

THE TRAFFIC SAFETY NAVIGATOR

SUMMER 2025

The Traffic Safety Navigator is the 2025–2029 California Strategic Highway Safety Plan (SHSP) e-newsletter. The newsletter provides SHSP updates along with insights into best practices for implementing strategies that achieve zero traffic fatalities and serious injuries on California's roadways.

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EXPANDING CONNECTIONS: THE SHSP SPRING 2025 VIRTUAL WORKSHOPS

Welcome to the summer edition of the Traffic Safety Navigator! As part of the development of the 2025–2029 California Strategic Highway Safety Plan (SHSP), the SHSP Team hosted a series of six Spring 2025 Virtual Workshops between April and May 2025. These workshops introduced the SHSP and the Safe System Approach (SSA), highlighted region-specific crash trends, and encouraged discussions on transportation safety challenges and solutions.

Over a two-week period, 379 total participants joined region-based sessions grouped by counties with similar transportation safety issues across rural and urban regions of northern, central and southern California. This format promoted meaningful collaboration and local strategy development aimed at reaching the California SHSP's goal of zero traffic fatalities and serious injuries on all of California's public roadways. Read below to learn more about key outcomes from the workshops and an overview of the data shared. This edition also shares insights on the 2025–2029 SHSP Plan development status and highlights CAL-ATSSA's participation in the SHSP.

KEY TAKEAWAYS FROM THE SHSP SPRING 2025 VIRTUAL WORKSHOPS

The Spring 2025 SHSP Virtual Workshops provided an important opportunity to hear from stakeholders throughout California to help develop the 2025–2029 SHSP. These workshops validated that the SHSP's proposed Vision, Mission, Goal and the integration of the Safe System Approach (SSA) Principles as Guiding Principles for this next SHSP are in alignment with participants' safety efforts, and also helped identify region-specific safety trends, challenges, and opportunities. Participants provided valuable insights into potential implementation barriers, regional considerations, and the need for localized strategies. The workshops emphasized the importance of inclusive planning and the need to translate SHSP principles into actionable, community-centered solutions.

Stakeholders across the state expressed strong support for the SHSP's direction, with regional nuances shaping their feedback. In rural northern and central areas, participants highlighted funding issues and the need for more infrastructure that better supports vulnerable road users (VRUs). Rural southern stakeholders pointed out gaps in Complete Streets implementation and tribal coordination. Urban regions raised concerns about data limitations, enforcement gaps, and the disconnect between safety goals and vehicle miles traveled (VMT) reduction targets; for example, narrowing lanes or removing parking may improve cyclist and pedestrian safety, but often creates greater congestion and pushback from drivers. Despite these differences, all regions expressed a desire for clearer language to ensure that people and communities are recognized and not minimized by simply being grouped together when referred to as "road users." Stronger cross-sector partnerships, and more funding support for proactive safety measures were also identified as desired priorities.

Additionally, the workshops revealed five key cross-regional themes: broad support for the SSA Principles and Elements — although there is the need for more detailed information on the specific aspects of

SSA implementation; a strong emphasis on prioritizing vulnerable road user (VRU) safety with meaningful infrastructure improvements; widespread frustration with siloed funding and burdensome grant processes; a focus on best practices for education and enforcement, particularly for youth, aging drivers, and micromobility; and the essential need for partnerships and interagency coordination, with stakeholders desiring better collaboration across jurisdictions and with underserved communities.

Based on participants' feedback, the SHSP Team has developed several recommended actions which will be incorporated into the 2025–2029 SHSP and the corresponding SHSP Implementation Plan. These actions include, but are not limited to, the following:

- Enhancing SSA implementation through practical tools and case studies
- Prioritizing VRU safety with measurable outcomes and accountability
- Expanding information-sharing regarding transportation safety funding opportunities and helping to facilitate partnerships to assist organizations with accessing those funds
- Investing in strategic education and enforcement campaigns targeting specific end-user needs
- Facilitating interagency and cross-jurisdictional collaboration through shared data systems and coordinated planning

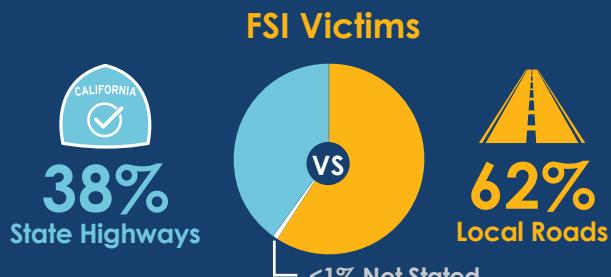
These actions support a collaborative, unified vision for safer, more inclusive transportation systems across California. By implementing the recommendations from the regional workshops, the SHSP can help California move towards a more inclusive and effective approach to transportation safety.

USING DATA TO DEVELOP THE 2025–2029 SHSP

As part of the 2025–2029 SHSP development, the SHSP Team evaluated crash, roadway, traffic, demographic, and socioeconomic data. Through these analyses, the team has identified statewide, regional, and county roadway safety trends based on the past ten years of finalized crash data (2013–2022). Many of these analyses were discussed during the Spring 2025 SHSP Virtual Workshops. Workshop information can be found on the [SHSP website](#) including the [Statewide Data Fact Sheet](#) and all six Region-Specific Data Fact Sheets.

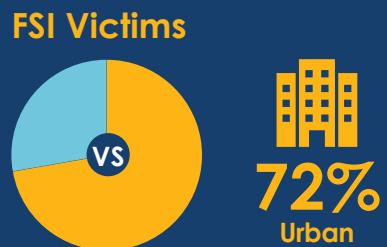
State Highway vs. Local Roads

More people were killed or seriously injured on local roadways versus state roadways from 2013 to 2022, despite a majority of DVMT (55%) occurring on state highways.



Rural Roads vs. Urban Roads

More people were killed or seriously injured on roadways in urban areas* from 2013 to 2022. However, people were killed or seriously injured on roadways in rural areas at a higher rate per DVMT (17% of statewide DVMT occurred in rural areas).



*US Census Bureau "Urban Areas" dataset (2020)

These analyses highlighted important differences between metropolitan or more urban areas — such as Los Angeles, San Diego, and the Bay Area — versus more rural areas of the state, such as Northern California and the Central Valley. In particular, during the pandemic (2020–2022), a vast majority of the metropolitan/urban counties experienced a significant decrease in daily vehicle miles traveled (DVMT). In contrast, many rural counties experienced a much smaller decrease, or sometimes even an increase, in DVMT during the pandemic years.

The SHSP Team also identified key differences in Challenge Area trends between urban and rural portions of California. In urban areas, Intersections and Active Transportation (Bicyclists and Pedestrians) were a much more significant issue, whereas in rural areas, Lane Departures and Impaired Driving contributed to a higher share of fatalities and serious injuries.

As previously mentioned, this rural versus urban dynamic ultimately guided the structure of the SHSP Spring 2025 Virtual Workshops by allowing stakeholders to attend either urban or rural-focused sessions. This urban versus rural structure fostered discussion between stakeholders facing similar challenges in their communities. The SHSP Team recognizes that there is no “one size fits all” approach to addressing transportation safety on California’s public roadways, and continues to build upon this in the Plan development process.

2025–2029 SHSP DEVELOPMENT PROGRESS

Development of the 2025–2029 SHSP is well underway. The process began in late 2024 with an in-depth review of the 2020–2024 SHSP to identify challenges and opportunities for enhanced transportation safety in California that can be addressed through a statewide multiagency strategic planning effort like the SHSP. This included development of a SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis to assess the progress and effectiveness of the SHSP. Initial findings from this analysis were presented at several stakeholder meetings in 2024 and 2025, and the SWOT recommendations formed the basis for many of the key components of the 2025–2029 SHSP, such as the Vision, Mission, Goal and the integration of the Safe System Approach (SSA) Principles as Guiding Principles for this next SHSP. All of this information was then shared and validated during the SHSP Spring 2025 Virtual Workshops, along with the extensive data analyses. Feedback from all of these stakeholder meetings and workshops has helped to further shape the Plan.

Stakeholder engagement has been and will continue to be a critical component of the Plan development and implementation. This helps to ensure that the updated Plan is inclusive of diverse perspectives from a range of safety partners across the education, enforcement, engineering, emergency response, and emerging technologies sectors, and also reflects the needs of the traveling public across the entire state. Inclusive stakeholder outreach, coupled with robust data analyses and performance assessments, has provided a solid foundation for understanding trends and addressing specific safety challenges, which will help ensure the SHSP serves as a meaningful tool to help eliminate traffic fatalities and serious injuries on all of California’s public roadways.

SAFETY SPOTLIGHT: CALIFORNIA CHAPTER OF THE AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION

By Robert Georges, on behalf of the American Traffic Safety Services Association

Legislative Update: ATSSA Chapter Advocacy on Key California Bills

The American Traffic Safety Services Association (ATSSA) represents the roadway safety infrastructure industry with effective legislative advocacy, traffic control safety training and a far-reaching member partnership. ATSSA helps shift the focus of transportation towards saving lives and reducing injuries, and has been actively monitoring several key pieces of legislation related to transportation safety and workplace privacy. In collaboration with the California-ATSSA Chapter, representatives met with state legislators last April to discuss bills ATSSA supports and opposes. Below is an update on the progress of ATSSA's legislative efforts.

ATSSA Supported Legislation

Assembly Bill (AB) 289 – State Highway Work Zone Speed Safety Program has passed the Assembly; and as of June 18, 2025 is in the Senate Transportation and Judiciary Committees. This bill would authorize the California Department of Transportation to deploy up to 125 automated speed enforcement systems in highway construction and maintenance zones. The goal is to enhance worker safety by reducing speeding in these high-risk areas. Revenue from citations would support program administration through a newly created Safe Highway Work Zone Account. The program would sunset on January 1, 2032, pending a comprehensive review.

ATSSA Opposed Legislation

AB 1331 – Workplace Surveillance has passed the Assembly; and as of June 19, 2025 is in the Senate Labor, Public Employment and Retirement Committee and Judiciary Committee. This bill restricts employer surveillance in private and off-duty areas, including personal vehicles. It also regulates data use from license plate and speed safety systems, raising concerns about operational impacts on safety programs.

AB 1355 – Location Privacy is in the Assembly Appropriations Committee, as of May 5, 2025. This bill would limit businesses' ability to collect and use location data without explicit employee consent. It prohibits the sale or sharing of such data and requires clear notice and a detailed privacy policy, potentially affecting transportation safety-related data practices.

Additionally, ATSSA has recently launched a [State Advocacy Toolkit](#) and updated its [State Policy Map](#) — valuable resources designed to empower ATSSA members with the tools and strategies needed to effectively champion traffic safety initiatives at the state level. Learn more about and connect with the California chapter of ATSSA via [their website](#).

GET INVOLVED AND SHSP RESOURCES

CHECK OUT THE SHSP CRASH DATA DASHBOARD



The California SHSP Crash Data Dashboard was developed to provide SHSP implementers with direct access to crash data to support data-driven implementation of the SHSP. The dashboard currently uses finalized crash data from the Fatality Analysis Reporting System (FARS) and the Statewide Integrated Traffic Records System (SWITRS) and allows users to customize reports by location and other characteristics, including whether a fatal or serious injury crash was within five miles of a tribal boundary. The California SB 535 Disadvantaged Communities Dataset (2022) is featured under the Location tab within the SHSP Crash Data Dashboard. If you are unfamiliar with the Crash Data Dashboard, it only takes a few minutes to register and create an account; there is a user guide and videos available in both English and Spanish.

Coming Soon: The SHSP Support Team is working on updating the SHSP Crash Data Dashboard with 2024 provisional data and finalized data through 2023.

[View Dashboard](#)

High Priority Areas



Bicyclists



Pedestrians



Impaired Driving



Intersections



Lane Departures



Speed Management / Aggressive Driving

Active Transportation

Focus Areas



Aging Drivers



Commercial Vehicles



Distracted Driving



Driver Licensing



Emergency Response



Emerging Technologies



Motorcyclists



Occupant Protection



Work Zones



Young Drivers



WE CAN'T DO IT WITHOUT YOU

The SHSP is just the start. We all 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. Join today!

[Get Involved](#)

WE WANT TO HEAR FROM YOU



Tell us 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 AND RECENT EVENTS

September 12, 2025, Mobility 21 Summit, Disneyland Hotel, Anaheim, CA

The 2025 Mobility 21 Southern California Transportation Summit, themed “Power of Partnership,” is an event that convenes transportation professionals, policymakers, and industry leaders to discuss critical issues such as infrastructure funding, sustainable mobility, and regional collaboration. Attendees can expect a full day of keynote presentations, breakout sessions, and networking opportunities aimed at advancing transportation solutions across Southern California. Join this event to collaborate with leadership transforming transportation infrastructure across the state. To register, visit the [registration page](#).

October 22–23, 2025, California Active Transportation Program (ATP) Symposium, UC Davis Conference Center, Davis, CA

Co-hosted by the California Transportation Commission (CTC) and Caltrans, the California Active Transportation Program Symposium brings together planners, engineers, public health professionals, tribal representatives, and government staff to collaborate on walking, biking, Safe Routes to School, micromobility, and Complete Streets projects. This two-day event features inspiring keynotes, breakout workshops, and networking opportunities to help participants advance active transportation initiatives across California. Join this event to be a part of the conversation about implementing active transportation projects! To register, visit the [registration page](#).

November 6, 2025, Traffic Safety Summit, Harbison Event Center, Vacaville, CA

The California Police Chiefs Association's Traffic Safety Summit is an annual event that unites law enforcement professionals to address pressing traffic safety challenges. Attendees will gain insights from expert agencies, share best practices, and collaborate on strategies to enhance road safety across the state. To register, visit the [registration page](#).

November 9–11, 2025, Focus on the Future 2025: Shaping the Future of Transportation, San Francisco Marriott Marquis, San Francisco, CA

The Self-Help Counties Coalition's Focus on the Future conference brings together transportation leaders, elected officials, and industry experts to explore innovative solutions and strategies for advancing California's transportation infrastructure. Attendees will engage in dynamic sessions covering sustainable funding, project delivery innovation, mobility trends, equity initiatives, and regional collaboration. The conference also features valuable networking events and a poster session highlighting cutting-edge transportation projects and research. Attendees engage in discussions on upcoming projects, share best practices, and collaborate on strategies to enhance transportation infrastructure across the state. To register, visit the [registration page](#).

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



To stay up-to-date on SHSP news, subscribe [HERE](#).

WHAT IS THE SHSP?

The California Strategic Highway Safety Plan (SHSP) is a comprehensive, statewide transportation safety plan which provides a collaborative framework for reducing fatalities and serious injuries across all travel modes and on all public roads. The SHSP utilizes a data-driven process to identify key safety needs and guides resource and investment decisions that provide the greatest potential to achieve the plan's goal of zero traffic fatalities and serious injuries on all of California's public roadways. Started in 2005, the SHSP is updated regularly to ensure continued progress and to meet changing safety needs. Currently, over 1,390 safety stakeholders from over 530 public and private agencies and organizations work together on this effort under the guidance of the SHSP Executive Leadership and Steering Committees. The California SHSP is aligning its activities and actions with the Safe System Approach, which identifies six interconnected elements to achieve the goal of zero fatalities and serious injuries:

- **Safe Road Users**
- **Safe Vehicles**
- **Safe Speeds**
- **Safe Roads**
- **Post-Crash Care**
- **Safer Land Use**



VISION*

Safe public roads
across California



MISSION*

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



GOAL*

Zero traffic fatalities
and serious injuries
on all of California's
public roadways

*The Vision, Mission, and Goal are currently in draft form and awaiting final approval to be formally adopted for the 2025–2029 SHSP.

[Learn More](#)

More Information

For more information about the California SHSP, please visit
<https://dot.ca.gov/programs/safety-programs/shsp>

Questions? Comments? Email to SHSP@dot.ca.gov