CALIFORNIA® SAFE ROADS

THE TRAFFIC SAFETY NAVIGATOR

Summer 2021

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INTRODUCTION: THE SHSP IMPLEMENTATION PLAN

The Traffic Safety Navigator is the 2020–2024 California Strategic Highway Safety Plan (SHSP) e-newsletter. The newsletter provides SHSP updates along with insight into best practices for implementing strategies that reduce traffic fatalities and serious injuries on California's roadways. This spring, a first draft of the 2020–2024 SHSP Implementation Plan was completed. This Implementation Plan is the practical application of the 2020–2024 SHSP and summarizes the detailed actions developed by Challenge Areas to improve traffic safety in California. Using extensive data analysis to identify factors that have contributed to the increase in California's motor vehicle-related fatalities and serious injuries in recent years, the Implementation Plan is a collaborative effort developed by multiple agencies and safety proponents. This effort provides a roadmap to achieve the SHSP's goal of Moving Toward Zero Fatalities and Serious Injuries. The 2020–2024 SHSP Implementation Plan is a living document and is continually updated to ensure the strongest strategies are in place to improve safety on all California roadways. Access the SHSP Implementation Plan here.

THE CALIFORNIA HIGHWAY PATROL RELEASES THE IMPAIRED DRIVING TASK FORCE REPORT

In 2017, Senate Bill 94 added California Vehicle Code Section 2429.7, which required the California Highway Patrol (CHP) to convene an Impaired Driving Task Force with specified membership, for the purpose of developing recommendations for best practices and policy considerations related to impaired driving. The Task Force meetings were held from October 2017 to July 2020 and were open to the public. In order to focus their efforts, the Impaired Driving Task Force established three subcommittees, which included Best Practices and Protocols; Education and Prevention; and Technology, Research and Data.

During this effort, the Task Force members reviewed current data and best practices to ensure their recommendations would further existing efforts and complement the state's continued focus on addressing impaired driving. The final report reflects the consensus of the Task Force members and provides high-level recommendations for key areas including data collection, research, toxicology, education, and law enforcement.

The CHP anticipates that this report will help shape future conversations and assist policymakers with identifying potential focus areas to deter impaired driving and improve highway safety. The CHP remains committed to reducing impaired driving and making California's roadways a safer place to travel.

A copy of the report can be found here.

SAFE SYSTEM APPROACH: MAKING SAFETY A SHARED RESPONSIBILITY

Implementing a Safe System Approach is one of the four new Guiding Principles incorporated into the SHSP in summer 2020. This is because state transportation leaders recognized a bolder and more focused approach was necessary to combat the rise in fatalities and serious injuries that have occurred on California roadways since 2010. The Safe System Approach is a global movement that has been in place in countries around the world since the 1990s. The Safe System Approach aims to eliminate fatal and serious injuries for all road users by accommodating human mistakes and keeping impacts on the human body at tolerable levels.

The Safe System Approach supports the SHSP's goal of Moving Toward Zero Fatalities and Serious Injuries by taking a holistic, human-centered view of the roadway system and making safety a shared responsibility among all stakeholders — including system managers, vehicle manufacturers, law enforcement, post-crash personnel, and system users — to ensure that crashes don't result in fatal or serious injuries. The Safe System Approach principles are the fundamental beliefs on which the approach is built. They establish the goal of the Safe System Approach, acknowledge human limitations, and set expectations for how to act. The six Safe System Approach principles are as follows:

1. **Death or serious injury is unacceptable.**
2. **Humans make mistakes.**
3. **Humans are vulnerable.**
4. **Responsibility is shared.**
5. **Redundancy is crucial.**
6. **Safety is proactive, not reactive.**

Crashes are complex and caused by a combination of many factors, including the driver, vehicle, and the environment. The Safe System Approach emphasizes that humans are vulnerable and will make mistakes. This approach pushes those who design and operate vehicles and infrastructure to create safer roads that accommodate human mistakes and injury tolerances to reduce the severity of crashes that do occur.

As part of the recent Pivot in policy direction that was initiated in summer 2020, SHSP leadership is in the process of incorporating the Safe System Approach principles identified by the Federal Highway Administration into all aspects of the SHSP. The Safe System Approach is incorporated in the following ways:

1. Informs the action development process for the SHSP.
2. Resulted in the designation of High Priority Challenge Areas to focus on fatal and serious injury crashes.
3. Shifted the emphasis to a focus on speed management and roadway design.
4. Highlights the need for and links to additional equity considerations that need to be accounted for in the development and implementation of all actions in the SHSP.

Implementing a Safe System Approach is a crucial component in the effort to be bolder and more aggressive in our commitment to achieving the SHSP's goal of Moving Toward Zero Fatalities and Serious Injuries.

WELCOME NEW MEMBERS

The Executive Leadership and Steering Committees are comprised of a diverse pool of traffic safety stakeholders representing public and private organizations. This spring, new representatives from several organizations were welcomed as members of the Executive Leadership and Steering Committees. Please join SHSP leadership in welcoming them and acknowledging the valuable perspectives that they each bring and their commitment to ensuring safety on California's roadways.

Executive Leadership Updates

New Voting Members

California Police Chiefs Association (Cal Chiefs)	Metropolitan Planning Organization (MPO)
County Engineers Association of California (CEAC)	Native American Advisory Committee (NAAC)
League of California Cities (League)	Regional Transportation Planning Agencies (RTPA)

New Advisory Members

California American Traffic Safety Services Association (CA-ATSSA)   Vision Zero Network
California City Transportation Initiative (CaCTI)   The Children's Initiative

Steering Committee Updates

New Advisory Members

American Association of Retired Persons (AARP)   UC Berkeley Institute of Transportation Studies
The Children's Initiative   Rural Counties Task Force (RCTF)
Vision Zero Network   California City Transportation Initiative (CaCTI)
Safe Routes Partnership

For a complete listing of all Executive Leadership and Steering Committee members, visit the
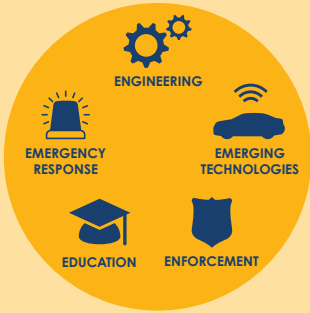SHSP Partners page.

INTEGRATING EQUITY

In working toward improving the SHSP, all safety partners are encouraged to consider equity when building strategies to improve safety in California. SHSP leadership understands the importance of equity in the overall roadway safety strategy for the state and worked diligently to agree upon a working definition that stakeholders can use as a starting point when having conversations about what equity means in the context of the SHSP. The working definition of equity for California's SHSP, which was collaboratively developed by the Executive Leadership and Steering Committees over the past year, is as follows:

> *Everyone has the right to travel safely on California's public roads – regardless of race, socioeconomic status, gender, age, and ability. When developing and implementing the SHSP, equity means taking into account any historical, present-day, and systemic biases so that safety is improved for all groups, particularly our most vulnerable and traditionally underserved populations. Equity will be integrated into all aspects of the SHSP, including the five key strategies of Engineering, Enforcement, Education, Emergency Response and Emerging Technologies, so that a comprehensive, inclusive and equitable approach can be taken to implement solutions to save lives on all of California's public roads.*

As one of the Guiding Principles, equity must be considered in the development and implementation of all SHSP actions. New action development will continue throughout the life of the SHSP, and Challenge Area Teams will ensure each new action integrates equity in a strategic and meaningful manner. SHSP leadership is also working to better identify impacted populations throughout the state by considering additional information about income, race, age, and other variables through both quantitative methods such as more extensive data analysis and qualitative methods such as additional community outreach and engagement. Identifying these impacted populations and understanding their needs will help to address institutional and systemic biases that have disproportionately impacted vulnerable and underserved road users, from fairness in the planning process to the engagement of diverse populations to help identify future actions that aid in the reduction of fatalities and serious injuries.

GET INVOLVED

WE CAN'T DO IT WITHOUT YOU

The SHSP is just the start. The 5 Es need to work together to implement the actions developed in the SHSP. Involvement in an SHSP Challenge Area Team is a direct way to influence countermeasures selected to improve safety. Volunteers are needed for all Challenge Areas.

Get Involved

SHARE YOUR STORIES

We want to know about your successful implementation of traffic safety countermeasures! We will be highlighting success stories on the SHSP website and in future newsletters.

Share your Story

UPCOMING EVENTS

- **July 20–29, 2021** ITE Annual Exhibition (Virtual)
  www.iteannualmeeting.org
- **September 8–10, 2021** Conference on Advancing Transportation Equity
  trb.secure-platform.com/a/page/transportationequity
- **September 11–15, 2021** Governors Highway Safety Association Annual Meeting
  www.ghsa.org/events/upcoming/GHSA-2021
- **November 7–10, 2021** APTA's Transform Conference & Expo
  www.aptaexpo.com/apta2020/public/enter.aspx

SUGGESTIONS FOR FUTURE TOPICS?

We want to know what topics are of interest to California! Complete our simple feedback form to provide suggestions on future newsletter topics.

Submit Feedback

WHAT IS THE SHSP?

The California Strategic Highway Safety Plan (SHSP) is a comprehensive, statewide transportation safety plan which provides a framework for reducing fatalities and serious injuries across all travel modes and on all public roads. Started in 2005, the SHSP is updated regularly to ensure continued progress and to meet changing safety needs. Currently, over 580 safety stakeholders from over 230 public and private agencies and organizations work together on this effort under the guidance of the SHSP Executive Leadership and SHSP Steering Committees. The SHSP addresses the 5 Es: Education, Enforcement, Engineering, Emergency Response, and Emerging Technologies. In summer 2020, state transportation leaders recognized a bolder and more focused approach was necessary to combat the rise in fatalities and serious injuries that have occurred on California roadways since 2010. Four new Guiding Principles have been incorporated into the SHSP update process to further improve safety:

1. **Integrate Equity**
2. **Implement a Safe System Approach**
3. **Double Down on What Works**
4. **Accelerate Advanced Technology**

VISION
Safe public roads across California

MISSION
Ensure safety for all modes of travel on California's public roads

GOAL
Move Toward Zero Fatalities and Serious Injuries

Learn More