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.

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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!

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Questions

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1. Many successful road safety programs reinforce what people should do in a given roadway environment. What are these actions typically referred to as?

A. Normative behavior

B. Prescribed procedure

C. Risk compensation

D. Compliance metrics

2. Another common name for a strategic highway safety plan is

A. Road safety action plan

B. Strategic Highway Safety Plan

C. National Highway Plan

D. Traffic Safety Strategy

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

A. 6

B. 8

C. 10

D. 4

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. If the benefit-cost ratio (BCR) is greater than 1, what does this generally indicate about the project?

A. It indicates that costs exceed benefits

B. It has no relation to feasibility

C. It indicates that benefits exceed costs

D. It only applies to short-term projects

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6. What does 'B' stand for on the KABCO Scale for Injury Severity?

A. Non-incapacitating evident injury

B. Fatal injury

C. Incapacitating injury

D. Possible injury

7. A local agency is installing traffic signals at a stop-controlled intersection to reduce right-angle crashes. The CMF is 0.86. If major-street AADT is 10,000 and minor-street AADT is 8,000, what improvement should be expected?

A. 0.86% reduction.

B. A 14% reduction in right-angle crashes.

C. 86% reduction in all crashes.

D. A 14% increase in crashes.

8. What is the primary purpose of a Crash Modification Factor (CMF)?

A. To predict traffic volumes

B. To adjust expected crashes after implementing a countermeasure

C. To measure speed limits

D. To evaluate road geometry

9. What is the primary use of CMFs in safety analysis?

A. To estimate the impact of changes in road features on crash frequency

B. To measure weather patterns

C. To assess vehicle maintenance

D. To set speed limits

10. Which statement correctly describes the potential bias in before/after evaluations if not accounted for?

A. It can be biased by regression to the mean if not accounted for

B. It cannot be biased

C. It always overestimates benefits

D. It relies solely on expert opinion

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Answers

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

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Explanations

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1. Many successful road safety programs reinforce what people should do in a given roadway environment. What are these actions typically referred to as?

A. Normative behavior

B. Prescribed procedure

C. Risk compensation

D. Compliance metrics

Normative behavior is about the actions people ought to take in a given roadway situation, shaped by shared expectations and social norms. Road safety programs aim to establish and reinforce these expected actions—like driving within speed limits in residential areas, stopping for pedestrians at crosswalks, or wearing a seatbelt—so most road users perform them even without direct reminders. When such behaviors are normative, they become part of everyday conduct because they're seen as the appropriate way to behave, reinforced by peers, enforcement, and the consequences that follow. That's why this option fits best: it captures the idea of guiding what people should do and building a culture where those actions are standard practice. Prescribed procedure would imply formal, step-by-step rules rather than broadly accepted conduct. Risk compensation refers to people changing behavior in response to perceived safety features, which isn't about what they should do in general. Compliance metrics are measures of whether people follow rules, not the behaviors themselves being reinforced.

2. Another common name for a strategic highway safety plan is

A. Road safety action plan

B. Strategic Highway Safety Plan

C. National Highway Plan

D. Traffic Safety Strategy

A strategic highway safety plan is built around turning data and analyses into concrete actions to reduce crashes and injuries on the road. The phrase "road safety action plan" fits that idea well because it emphasizes implementing specific steps, across agencies, to address high risk locations and behaviors, with clear responsibilities and timelines. In practice, this wording highlights the actionable nature of the plan and how it translates findings into improvements on the ground. Other terms either imply a broader or different focus. The "Strategic Highway Safety Plan" is the formal name for the plan itself, not typically used as a different label in practice. A "National Highway Plan" suggests nationwide infrastructure or policy scope rather than a targeted safety plan. A "Traffic Safety Strategy" sounds more general and may not convey the structured, multi agency, action oriented planning used for SHSPs.

3. 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.

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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. If the benefit-cost ratio (BCR) is greater than 1, what does this generally indicate about the project?

A. It indicates that costs exceed benefits

B. It has no relation to feasibility

C. It indicates that benefits exceed costs

D. It only applies to short-term projects

The main idea is how the benefit-cost ratio (BCR) signals whether a project is economically worthwhile. The BCR compares the present value of expected benefits to the present value of costs. When this ratio is greater than 1, the benefits exceed the costs, meaning the project is financially favorable or feasible on economic grounds. It indicates that, overall, the investment would deliver more value than it consumes. It does not mean costs exceed benefits, it does relate to feasibility in a typical evaluation, and it isn't limited to short-term projects. So, the statement that benefits exceed costs best describes what a BCR greater than 1 implies.

6. What does 'B' stand for on the KABCO Scale for Injury Severity?

A. Non-incapacitating evident injury

B. Fatal injury

C. Incapacitating injury

D. Possible injury

Injury severity on the KABCO scale is about how disabling an injury is. The category described as the non-incapacitating, evident injury refers to injuries that are present and noticeable but do not prevent the person from functioning or moving around. They're real injuries, but they don't incapacitate the person. This sits between injuries that incapacitate (which severely hinder or prevent function) and injuries that might be possible or not clearly evident. So the B category is the one for non-incapacitating injuries that are evident to responders.

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7. A local agency is installing traffic signals at a stop-controlled intersection to reduce right-angle crashes. The CMF is 0.86. If major-street AADT is 10,000 and minor-street AADT is 8,000, what improvement should be expected?

A. 0.86% reduction.

B. A 14% reduction in right-angle crashes.

C. 86% reduction in all crashes.

D. A 14% increase in crashes.

The key idea is how a Crash Modification Factor (CMF) works. A CMF of 0.86 means the post-treatment crash count is 0.86 times the pre-treatment count for the targeted crash type. That translates to a 1 − 0.86 = 0.14, or a 14% reduction in right-angle crashes. So, after installing the traffic signal, you should expect about 14% fewer right-angle crashes. If there were 100 such crashes before, roughly 86 would occur after (a reduction of about 14 crashes). The given traffic volumes show the context for CMF applicability, but the improvement percentage comes directly from the CMF value.

8. What is the primary purpose of a Crash Modification Factor (CMF)?

A. To predict traffic volumes

B. To adjust expected crashes after implementing a countermeasure

C. To measure speed limits

D. To evaluate road geometry

CMF, or Crash Modification Factor, is a multiplier used to estimate how a safety countermeasure changes crashes. You apply it to the baseline crash count to forecast crashes after the countermeasure is installed: a CMF below 1 indicates fewer crashes, while a CMF above 1 suggests more crashes. This helps planners compare potential safety benefits and cost effectiveness of different countermeasures. It's not about predicting traffic volumes, measuring speed limits, or directly evaluating road geometry.

9. What is the primary use of CMFs in safety analysis?

A. To estimate the impact of changes in road features on crash frequency

B. To measure weather patterns

C. To assess vehicle maintenance

D. To set speed limits

CMFs quantify how a safety treatment or road feature will change crash frequency. By applying a CMF to the current or expected baseline crashes, you estimate how many crashes would occur after implementing the change. This allows you to compare different safety options and forecast the safety impact as part of the analysis. CMFs come from studies and crash data and indicate reductions (CMF less than 1) or increases (CMF greater than 1) in crashes due to the feature. They're not used to measure weather patterns, assess vehicle maintenance, or set speed limits.

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10. Which statement correctly describes the potential bias in before/after evaluations if not accounted for?

A. It can be biased by regression to the mean if not accounted for

B. It cannot be biased

C. It always overestimates benefits

D. It relies solely on expert opinion

When you compare measurements before and after, extreme starting values tend to drift toward the average on the next measurement due to random variation. This regression to the mean can make it look like the intervention caused a change when, in fact, the shift would have happened anyway. If you don't account for this, your evaluation becomes biased. It isn't true that there can be no bias, and the change isn't guaranteed to be a positive one or always reflect expert judgment—the bias here stems from statistical tendency, not from the intervention being misinterpreted. To reduce this bias, use control groups, randomization, or statistical adjustments that separate the intervention effect from natural variation.

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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://roadsafetyprolvl2.examzify.com

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

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