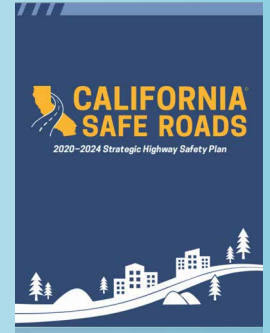




### What is the SHSP?

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. The SHSP identifies key safety needs and guides investment decisions that provide the greatest potential to achieve the plan's goal of Toward Zero Fatalities and Serious Injuries.



### What is the Vision, Mission, and Goal of the SHSP?

**VISION:** Safe public roads across California

The vision emphasizes that safety on all public roads across the state is critical to serve the needs of the diverse population and transportation system of California.

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

The mission expands on the vision by acknowledging that safety on all public roads includes all modes of travel. California has an active and diverse population that utilizes a variety of modes that share common space on public roads.

**GOAL:** Toward Zero Fatalities and Serious Injuries

Expanding on the national Toward Zero Deaths (TZD) goal, California's goal encourages setting realistic and achievable steps to move to zero fatalities and serious injuries.



### Why does the SHSP matter?

Motor vehicle-related crashes impact everyone: drivers, passengers, cyclists, pedestrians, emergency responders, highway workers, and the families and friends left to cope with the tragedy of fatalities or serious injuries. All people have a right to arrive at their destination safely no matter the route they take or mode they choose. The SHSP establishes realistic and achievable steps for California to move toward zero fatalities and serious injuries and eliminate the emotional and economic hardships associated with roadway crashes.



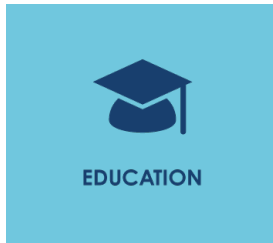
### How is the SHSP used?

The SHSP identifies key safety needs and guides investment decisions that provide the greatest potential to achieve California's commitment to eliminating traffic fatalities and serious injuries. The SHSP includes two components: the 2020–2024 SHSP and the 2020–2024 Implementation Plan. The 2020–2024 SHSP utilizes data analysis to identify factors that contribute to motor vehicle-related fatalities and serious injuries while the 2020–2024 Implementation Plan identifies trackable actions on which stakeholders can effectively collaborate to address the most pressing safety issues in the state.

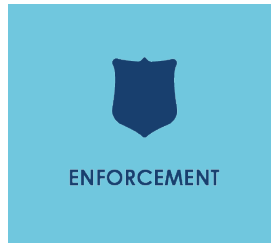


## What are the 5 E Safety Strategies?

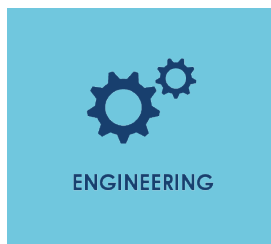
The SHSP is a multidisciplinary and collaborative plan focused on California's 5 E Safety Strategies: Education, Enforcement, Engineering, Emergency Response and Emerging Technologies.



EDUCATION



ENFORCEMENT



ENGINEERING



EMERGENCY  
RESPONSE



EMERGING  
TECHNOLOGIES



## What are the biggest changes from the 2015–2019 SHSP?

The previous 2015–2019 SHSP identified 4 Es of Safety: Education, Enforcement, Engineering, and Emergency Medical Services. Emergency Medical Services has been broadened to Emergency Response, and Emerging Technologies has been added as the fifth E for the 2020–2024 SHSP.

The change to Emergency Response expanded the Challenge Area Team membership and stakeholders involved to include representation from additional first responder agencies. The inclusion of fire and local law enforcement, as well as other public health and safety officials, broadens the actions developed for the Implementation Plan.

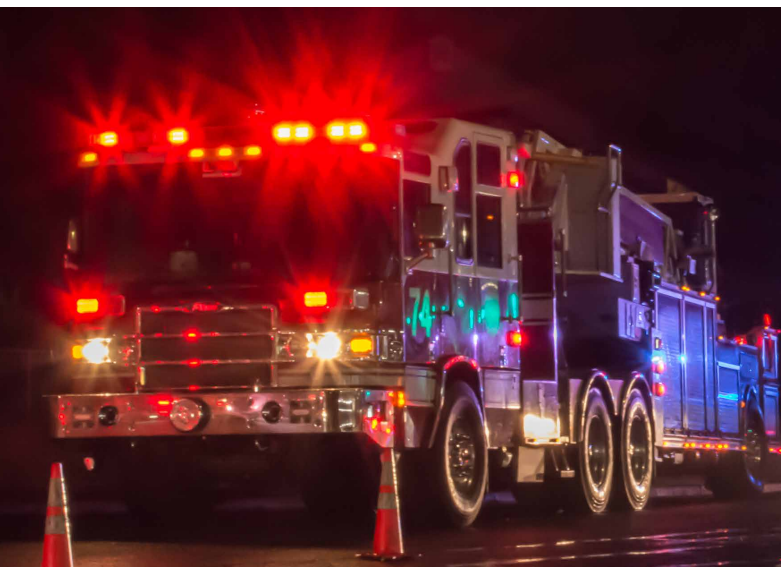
Emerging Technologies provides another means of identifying, preventing, and responding to crashes. Technological advancements as well as underutilized technology related to traffic safety have become increasingly prevalent and categorized in the following general areas: alerting drivers at risk; assisting drivers at risk; protecting vehicle occupants; communicating with drivers, travelers, and the environment; vehicle performance; shared mobility options; and mobile technology.

In addition to the 5 E Safety Strategies, to address the desire for bolder and broader actions to reduce fatalities and serious injuries, the SHSP Executive Leadership and Steering Committees added four new Guiding Principles to the 2020–2024 SHSP, which have been integrated into the SHSP and Implementation Plan.



## What data was used in developing the SHSP?

Fatal and serious injury data from the Statewide Integrated Traffic Record System (SWITRS) as of July 2019 and the Fatality and Analysis Reporting System (FARS) as of October 2019 were analyzed during the development of the 2020–2024 SHSP. Ongoing SHSP efforts will be informed by updated analyses as new data becomes available.





## What are the Guiding Principles?

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 Guiding Principles have been incorporated into the SHSP update process to further improve safety:

### 1. Integrate Equity

The SHSP integrates equity into all aspects of the plan to address institutional and systemic bias. This will ensure that the processes, strategies and outcomes of the SHSP serve all, but particularly vulnerable and traditionally underserved populations.

### 2. Implement a Safe System Approach

The Safe System Approach aims to eliminate fatal and serious injuries for all road users through a holistic view of the roadway system. The SHSP embraces the following six principles of this approach, which place additional responsibility on agencies to account for human error within the design and operations of our roadways:

#### Death or serious injury is unacceptable

- While no crashes are desirable, the Safe System Approach prioritizes crashes that result in death and serious injuries since no one should experience either when using the transportation system.

#### Humans make mistakes

- People will inevitably make mistakes that can lead to crashes, but the transportation system can be designed and operated to accommodate human mistakes and injury tolerances to avoid fatalities and serious injuries.

#### Humans are vulnerable

- People have limits for tolerating crash forces before fatality and serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates human vulnerabilities.

#### Systems Approach

- All stakeholders (transportation system users and managers, vehicle manufacturers, etc.) must ensure that crashes don't lead to fatal or serious injuries.

#### Redundancy is crucial

- Reducing risks requires that all parts of the transportation system are strengthened so that if one part fails, the other parts still protect people.

#### Safety is proactive, not reactive

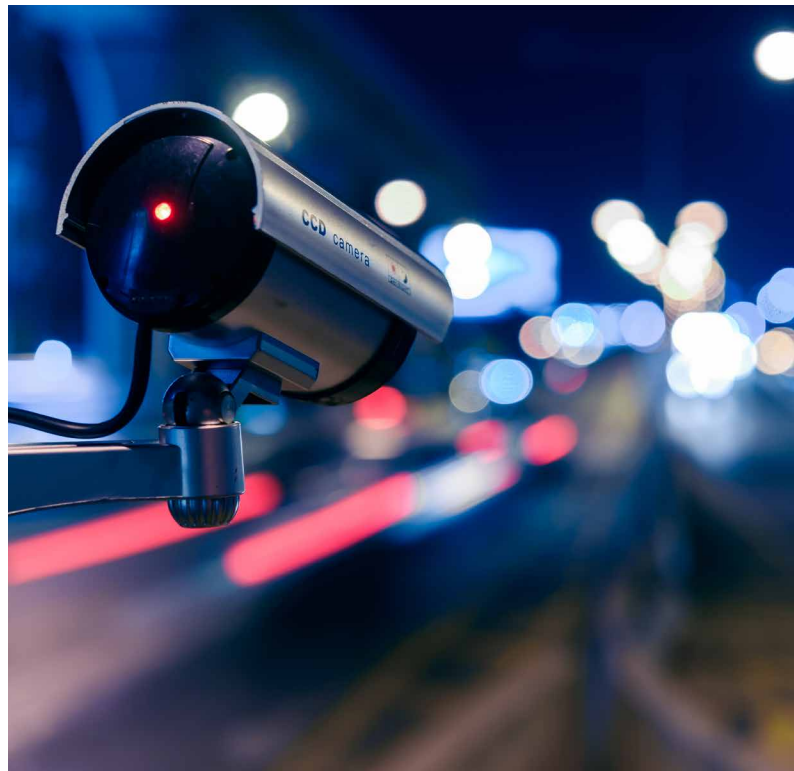
- Proactive tools should be used to identify and mitigate latent risks in the transportation system rather than waiting for crashes to occur and reacting afterwards.

### 3. Double Down on What Works

The SHSP focuses on implementing proven safety countermeasures that are highly effective in reducing fatalities. These are highlighted in technical resources from the Federal Highway Administration's Proven Safety Countermeasures as well as the National Highway Traffic Safety Administration's Countermeasures That Work.

### 4. Accelerate Advanced Technology

As technology development rapidly progresses, the SHSP encourages the application of advanced technology in and on our roadways by forming new partnerships with technology providers, health and safety groups, manufacturers, and government partners to prioritize safety.





## Who is involved in the SHSP?

The SHSP Team is made up of three groups: Executive Leadership, Steering Committee, and Challenge Area Teams. A brief description of each of their responsibilities is presented below.

**Executive Leadership** provides direction and approval on SHSP policies and procedures and engages support from multiple agency executives.

**Steering Committee** establishes the strategies and processes to implement the SHSP and provides oversight for the Challenge Area Teams.

**Challenge Area Teams** evaluated relevant data and track best practices related to their area and are responsible for the development and completion of actions in the implementation plan.

Under the guidance of the SHSP Executive Leadership and SHSP Steering Committees, the Challenge Area Teams are working together to make California roads safer. Hundreds of safety stakeholders representing public and private agencies and organizations have participated, including:

- State and federal agencies involved in transportation, public health and safety, and enforcement
- Public and private partners
- City, county, regional, and tribal organizations
- First responders and Emergency Medical Services (EMS)
- Advocates
- Interested citizens

The SHSP focuses on 16 Challenge Areas that have been categorized into High Priority and Focus Areas. Challenge Area Teams are charged with leading

the efforts to identify and implement safety actions at the state and local levels. Led by Co-leads, Challenge Area Teams develop, implement, and track progress on specific actions that support SHSP priorities. Members of these Challenge Area Teams, from agencies and organizations representing as many of the 5 E Safety Strategies as possible, work together to:

- Develop and prioritize specific actions that are SMART (Specific, Measurable, Achievable, Relevant, and Time Constrained)
- Implement and track progress on these actions
- Report progress and issues to the Steering Committee
- Lead the efforts to change local and statewide safety conversations

The Challenge Area Team meetings provide the opportunity to connect and develop partnerships with other passionate safety champions. Sharing technical knowledge and best practices, team members advance local, regional, and statewide safety initiatives.

## How do I get involved in the SHSP?

The SHSP seeks new partners on an ongoing basis for all Challenge Areas from agencies representing the 5 E Safety Strategies: Education, Enforcement, Engineering, Emergency Response and Emerging Technologies. If you are interested in participating, please complete the following

[Get Involved online form.](#) 

## Challenge Areas

### High Priority Areas

 Lane Departures – 45%

 Speed Management/  
Aggressive Driving – 33%

 Impaired Driving – 28%

 Pedestrians – 18%

 Bicyclists – 7%

Active  
Transportation  
25%

 Intersections – 23%

\*The percentages represent the number of fatalities and serious injuries for each Challenge Area compared to the total fatalities and serious injuries on all California public roads using 2009-2018 SWITRS data.

### Focus Areas

 Aging Drivers

 Commercial Vehicles

 Distracted Driving

 Driver Licensing

 Emergency Response

 Emerging Technologies

 Motorcyclists

 Occupant Protection

 Work Zones

 Young Drivers