

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- 1. The selection of a crash rate threshold to screen potential roadway hotspots is part of which methodology?**
 - A. Regression analysis
 - B. Critical collision rate method
 - C. Benefit-cost analysis
 - D. Time-series forecasting

- 2. Speed feedback signs installed; speeding-related fatalities reduced next year. Without other information, this would be an example of:**
 - A. Causation
 - B. Correlation
 - C. Experimental effect
 - D. Trend

- 3. Where are high-quality CMFs published along with many others?**
 - A. CMF Clearinghouse
 - B. Highway Safety Manual
 - C. National Transportation Safety Board
 - D. Federal Highway Administration

- 4. Which statement best defines normative behavior in road safety education?**
 - A. Normative behavior
 - B. Noncompliant behavior
 - C. Risk-taking behavior
 - D. Inert behavior

- 5. How many performance attributes for safety data were developed by the NHTSA?**
 - A. 6
 - B. 8
 - C. 10
 - D. 4

- 6. Which statement best describes a crash modification factor (CMF)?**
- A. The ratio of injuries to crashes
 - B. The ratio of costs to benefits
 - C. The ratio of crashes before to after
 - D. The ratio of crashes after to before at the same site and exposure
- 7. A transit stop is located in the middle of a block, directly across the road from a commercial shopping center, with no marked crossing. Which traffic safety outcome is most likely?**
- A. The road segment experiences more vehicle speeding
 - B. Pedestrian crashes are unaffected
 - C. The road segment has higher-than-expected pedestrian crashes
 - D. Bicycle crashes dominate
- 8. BCR stands for?**
- A. Benefit-Cost Ratio
 - B. Benefit-Cost Result
 - C. Baseline Comparative Ranking
 - D. Budget Cost Reduction
- 9. What is qualitative data?**
- A. Quantitative numeric data
 - B. Categorical based on subjective characteristics or discrete attributes
 - C. Data captured by sensors
 - D. Probabilistic estimates
- 10. What is generally considered best practice to ensure the accuracy of output from a Safety Performance Function (SPF)?**
- A. Use only national averages for crashes and volumes.
 - B. Calibrate the SPF with local information on crashes, traffic volumes and geometric characteristics of the roadway.
 - C. Apply the SPF across all roadway types.
 - D. Use a single year's data regardless of variability.

Answers

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1. B
2. B
3. A
4. A
5. A
6. D
7. C
8. A
9. B
10. B

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Explanations

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1. The selection of a crash rate threshold to screen potential roadway hotspots is part of which methodology?

- A. Regression analysis
- B. Critical collision rate method**
- C. Benefit-cost analysis
- D. Time-series forecasting

The idea being tested is identifying roadway hotspots by using a fixed crash rate threshold to flag segments for further review. In this approach, each road segment's crash rate—accounting for how much traffic flows there (exposure)—is compared to a predefined critical rate. If the observed rate exceeds that threshold, the segment is considered a hotspot and worth closer examination. This thresholding helps distinguish unusual clustering of crashes from normal random variation due to traffic levels. This differs from regression analysis, which builds a statistical model to explain how crashes relate to factors like traffic volume, road geometry, and environment rather than using a fixed threshold to flag hotspots. It also differs from benefit-cost analysis, which weighs the costs and benefits of safety investments, and from time-series forecasting, which predict future crashes based on past trends rather than screening current locations for excess crashes.

2. Speed feedback signs installed; speeding-related fatalities reduced next year. Without other information, this would be an example of:

- A. Causation
- B. Correlation**
- C. Experimental effect
- D. Trend

Two events happening together suggests a relationship, but it doesn't prove one caused the other. Seeing fewer speeding-related fatalities after speed feedback signs are installed shows a relationship between the intervention and the outcome, but without additional information we can't claim the signs caused the drop. Other factors could be at play, such as changes in enforcement, traffic patterns, weather, or improvements in medical response, or simply random variation. An experimental effect would require a controlled study with random assignment and a comparison group, which isn't provided here. A trend implies a consistent pattern over many time points, not just one year after an intervention. Causation would mean the signs directly caused the reduction, which we can't establish from this single observation. So the best description is correlation: a relationship between the installation and the decrease, without asserting direct causality.

3. Where are high-quality CMFs published along with many others?

- A. CMF Clearinghouse**
- B. Highway Safety Manual
- C. National Transportation Safety Board
- D. Federal Highway Administration

Crash Modification Factors quantify how a safety countermeasure is expected to change crash frequency, and the CMF Clearinghouse is the public database that collects these factors from many studies, with notes on context, methods, and quality. This combination makes it the best place to find high-quality CMFs published alongside many others, so you can compare options across different situations. The Highway Safety Manual uses CMFs as part of its guidance but isn't the central repository of CMFs. The National Transportation Safety Board focuses on accident investigations and safety findings, not a CMF database. The Federal Highway Administration provides guidance and oversight but does not serve as the primary CMF collection.

4. Which statement best defines normative behavior in road safety education?

- A. Normative behavior**
- B. Noncompliant behavior
- C. Risk-taking behavior
- D. Inert behavior

Normative behavior is about actions that align with accepted social norms for safe road use. In road safety education, teaching normative behavior means presenting safe practices as the standard or expected way people should act, so learners adopt them because they're seen as normal. Examples include stopping at crosswalks, obeying traffic signals, wearing seat belts, using helmets, and signaling turns. This contrasts with noncompliant behavior (ignoring rules), risk-taking behavior (engaging in dangerous actions like speeding or texting while driving), and inert behavior (being passive or inactive). So the statement that best defines normative behavior is that it consists of actions that conform to the accepted norms of safe road use.

5. How many performance attributes for safety data were developed by the NHTSA?

- A. 6**
- B. 8
- C. 10
- D. 4

NHTSA designed a six-attribute framework to evaluate safety data quality. This fixed set helps ensure data are reliable and usable for safety analyses and policy decisions by covering the essential dimensions of quality. While the exact labels may vary, the framework uses six distinct attributes to assess aspects like accuracy, completeness, timeliness, consistency, accessibility, and comparability. Therefore, the number is six rather than four, eight, or ten.

6. Which statement best describes a crash modification factor (CMF)?

- A. The ratio of injuries to crashes
- B. The ratio of costs to benefits
- C. The ratio of crashes before to after
- D. The ratio of crashes after to before at the same site and exposure**

Crash modification factor shows how a safety countermeasure changes crash frequency by comparing what happens after implementation to what happened before, at the same site and with the same level of exposure. That's why the best description is the ratio of crashes after to crashes before, measured at the same location and with the same exposure. This setup isolates the effect of the countermeasure from other changes like traffic volume. If the CMF is less than 1, crashes drop after the change; if it's greater than 1, crashes rise; if it's about 1, there's little or no effect. CMFs are not about injuries per crash, nor about costs and benefits; they're specifically about crash counts adjusted for exposure at a given site.

7. A transit stop is located in the middle of a block, directly across the road from a commercial shopping center, with no marked crossing. Which traffic safety outcome is most likely?

- A. The road segment experiences more vehicle speeding
- B. Pedestrian crashes are unaffected
- C. The road segment has higher-than-expected pedestrian crashes**
- D. Bicycle crashes dominate

When pedestrians face greater exposure and unprotected crossing opportunities, the risk of crashes rises. Here, a transit stop sits in the middle of a block directly across from a commercial shopping center, with no marked crossing. That setup increases the number of pedestrians who must cross the road at locations without a crosswalk or traffic signals. Drivers may not anticipate pedestrians crossing midblock, and pedestrians have to cover a longer, less visible crossing with fewer safeguards. With more people crossing to reach the shopping center or to board/alight from buses, the likelihood of pedestrian-vehicle conflicts—and thus higher-than-expected pedestrian crashes on that road segment—increases. The other options don't fit as well because this situation is centered on pedestrian exposure and midblock crossing risk rather than speeding, an unchanged pedestrian crash rate, or a dominance of bicycle crashes.

8. BCR stands for?

- A. Benefit-Cost Ratio**
- B. Benefit-Cost Result
- C. Baseline Comparative Ranking
- D. Budget Cost Reduction

In evaluating road safety interventions, the key metric is the Benefit-Cost Ratio, which compares the monetary value of benefits to the costs. It's calculated by dividing total benefits by total costs, so a ratio above 1 means benefits exceed costs and the project is economically worthwhile. This is the standard term used in cost-benefit analysis for assessing safety measures, investments, and policies. The other options aren't standard metrics or terms used in this context: one describes a non-existent "Benefit-Cost Result," another refers to a ranking method, and the last denotes budget cutting. So the correct meaning is Benefit-Cost Ratio.

9. What is qualitative data?

- A. Quantitative numeric data
- B. Categorical based on subjective characteristics or discrete attributes**
- C. Data captured by sensors
- D. Probabilistic estimates

Qualitative data refers to information described by qualities or categories rather than numbers. It captures attributes or characteristics that can be grouped into categories, often based on subjective judgment or discrete distinctions, such as color, type, or opinion categories. This is different from numeric measurements, which are quantitative, and from data produced by sensors, which are typically numeric readings. Probabilistic estimates convey likelihoods rather than distinct categories. So qualitative data is best described as categorical data based on subjective characteristics or discrete attributes.

10. What is generally considered best practice to ensure the accuracy of output from a Safety Performance Function (SPF)?

- A. Use only national averages for crashes and volumes.
- B. Calibrate the SPF with local information on crashes, traffic volumes and geometric characteristics of the roadway.**
- C. Apply the SPF across all roadway types.
- D. Use a single year's data regardless of variability.

Calibrating a Safety Performance Function with local crash history, local traffic volumes, and the roadway's geometric characteristics ensures the model reflects how this specific network behaves. This local tuning adjusts the SPF so its predicted crashes align with what's actually happening in the area, improving accuracy and reliability for planning and safety decisions. Using national averages can misrepresent local risk because it doesn't capture the particular mix of road types, driver behavior, or exposure here. Applying the same SPF to all roadway types ignores important differences in how arterials, local streets, and other facilities contribute to crashes. Relying on a single year of data ignores natural year-to-year variability and trends that affect crash counts. For these reasons, calibrating with local information provides the most accurate and actionable SPF outputs.

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Next Steps

Congratulations on reaching the final section of this guide. You've taken a meaningful step toward passing your certification exam and advancing your career.

As you continue preparing, remember that consistent practice, review, and self-reflection are key to success. Make time to revisit difficult topics, simulate exam conditions, and track your progress along the way.

If you need help, have suggestions, or want to share feedback, we'd love to hear from you. Reach out to our team at hello@examzify.com.

Or visit your dedicated course page for more study tools and resources:

<https://roadsafetyprovl2.examzify.com>

We wish you the very best on your exam journey. You've got this!

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