



THE TRAFFIC SAFETY NAVIGATOR

Fall 2024

The Traffic Safety Navigator is the 2020–2024 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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NEXT STEPS FOR THE 2020–2024 SHSP

Welcome to the fall edition of the Traffic Safety Navigator! As we approach the end of 2024, this edition highlights how the SHSP Team is closing out the 2020–2024 SHSP cycle while preparing for the 2025–2029 SHSP. Out of 81 actions, more than half have been completed already, and Challenge Area Teams are working diligently to complete those that are remaining. Read on to learn about two completed actions that are improving traffic safety in relation to intersections and roundabouts.

In addition to attending multiple conferences and events this fall, the SHSP Team is also planning to lead outreach activities in spring 2025 to support the development of the 2025–2029 SHSP. If you would like to request a presentation from an SHSP representative or informational materials to share at an upcoming event, please reach out to SHSP@dot.ca.gov with the details of your request!

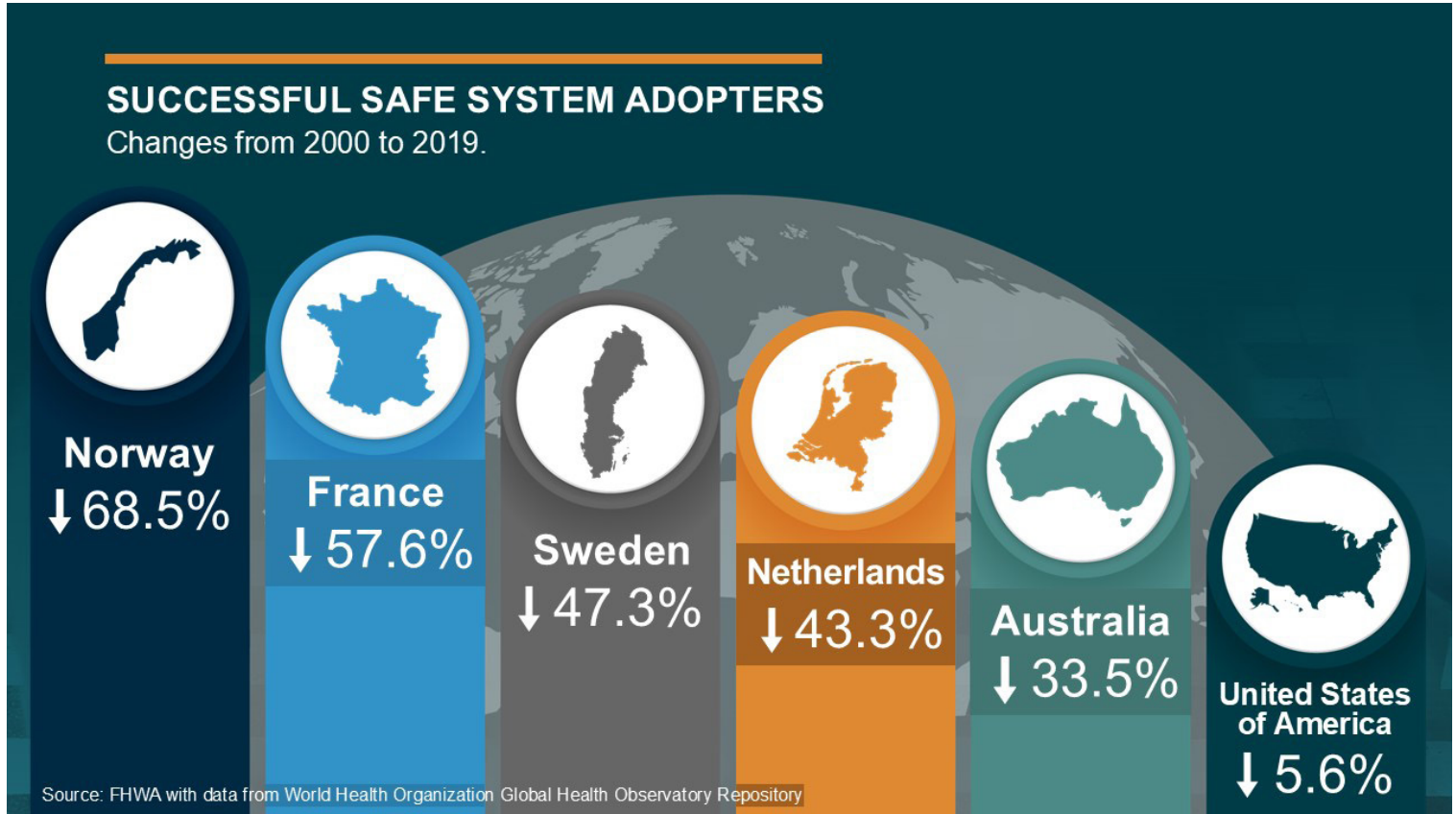
IMPROVING PEDESTRIAN SAFETY THROUGH LESSONS FROM AUSTRALASIA

Earlier this year at the 2024 Transportation Research Board (TRB) Annual Meeting, Caltrans Chief Safety Officer Rachel Carpenter shared findings from a recent report, “Improving Pedestrian Safety on Urban Arterials: Learning from Australasia.” This report summarizes a week-long study tour the team conducted throughout New Zealand and Australia to learn more about these countries’ approach to implementing the Safe System and improving pedestrian safety on their transportation networks, with a focus on arterial roadways. The team responsible for the report includes a multi-agency team comprised of the Federal Highway Administration (FHWA), state and local Departments of Transportation (DOT), which included Carpenter, and researchers in academia. The team conducted a comprehensive dissemination campaign to implement the findings identified in their report under the direction of the Global Benchmarking Program (GBP) from the FHWA Office of International Programs (HPIP). Carpenter and the project study team had the following key takeaways:

- Australasia includes an understanding of land use within its road safety framework to help assess how people use the roads to make necessary improvements
- Australasia uses a combination of data sources, baseline and projected community and land use characteristics, mobility goals, and average daily traffic per mobility mode to understand when to make necessary improvements
- New Zealand requires road safety audits as part of the formal safety performance process
- New Zealand implemented holistic speed management practices, such as ten-year vision speed management plans and speed limit setting practices linked to roadway function.

Highway safety continues to be a priority for the United States Department of Transportation (USDOT) and every state around the nation. Learning what other countries have done to improve pedestrian safety on urban arterials shows the importance of reducing fatalities and serious injuries on the nation’s roads. In addition to presenting the findings from the study tour during the 2024 Transportation Research Board Annual Meeting, the team also hosted a workshop, poster session, and briefed nine TRB committees representing the disciplines of safety, planning, policy, pedestrians, bicyclists, data, and analysis. Following the TRB Annual Meeting, the team also presented the findings to the Caltrans Executive Board. FHWA is currently preparing a \$600,000 program to support U.S. agency adoption of the report findings for FHWA’s focus on road user safety, Complete Streets, and the National Road Safety Strategy. If you would

like to learn more and get involved, please fill out the [Improving Pedestrian Safety on Urban Arterials: Community of Practice Sign-up Form](#). The [final report](#) and [desk review](#) are also now available on the [Global Benchmarking Program website](#).

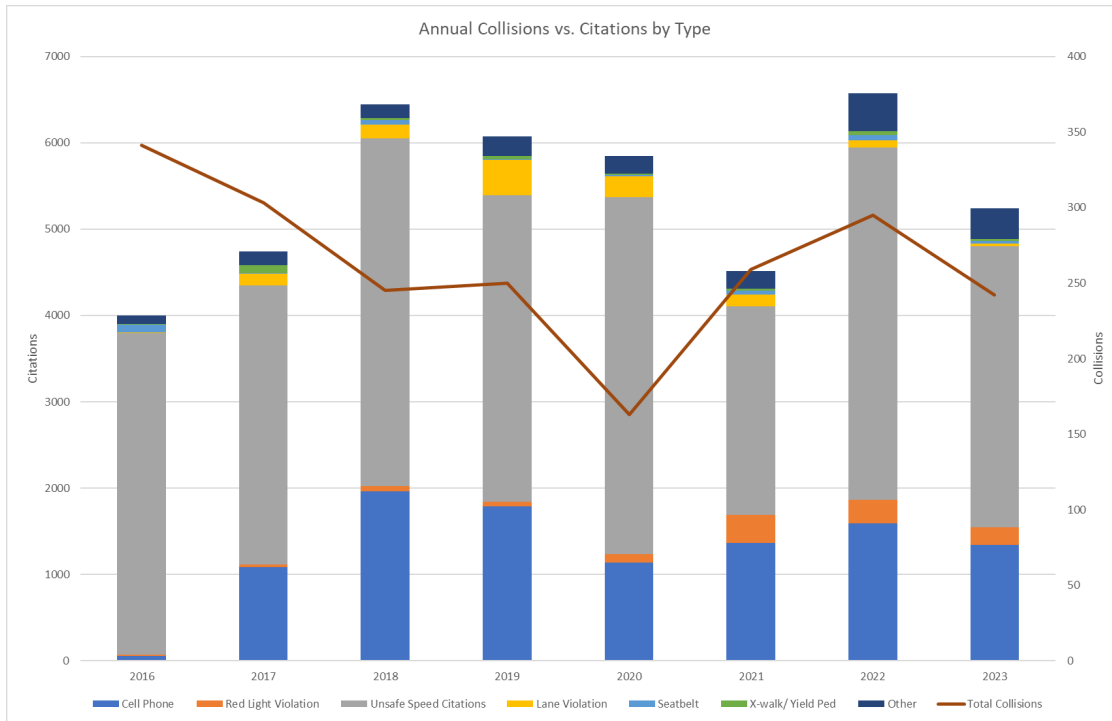


RESULTS FROM THE CITY OF SANTA CLARITA'S COLLISION VERSUS CITATION EVALUATION

Intersections are a High Priority Challenge Area as they are a natural point of conflict on roadways. Led by the City of Santa Clarita, one of the Actions in the 2020–2024 SHSP was to conduct a 'collision versus citation' evaluation program, which was initiated in 2016 but continued to be evaluated through 2023. This study aimed to analyze the relationship between the number of citations and the number of crashes in a given corridor. The goal was to determine the effectiveness of increased traffic enforcement in reducing traffic collision rates at intersections. Ten corridors were included in this study, with crash data and citation data evaluated under a baseline condition. The analysis revealed a pattern indicating that an increase in citations is associated with a decrease in crashes. During the study period, a total of 2,098 crashes were recorded across the 10 corridors, and an analysis was conducted to compare the number of citations to the number of crashes.

Notably, the years 2018, 2019, and 2020, had the highest number of citations and a descending pattern in crashes, indicating a linkage between increased enforcement and reduced crashes. Conversely, in 2016, 2017, and 2021, there were more crashes, but fewer citations issued. The different categories of citations included cell phone violations, red light violations, unsafe speed citations, lane violations, seatbelt violations, crosswalk/yield pedestrian violations, and others. Overall, this program provided valuable

insights into the impact of increased traffic enforcement on intersection safety. Since implementing this program, the City has experienced a 27% reduction in traffic collisions. For more information on this action, please reach out to Action Lead Joel Bareng at jbareng@santa-clarita.com. Consider joining the SHSP by completing the [Get Involved form](#).



ROUNDBABOUT RESOURCES

Another Action in the 2020–2024 SHSP related to improving safety at intersections was to provide assistance to agencies and communities to support the installation of more roundabouts. In support of this, research was conducted on the positive safety impacts and improvements that roundabouts can provide. This research showed that depending on the location, roundabouts often reduce the number of fatal crashes by 90-100%, reduce the number of injury crashes by as much as 75%, and reduce the overall number of crashes by as much as 40%.

As part of this effort, Caltrans recently released three brochures in both Spanish and English to help educate the public on how to safely navigate roundabouts. The brochures are available for download and printing for partner organization use on [Caltrans' 28 Proven Safety Countermeasures website](#), in the "Intersections" section. The brochures include:

- [A Step-by-Step Guide to Driving a Multi-Lane Roundabout \(English\)](#) | [\(Spanish\)](#)
- [Modern Roundabouts for Large Trucks and Oversize/Overweight Vehicles \(English\)](#) | [\(Spanish\)](#)
- [Pedestrians' and Bicyclists' Use of Modern Roundabouts \(English\)](#) | [\(Spanish\)](#)

Caltrans also produced videos to explain how to safely maneuver through a couple of different variations of these safety applications.

- [The Turbo Roundabout Explained \(Caltrans D5\)](#)
- [Driving a Roundabout \(Caltrans D2\)](#)

Learn more by reviewing the resources linked above including additional information on the [Caltrans 28 Proven Safety Countermeasures webpage](#).

SAFETY SPOTLIGHT: THE EMERGENCY MEDICAL SERVICES AUTHORITY

By Adrienne Kim, Data and Quality Improvement Unit Manager, Emergency Medical Services Authority (EMSA)

The Emergency Medical Services Authority (EMSA) is responsible for the equitable coordination, administration, and integration of the statewide emergency medical services system to reduce suffering and save lives throughout California. EMSA is responsible for the following:

- Emergency medical services (EMS) systems planning and development,
- Trauma care system planning and development,
- EMS for children, poison control system,
- Prehospital emergency medical care personnel standards,
- Emergency medical dispatcher standards and EMS communications systems,
- First aid and CPR training programs for child day care providers and school bus drivers,
- Epinephrine auto-injector training programs and epinephrine auto-injector certification for laypersons and off-duty EMS personnel, and
- Pre-hospital data, injury prevention and public education.

Beginning January 1, 2024, the [California EMS Information System \(CEMSIS\)](#) transitioned to version(V) 3.5 of the National EMS Information System (NEMSIS) from V3.4. Before this transition, CEMSIS voluntarily received EMS data from 33 local EMS Agencies (LEMSA) out of 34. After the transition to NEMSIS V3.5, CEMSIS is now voluntarily receiving data from all 34 LEMSAs and will help provide insight into traffic related issues with the statewide traffic related, post-crash survivability data collected. Learn more about EMSA at emsa.ca.gov.

CALTRANS REVISES CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

The [National Manual on Uniform Traffic Control Devices \(MUTCD\) 2023 \(11th Edition\)](#) is published by the Federal Highway Administration (FHWA). On December 19, 2023, a Final Rule adopting the National MUTCD 2023 was published in the Federal Register with an effective date of January 18, 2024. States must adopt the National MUTCD as their legal State standard for traffic control devices within two years from the effective date. Caltrans will need to revise the current [CA Manual on Uniform Traffic Control Devices \(CA MUTCD\) 2014 Revision 8](#) to bring it into substantial conformance with FHWA's National MUTCD 2023 on or before January 18, 2026. Learn more about this process and what chapters are available for comment on the [Caltrans webpage](#).

GET INVOLVED AND SHSP RESOURCES



CHECK OUT THE SHSP CRASH DATA DASHBOARD — NOW WITH 2023 PROVISIONAL DATA AND 2022 FINALIZED DATA

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.

Caltrans is thrilled to now have 2023 provisional data included in the SHSP Crash Data Dashboard as well as 2022 finalized data. Provisional data helps provide a glimpse into last year's data, in direct response to feedback the SHSP Team has received from partners related to accessing safety data in a more timely manner. Reminder, the California SB 535 Disadvantaged Communities Dataset (2022) has also been added to 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 also a user guide and videos in both English and Spanish.

[View Dashboard](#)



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 highlight success stories on the SHSP website and in future newsletters.

[Share Your Story](#)

UPCOMING EVENTS



October 16–18, 2024, League of California Cities Annual Conference and Expo, Long Beach Convention Center, Long Beach

Join the League of California Cities for their annual conference and expo, which will feature general sessions, workshops, and networking events. The conference attracts hundreds of leaders from all sections of city government, including mayors, council members, city managers, city clerks, city attorneys, fiscal officers, and other city staff. This year's conference will offer educational and innovative leadership sessions across a variety of formats, with a roster of more than 100 speakers. To register, visit the [registration page](#).

March 9–11, 2025, Lifesavers Conference on Roadway Safety, Long Beach Convention Center, Long Beach

The Lifesavers Conference on Roadway Safety is the largest gathering of roadway safety professionals in the United States. The 43rd annual conference is designed to engage federal, state and local government, law enforcement, public health, injury prevention, advocacy, and non-profit organization professionals in an exchange of ideas, strategies, and programs to reduce preventable injuries and deaths. This conference will provide a national platform with approximately 70 workshops in ten tracks, plenary sessions, and an extensive exhibit hall. Don't miss this opportunity to network with highway safety professionals highlighting research to practice efforts across the country! To register, visit the [registration page](#).

March 18–21, 2025, County Engineers Association of California (CEAC) Spring Conference, Sheraton Universal Hotel, Universal City

In conjunction with the League of California Cities Public Works Officers Institute, each year the CEAC Spring Conference brings together County and City Public Works officials, other senior level staff, and private sector consultants to network, discuss challenges facing many California counties, and to receive valuable information from relevant experts. 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 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

Zero Fatalities and Serious Injuries

[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

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