

2025–2029 California Strategic Highway Safety Plan (SHSP) Development

Cal Cities and CEAC 2025 Public Works Officers Institute

March 20, 2025

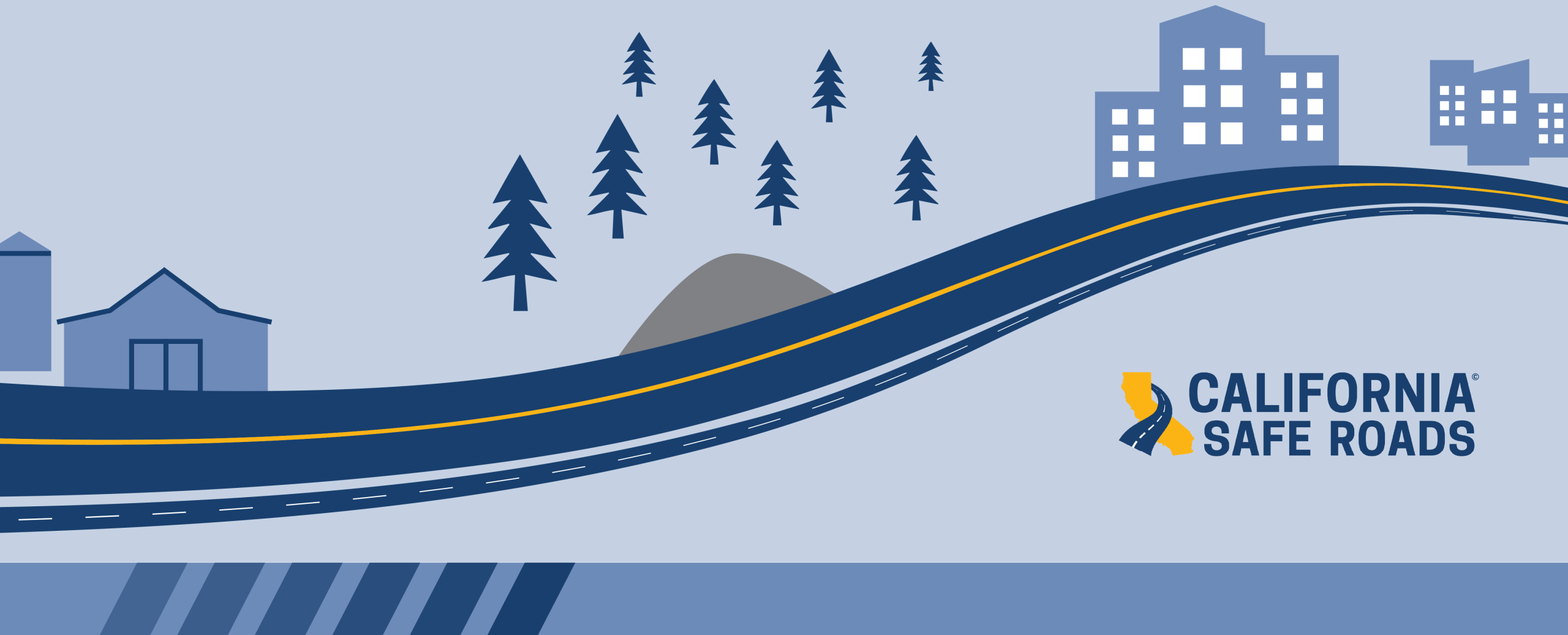


Session Purpose



- Objectives:
 - Engage with local partners to get input on the development of the 2025–2029 SHSP
 - Solicit input/feedback on how the statewide SHSP relates to local and regional transportation safety efforts
 - Raise awareness and encourage participation in the SHSP

California 2025–2029 SHSP: Overview and Call to Action

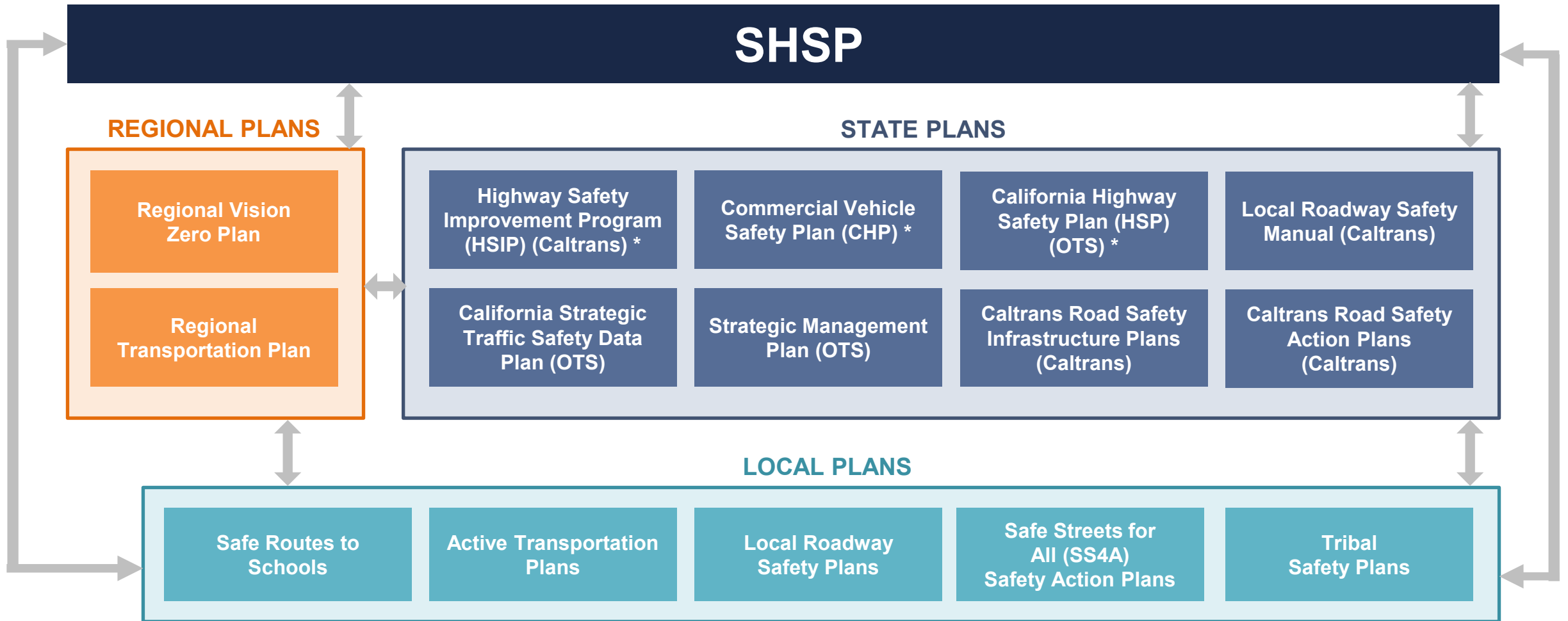


SHSP Overview



More than 1390 safety stakeholders from over 530 public and private organizations participate in the SHSP!

Relationship to Other Safety Plans



*Mandated coordination with SHSP

Note: Plans listed here are the primary plans related to the SHSP and are not inclusive of all safety-related plans

Doubling Down on What Works

- SHSP promotes the planning and implementation of:
 - FHWA Proven Safety Countermeasures
 - NHTSA Countermeasures that Work (3 or more stars)

Resources

FHWA:

<https://highways.dot.gov/safety/proven-safety-countermeasures>

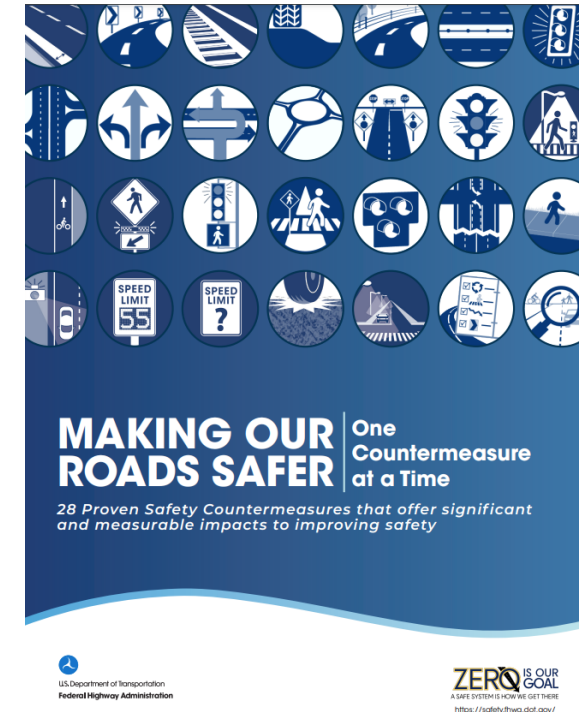
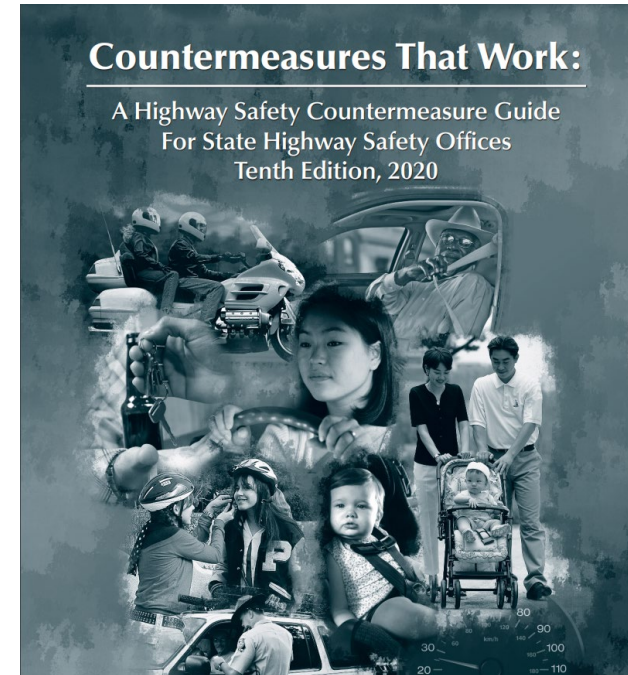
NHTSA:

https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/Countermeasures-10th_080621_v5_tag.pdf

CMF Clearinghouse:

<https://cmfclearinghouse.fhwa.dot.gov/>

Caltrans Proven Safety Countermeasures:
[Proven Safety Countermeasures | Caltrans](#)



SHSP 2025–2029 Development Timeline



Updated Vision, Mission, and Goal for 2025–2029 SHSP



Vision

Safe and accessible roads for all road users in California.



Mission

Collaborate to enhance safety for all modes of travel on California's public roadways.



Goal

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

SHSP Challenge Areas

High Priority Areas



Lane Departures



Speed Management
/ Aggressive Driving



Impaired Driving



Pedestrians



Bicyclists



Intersections

Focus Areas



Aging Drivers



Commercial
Vehicles



Distracted Driving



Driver Licensing



Emergency
Response



Emerging
Technologies



Motorcyclists



Occupant
Protection



Work Zones



Young Drivers

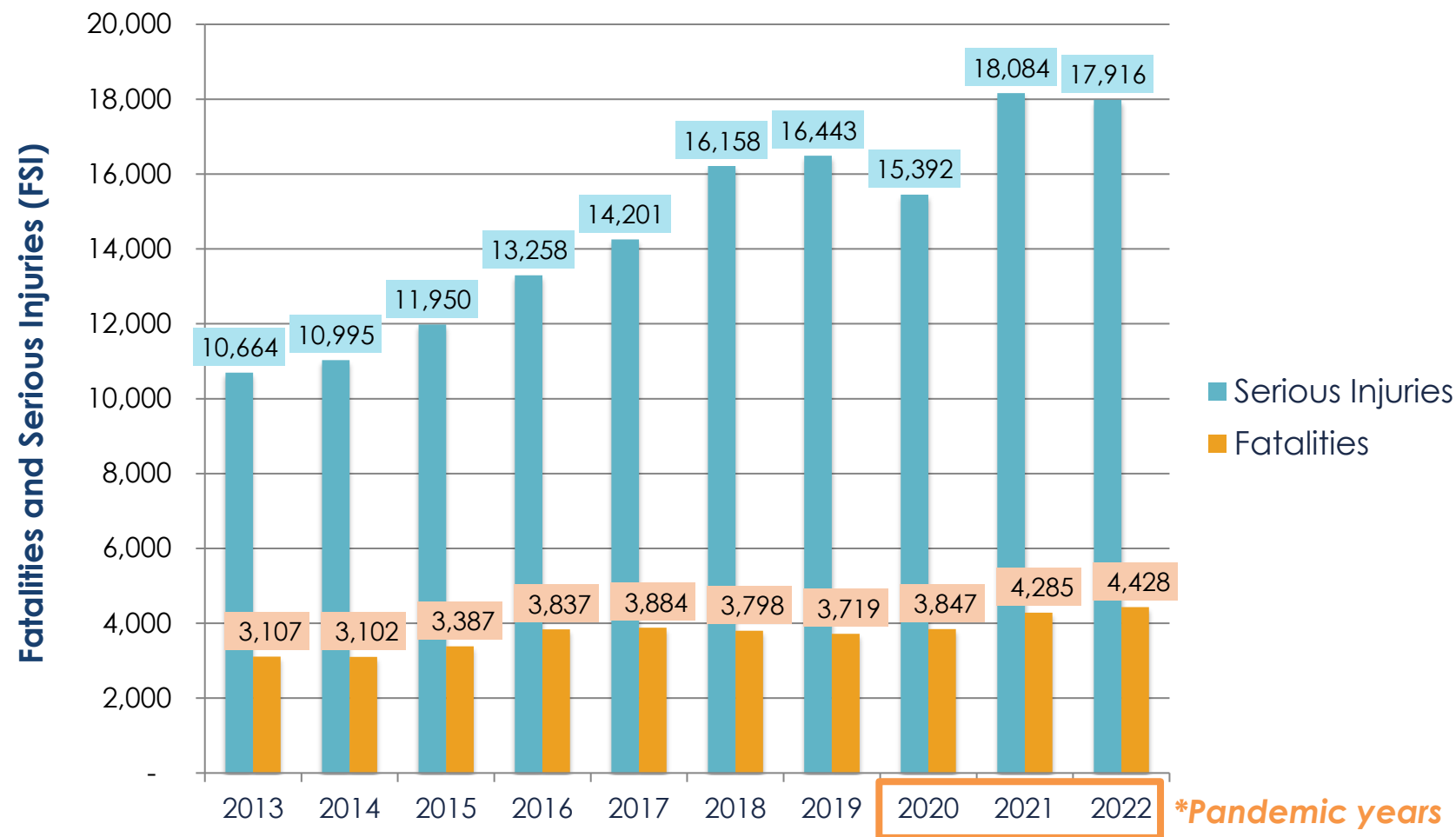
Ten-Year Fatality and Serious Injury Trends



Since 2013, California fatalities and serious injuries have increased by

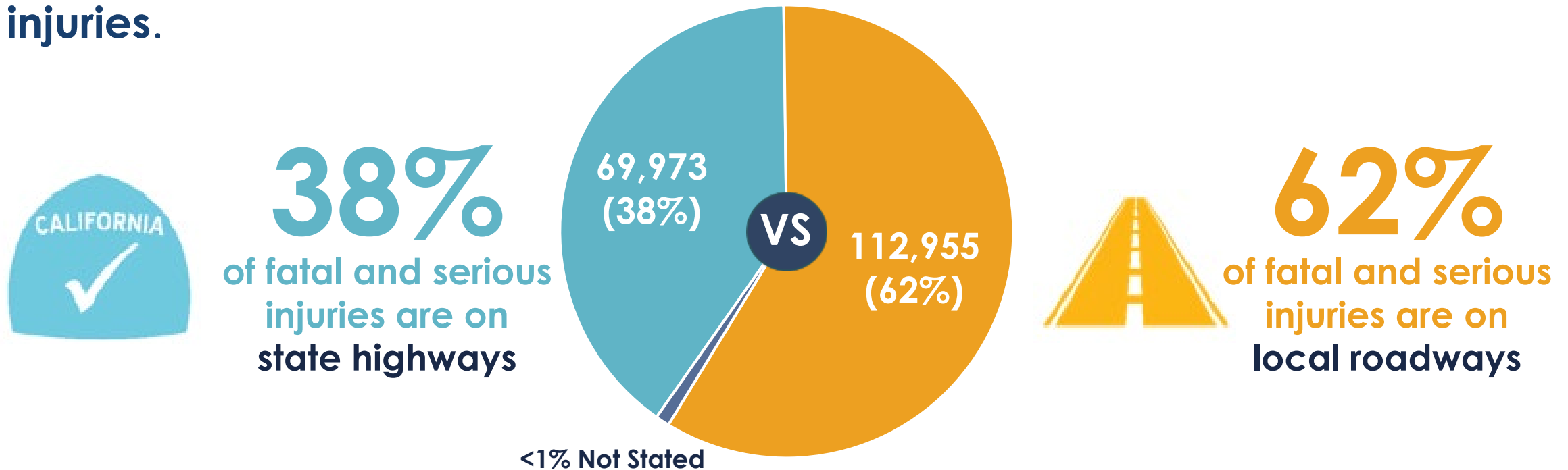
63%

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2013–2022, Fatality Analysis Reporting System (FARS) 2013–2022



State Highways Versus Local Roadways

From 2013 to 2022, **local roadways** accounted for **42%** of California's **vehicle miles traveled** (per 2022 data) but **62%** of **fatalities and serious injuries**.



Data Source: Fatal and Serious Injury Data from Statewide Integrated Traffic Records System (SWITRS) 2013–2022, Highway Performance Monitoring System (HPMS)

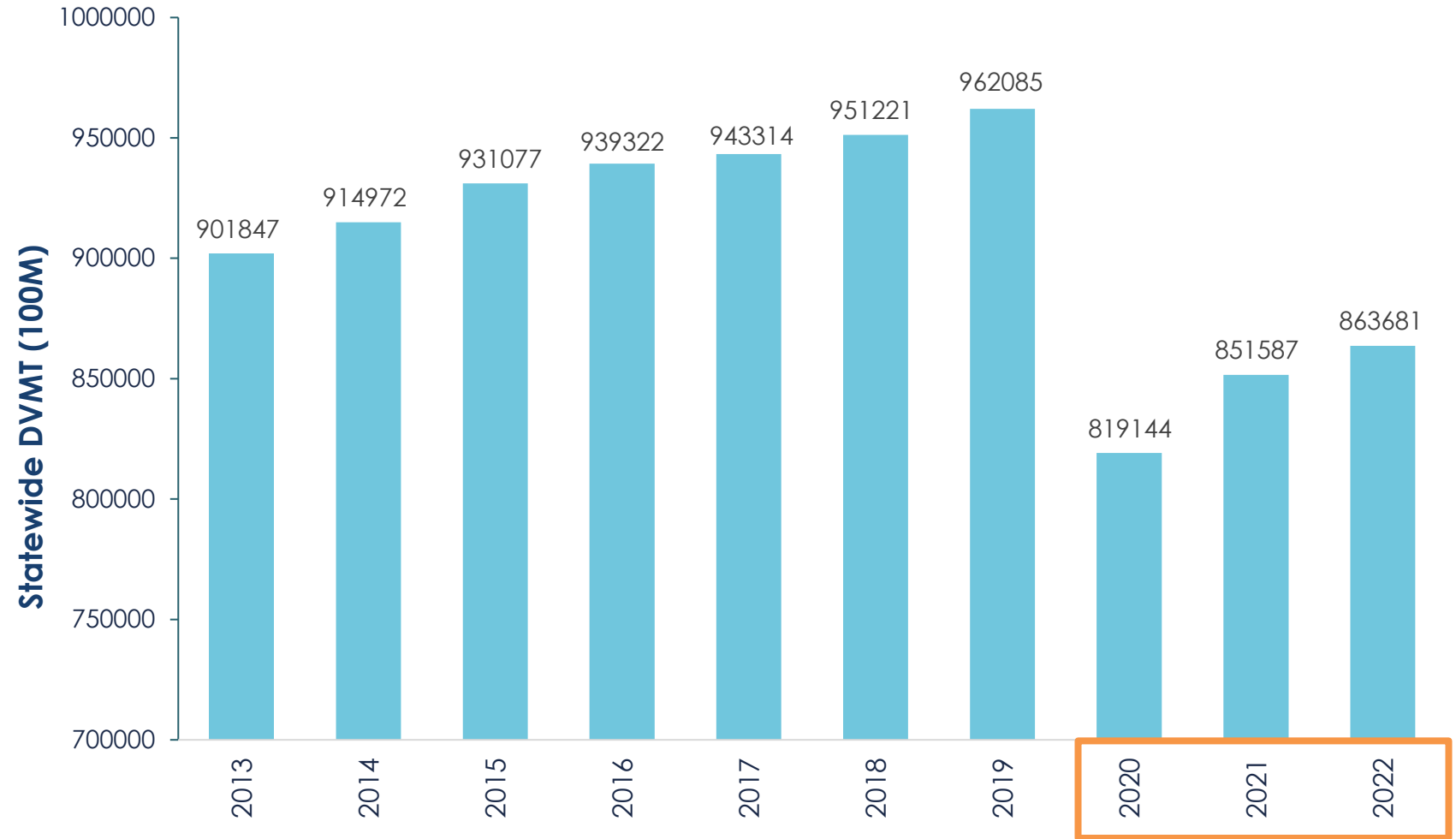
Daily Vehicle Miles Traveled (DVMT)



- Steady increase in **DVMT** year-over-year from 2013–2019
- **DVMT** dramatically decreased during pandemic years

Data Source:

Highway Performance Monitoring System (HPMS)



**Pandemic years*

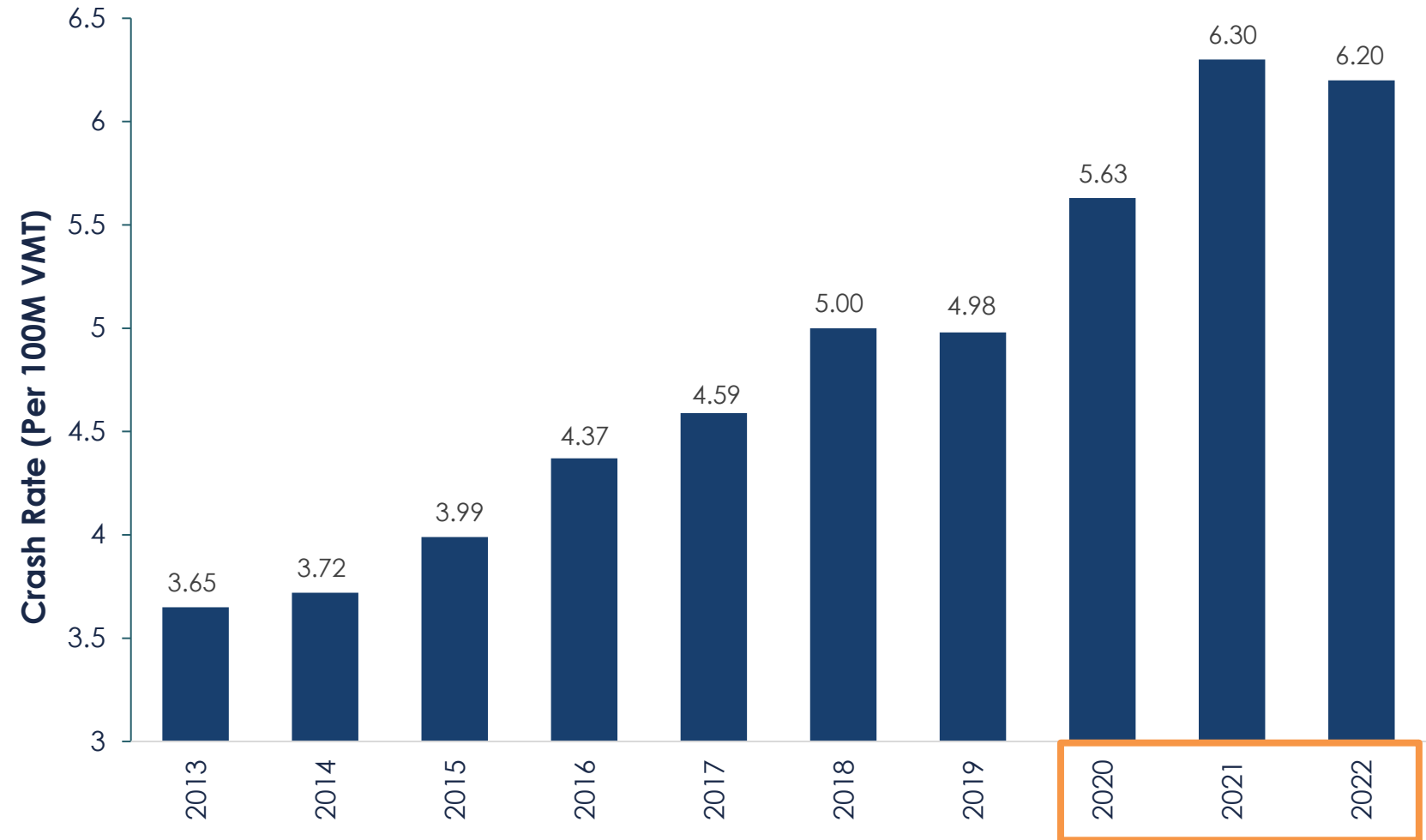
Fatal and Serious Injury Crash Rate



Since 2013, fatal and serious injury **crash rates** in California have increased by

70%

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2013–2022, Highway Performance Monitoring System (HPMS)



**Pandemic years*

Crash Frequency and Rate by County

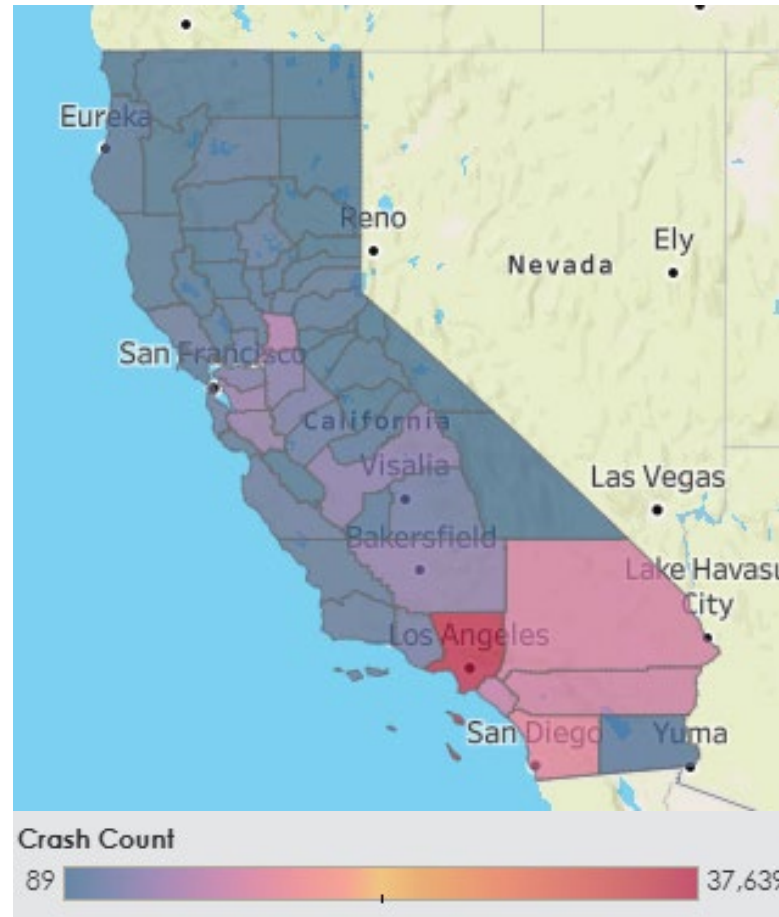


Since 2013, fatal and serious injury **crash rates** in California have increased by

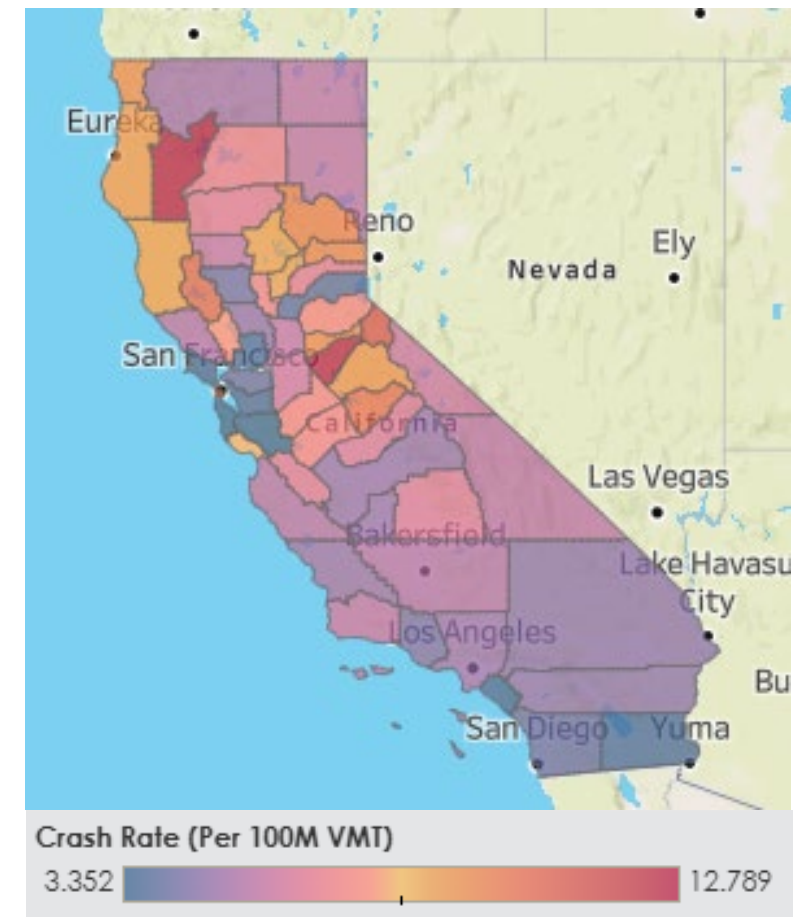
70%

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2013–2022, Highway Performance Monitoring System (HPMS)

Fatal and Serious Injury Crashes by County



Fatal and Serious Injury Crash Rates by County

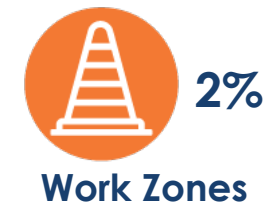
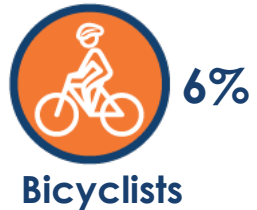


Challenge Areas

High Priority Areas (HPAs)

Percent of all Fatalities & Serious Injuries

Active Transportation



Data Source: Statewide Integrated Traffic Records System (SWITRS) 2013–2022

*Fatality Analysis Reporting System (FARS) 2013–2022, which does not include serious injury data

Some fatalities/serious injuries may involve more than one factor and would be counted in multiple groups; the sum of all groups is greater than 100%

SHSP Crash Data Dashboard



- Finalized crash data (2013–2022)
 - Current ten-year analysis period
- Provisional crash data (2023)

Link to Crash Data Dashboard:
<https://shsp.dot.ca.gov/>

Login

Email Address

tom.chalmers@kimley-horn.com

Password

Connect with:

☒ 2013-2022 Finalized Data

☐ 2023 Provisional Data

Submit

Register

[Forgot Password?](#)

Cal Cities SHSP Steering Committee Member Presentation: Rene Guerrero, City of Ontario

Local Road Safety Plan (LRSP)



Unifying the LRSP with the SHSP

- Each state has a data-driven and comprehensive SHSP
- SHSP development typically led by the State DOT (Caltrans)
- Major component of the Highway Safety Improvement Program (HSIP)
- HSIP is a Federal-aid program for improving highway safety and funds projects consistent with the data-driven SHSP
- SHSP provides strategic direction for a State's safety investment decisions
- HSIP supports and finances projects specifically targeting roadways and intersections

Local Road Safety Plan (LRSP)



Unifying the LRSP with the SHSP (cont.)

- SHSP can include local and rural roads as safety emphasis areas
- Local and rural road owners are important partners in developing a SHSP
- Nearly 80% of all public roads are operated by local or rural governments in California
- Approximately 62% of all fatalities occur on these roads in California
- SHSP (statewide approach) + LRSP (local/rural approach) = SHSP success

Local Road Safety Plan (LRSP)



Local Road Safety Plan

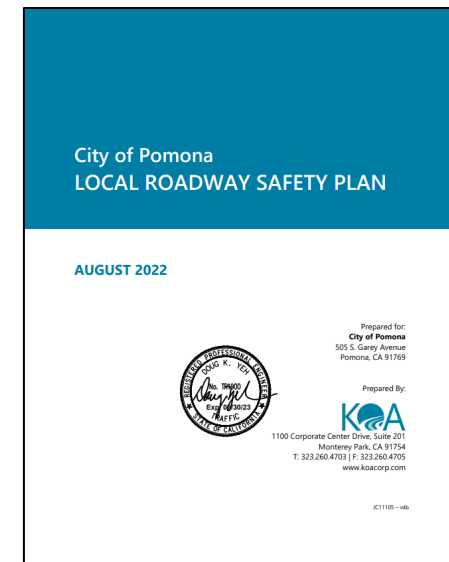
- Opportunity to address unique roadway safety needs in your jurisdiction
- Provides framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads
- Facilitates development of local agency partnerships and collaboration (stakeholder group)
- Offers a proactive approach to addressing safety needs and demonstrates Agency responsiveness to safety challenges

Local Road Safety Plan (LRSP)



Local Road Safety Plan

- City of Pomona (pop. 160,000; 23 sq mi)
 - \$72,000 HSIP Grant via Caltrans (2021) + \$28,000 City match (10% min.)
 - Stakeholder Group – Pomona PD, LA County Fire, Day One, Pomona Unified School District, Cal Poly Pomona, iPoly HS, and Western University
 - Adopted in August 2022
 - Pomona Safety Action Plan (SS4A requirements)
 - Received one (1) Federal grant (ATTAIN) - \$10M
- City of Ontario (pop. 167,000; 50 sq mi)
 - \$360,000 FHWA Grant (2024) + \$90,000 City match (25%)
 - Comprehensive Safety Action Plan



Questions?

For More Information Contact:

Rene Guerrero, P.E.

Public Works Assistant Director

City of Ontario

303 East B Street, Ontario, CA 91764

Office: 909-408-8941

ReneGuerrero@ontarioca.gov

CEAC SHSP Steering Committee Member Presentation: Tom Mattson, Humboldt County

Statewide SHSP Committee Membership



Voting Members

- ☐ California Department of Transportation (Caltrans)
- ☐ California Department of Motor Vehicles (DMV)
- ☐ California Office of Traffic Safety (OTS)
- ☐ California Highway Patrol (CHP)
- ☐ California Department of Public Health (CDPH)
- ☐ California Department of Alcoholic Beverage Control (ABC)
- ☐ California Emergency Medical Services Authority (EMSA)
- ☐ California Police Chiefs Association (CPCA)
- ☐ County Engineers Association of California (CEAC)
- ☐ League of California Cities (Cal Cities)
- ☐ Metropolitan Planning Organization (MPO)
- ☐ California Tribal Representative
- ☐ Regional Transportation Planning Agencies (RTPA)

Statewide SHSP Committee Membership



Advisory Members

- ☐ California State Transportation Agency (CalSTA)
- ☐ Federal Highway Administration (FHWA), California Division
- ☐ Federal Motor Carrier Safety Administration (FMCSA), California Division
- ☐ Mothers Against Drunk Driving (MADD)
- ☐ National Highway Traffic Safety Administration (NHTSA), Region 9
- ☐ California American Traffic Safety Services Association (CAL-ATSSA)
- ☐ California City Transportation Initiative (CaCTI)
- ☐ Vision Zero Network
- ☐ The Children's Initiative

Humboldt County LSRP Stakeholder Working Group

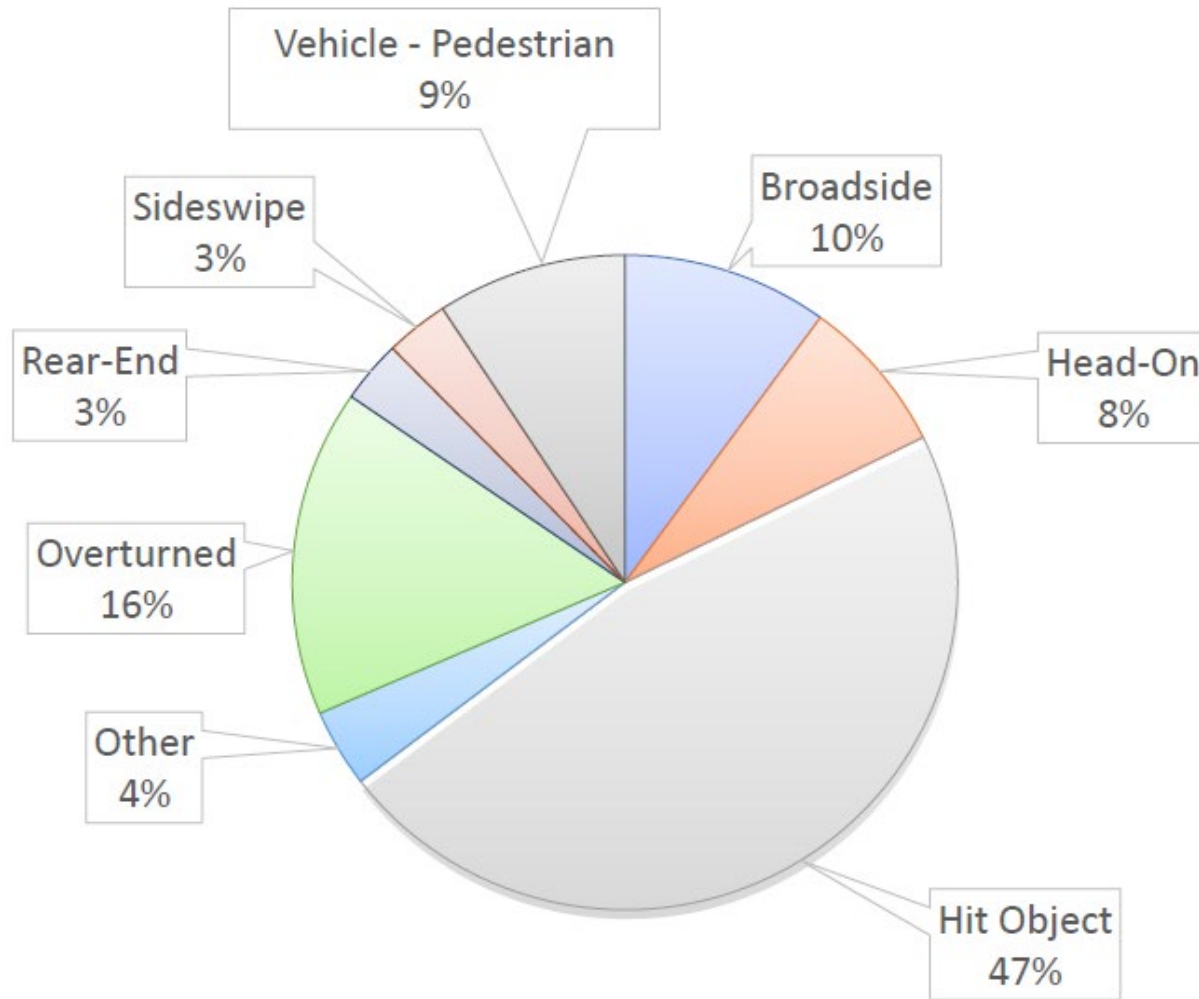


- County of Humboldt
 - Public Works
 - Health and Human Services
 - Office of Emergency Services
 - Office of Education
- Humboldt County Association of Governments (HCAOG)
- Humboldt Bay Fire
- Volunteer Fire Representative
- California Highway Patrol (CHP)
- Caltrans District 1
- Humboldt Bay Bicycle Commuters Association
- Humboldt Transit Authority
- City of Eureka
- McKinleyville Municipal Advisory Committee (MckMAC)
- Coalition for Responsible Transportation Priorities
- Redwood Community Action Agency
- Tribal Communities

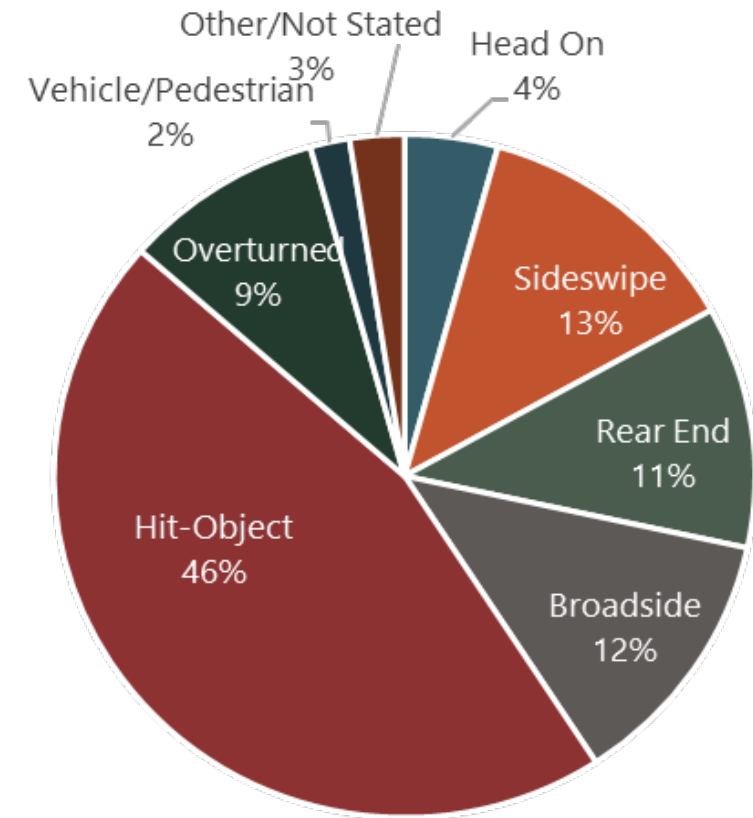
Highway Safety Improvement Program



- Funding for projects must be referenced in the SHSP
- SHSP can support and enhance your Local Road Safety Plan
- 2017 LRSP Funded by FHWA with Systemic Focus
- 2024 LRSP Expanded to include all 5 E's consistent with 2020–2024 SHSP



2017 LRSP Crash Types



2024 LRSP Crash Types

Expanding to a Safe System: Beyond Engineering

Strategy Type	Potential Stakeholder Champions	Recommended Strategy
 Education	Public Works Departments; Bicycle and Pedestrian Advocacy Groups	Bicycle and pedestrian safety campaigns Driver education and campaigns related to driving under the influence, distracted driving, and rules of the road
	Schools	Encourage safe practices within the roadway for all users and the continuation of driver education programs in the classrooms Crossing guards for school crossings
	All Stakeholder Agencies	Social media blasts with education campaigns
	All Stakeholder Agencies	"Go Slow, Watch the Road" campaign
	California Highway Patrol, Police Departments	Dangers of speeding/speed management campaigns
 Emerging Technologies	Public Works Departments	Upgraded controllers for flashing yellow arrows and leading pedestrian intervals Install touchless Accessible Pedestrian Signals Install dynamic speed feedback signs
		Obtain portable traffic data collector that records speeds and traffic volumes bidirectionally (through grant funding)
		Use electronic message boards to alert citizens to construction zones, construction activities, lane closures, and detours
 Enforcement	California Highway Patrol, Police Departments	Targeted speed enforcement DUI saturation patrols and checkpoints Dangers of speeding/speed management campaigns
 Emergency Response	Public Works Departments, Police Departments, Fire Departments	Consider emergency vehicle pre-emption at signalized intersections Install clear road name signage to allow for quicker response times
		Improvements to roadways to increase access, reduce congestion, and potentially shorten response times

County of Humboldt Completed Projects (2018–2022)



- High Reflectivity Striping Project (2018): Centerline and edge line traffic stripes with increased retro reflectivity – Freshwater Road and Kneeland Road.
- Pedestrian Safety Crossing Project (2019): Installed Rectangular Rapid Flashing Beacons (RRFBS) and Flashing Pedestrian Crossing Signs for advance warning – at three existing unsignalized crosswalks in Myrtle town near Eureka.
- Pedestrian Countdown Signal Heads (2019): Installed pedestrian countdown signal heads at existing signalized intersections – eight intersections on Central Avenue and one intersection on Myrtle Avenue.
- Guardrail Replacements (2022): Repair and replace guardrail and end treatments – 31 locations countywide.
- Manila Highway 255 Trail (2023) – Constructed a class 1 trail exclusive to non-motorized users along highway 255 between Pacific Avenue and Lupin Street.

Planned and In-Progress Projects



- Garberville Complete Streets Project (Awaiting Funding): Angled/parallel parking, bike lanes, RRFBs, bulb outs, median refuges, wayfinding signage, and midblock crossings – Redwood Drive in Garberville.
- Oak Street and F Street Traffic Signal Project (Awaiting Funding): Repave, install bulb outs, bike detection, high visibility school crossings, flashing yellow left turn arrows, and new signal & signal timing.
- Edge lines on Indian Reservation Roads (Funded): Placing edge lines on rural roads within Indian Reservation Roads System.
- Advance Warning and Flashing Beacon (Funded): Pedestrian activated beacon – Willow Creek.
- Guardrail Replacement (Funded): Repair, replace, and upgrade guardrails and end treatments throughout the County.
- Hammond Trail and Mid-Town Crossings (Funded, In Design): RRFBs, curb extensions, pedestrian refuge islands, and ADA compliant curb ramps.
- Redway Drive and Redwood Drive HSIP Project (In Progress, Estimated Completion in 2024): Enhanced pedestrian crossing with bulb outs, warning signs, restriping, and lane realignment.
- Humboldt Bay Trail South: A 4-mile-long class 1 trail which will close the gap in the existing trail system between Arcata and Eureka. The trail is exclusive for non-motorized users and is an alternative to US 101.
- Myrtle Avenue STIP (funded, in design): Repave and stripe for bike lanes.

Questions?

For More Information Contact:

Thomas K. Mattson, P.E.

Director of Public Works

Humboldt County

1106 Second Street, Eureka, CA 95501

Office: 707-445-7491

tmattson@co.humboldt.ca.us

Facilitated Q&A with Polling

Access the Session Poll

Scan the QR Code to Participate



Or visit
surveymonkey.com/r/SHSP-Dev-Survey

Question #1



What type of organization are you with (please select all that apply)?

- City Agency
- County Agency
- Regional Agency
- State Agency
- Federal Agency
- Tribal Government
- Community-Based Organization
- Advocacy Group
- Academic/Research Institution
- Law Enforcement Agency
- Emergency Medical Services/First Responder
- Private Company (i.e. business leaders, construction industry, equipment manufacturers, CV/AV manufacturers, etc.)
- Other

Question #2



Does the proposed CA Statewide Strategic Highway Safety Plan (SHSP) Vision *“Safe and accessible roads for all road users in California”* align with your organization’s vision?

- Yes
- No

Question #3



Does the proposed CA Statewide SHSP Mission “*Collaborate to enhance safety for all modes of travel on California’s public roadways*” make sense, given the SHSP Vision statement?

- Yes
- No

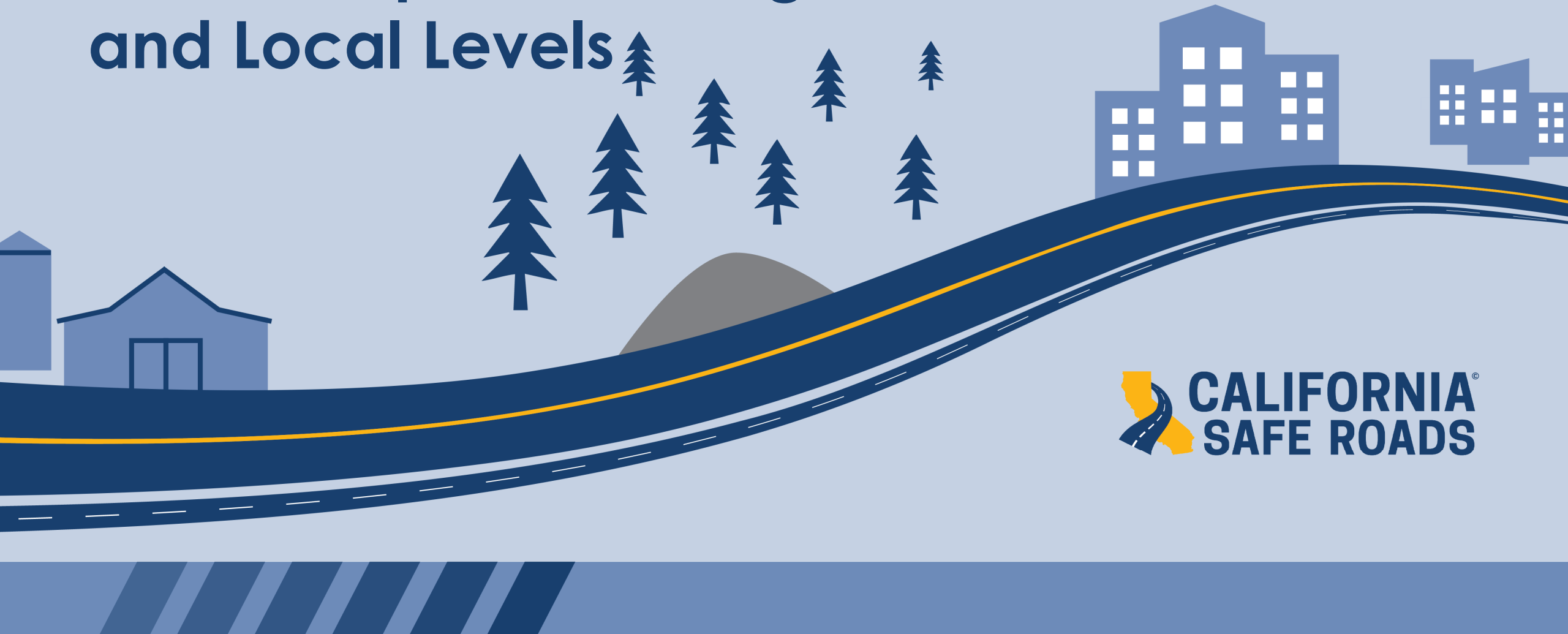
Question #4



Does the proposed CA Statewide SHSP Goal of *Zero Traffic Fatalities and Serious Injuries* align with your organization's goal?

- ☐ Yes
- ☐ No

SHSP Implementation: the Safe System Approach (SSA) and Partnerships at the Regional and Local Levels



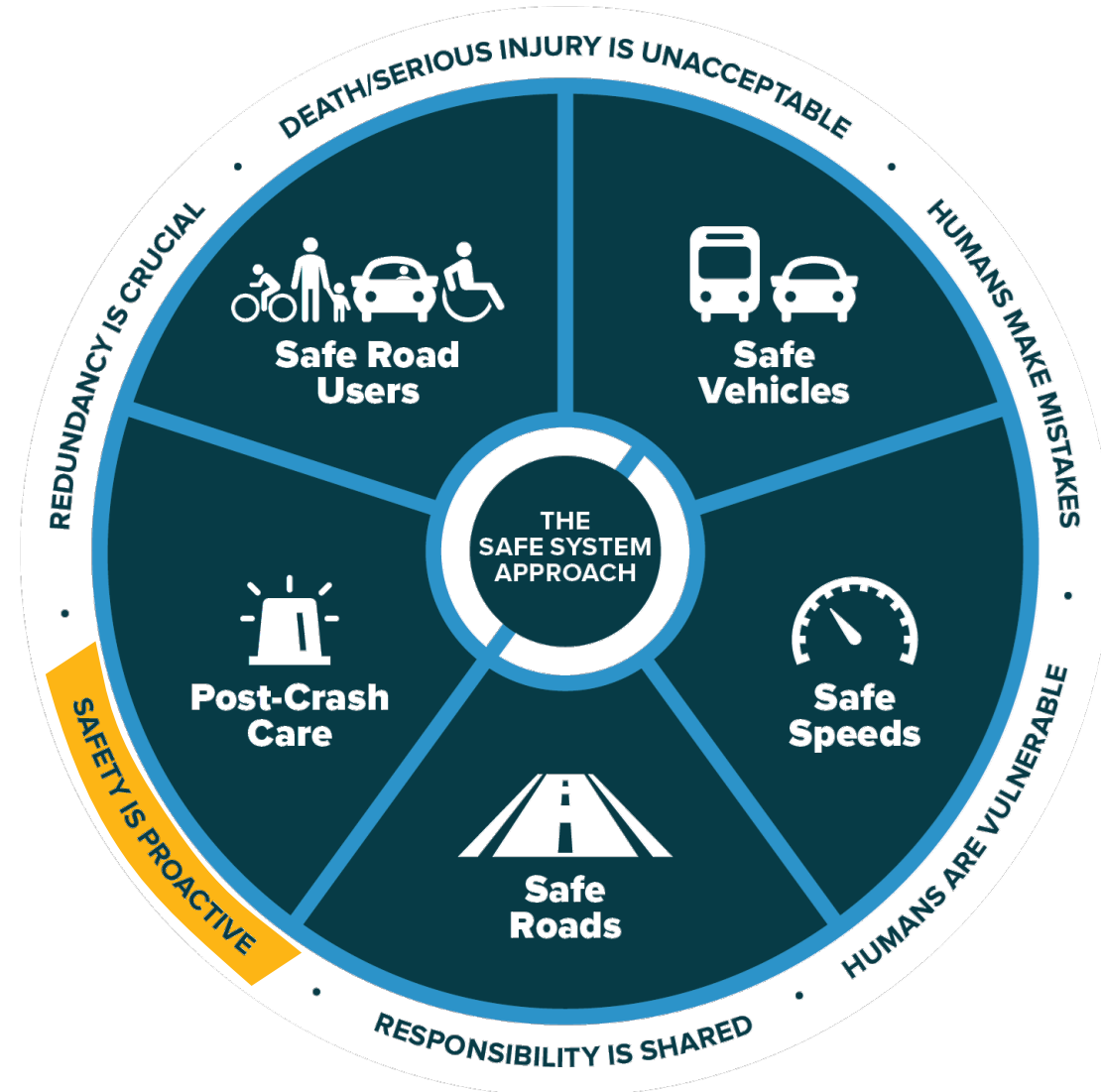
California's Safe System Approach (SSA)

California State SSA Principle Modified Wording

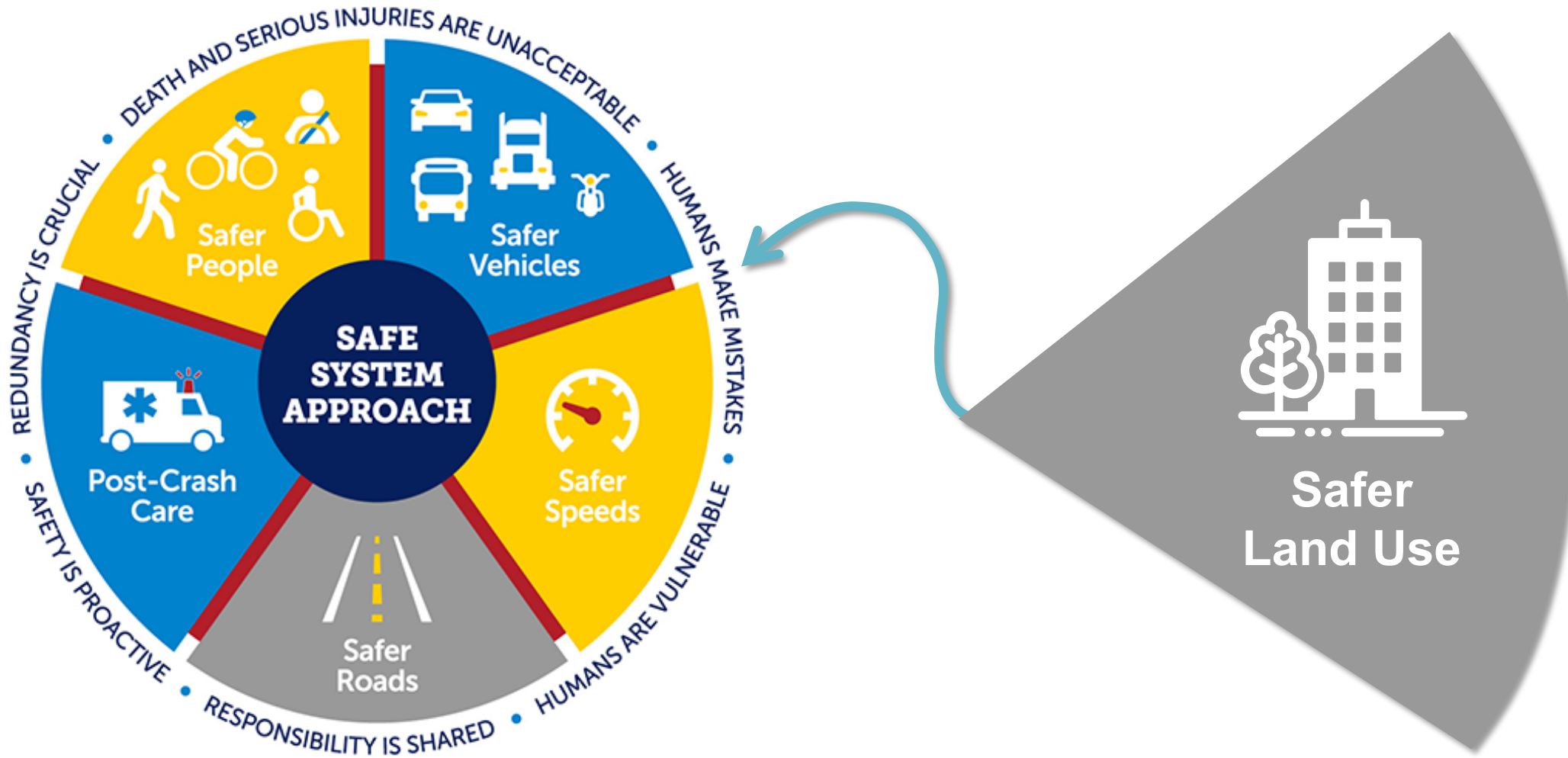
Safety is Proactive



Safety is Proactive **and Reactive**



Adding Safer Land Use to the SSA



Safer Land Use as Part of the SSA



Draft Safer Land Use Working Definition for the SHSP

Safer Land Use encompasses planned land use that promotes a safer and more accessible transportation system for all people, especially vulnerable road users (VRU). For the SHSP, Safer Land Use supports mode shift away from individual motorized modes where appropriate and possible and reduces the need to travel. Safer Land Use also promotes transportation-cognizant and community-based land use planning, with an awareness of the historical land use connection to transportation equity.

Additional Q&A with Polling

Questions #5 & #6



Do the proposed CA Statewide SHSP Guiding Principles (which are the Safe System Approach Principles) make sense to you? For reference, the Principles are:

- 1. Death and Serious Injuries are Unacceptable**
- 2. Humans Make Mistakes**
- 3. Humans Are Vulnerable**
- 4. Responsibility is Shared**
- 5. Redundancy is Crucial**
- 6. Safety is Proactive and Reactive**

☐ Yes

☐ No

Are the proposed CA Statewide SHSP Guiding Principles (which are the Safe System Approach Principles) represented in the safety strategies being implemented in your region?

☐ Yes

☐ No

Question #7



Which of the six Safe System Approach Principles do you struggle the most aligning with/implementing in your organization or region (please select all that apply)?

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes
- Humans Are Vulnerable
- Responsibility is Shared
- Redundancy is Crucial
- Safety is Proactive and Reactive

Question #8



Which of the six Safe System Approach Elements does your organization most often contribute to (please select all that apply)?

- ☐ Safer People
- ☐ Safer Vehicles
- ☐ Safer Speeds
- ☐ Safer Roads
- ☐ Post-Crash Care
- ☐ Safer Land Use

Question #9



Which of the following six SHSP *High Priority* Challenge Areas most closely relate to the areas your agency/region is focusing on (please select all that apply)?

- Bicyclists
- Impaired Driving
- Intersections
- Lane Departures
- Pedestrians
- Speed Management/Aggressive Driving

Question #10



Which of the following ten SHSP Focus Challenge Areas most closely relate to the areas your agency/region is focusing on (please select all that apply)?

- Aging Drivers
- Commercial Vehicles
- Distracted Driving
- Driver Licensing
- Emergency Response
- Emerging Technologies
- Motorcyclists
- Occupant Protection
- Work Zones
- Young Drivers

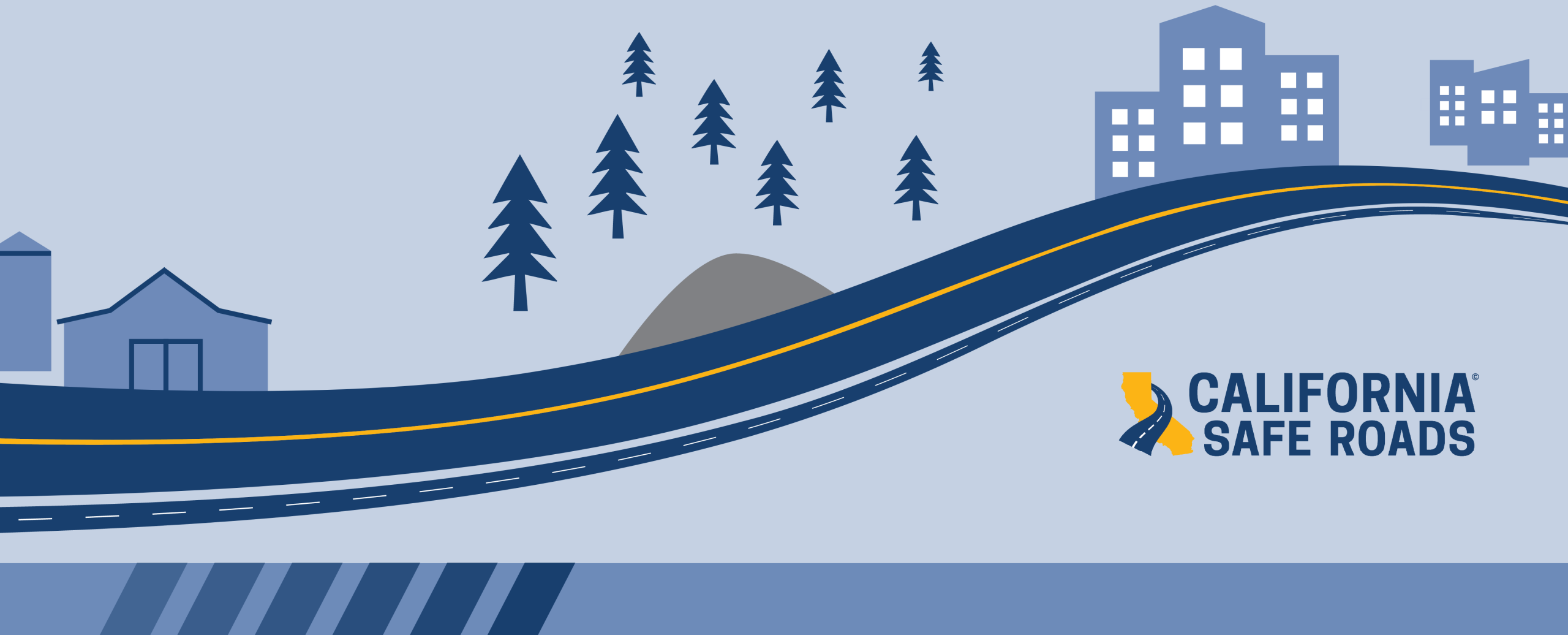
Question #11



Which partnerships would you like to strengthen to help better develop and implement your safety initiatives (please select all that apply)?

- ☐ Federal Agency Partnerships
- ☐ State Agency Partnerships
- ☐ Regional Agency Partnerships
- ☐ Local Agency Partnerships
- ☐ CBO/NGO Partnerships
- ☐ Tribal Partnerships
- ☐ Private Sector Partnerships
- ☐ Academic Institution Partnerships
- ☐ None

Session Closing



Summary of Today's Key Themes/Findings

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 Fatalities and Serious Injuries.

Get involved by joining a Challenge Area Team!

Your involvement can:

- Support your local community with improvements to save lives on California public roads
- Ensure this statewide plan responds to the priorities and reflects the needs of your local communities

We are seeking participants that represent a variety of interests and perspectives, including:

- State and Federal Agencies
- Local and Regional Agencies
- Tribal Governments
- Community-Based Organizations (CBOs) and Advocacy Groups
- Academic/Research Institutions
- Enforcement Agencies
- Emergency Medical Services /First Responders
- Private Companies (i.e. business leaders, construction industry, equipment manufacturers, CV/AV manufacturers, etc.)

Development of the 2025–2029 California SHSP is underway and includes stakeholder engagement and safety data analyses for the entire state. This includes a review of safety “Challenge Areas” to help focus our efforts. The Challenge Area Teams are charged with developing, implementing, and tracking progress on SHSP priorities. The 16 proposed Challenge Areas for the 2025–2029 SHSP are listed on the next page.

Join a Challenge Area Team

by completing the form online: bit.ly/SHSPjoin



Get Involved in the SHSP to Reach Zero Traffic Fatalities in California!

- <http://bit.ly/SHSPjoin>

Next Steps

- 2025–2029 SHSP Development Survey in Cal Cities and CEAC
2025 Public Works Officers Institute Mobile App:
<https://www.surveymonkey.com/r/Dev-Survey-SHSP>
- SHSP Spring 2025 Virtual Workshops:
 - Rural Workshops**
 - Northern California: Tuesday, April 22, 9 a.m.–12 p.m. PDT
 - Central California: Wednesday, April 23, 9 a.m.–12 p.m. PDT
 - Southern California: Thursday, April 24, 9 a.m.–12 p.m. PDT
 - Urban Workshops**
 - Northern California: Tuesday, April 29, 9 a.m.–12 p.m. PDT
 - Central California: Wednesday, April 30, 9 a.m.–12 p.m. PDT
 - Southern California: Thursday, May 1, 9 a.m.–12 p.m. PDT

For More Information

- Contact: SHSP@dot.ca.gov or visit <https://dot.ca.gov/programs/safety-programs/shsp>

Thank You and Stay Safe!

