



DIVISION OF SAFETY PROGRAMS

Accomplishments 2022



A New Safety Vision



Partnered with Director to develop and release Director's Policy on Road Safety (DP-36). The policy:

- Directs Districts and HQ Divisions to implement the Safe System Approach — a holistic approach focused on making the system more forgiving when crashes happen.
- Establishes Vision Zero goal of eliminating fatal and serious crashes by 2050.
- Prioritizes a "safety first" mindset and the elimination of fatal and serious injury crashes through both existing programs and development of new programs.
- Commits to eliminating race-, age-, ability-, and mode-based disparities in safety outcomes.



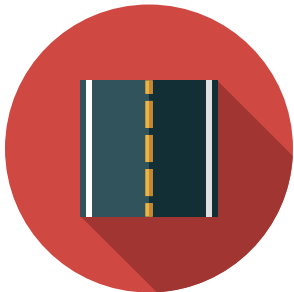
Conducted interviews and workshops to create Safety Programs Strategic Plan.



Created District Chief Safety Officer positions to help prioritize safety statewide.



Launched Safe System Academy in partnership with UC Berkeley to do cutting-edge research and help to integrate the Safe System Approach across the Department.



Road Safety Action Plan



Drafted Road Safety Action Plan (RSAP) to be published early 2023.



Working with HQ Divisions and all 12 Districts, coordinated Department-wide review of safety policies, procedures, and practices to inform the RSAP.



Identified high-priority actions determined to have the greatest safety impact over 2-year timeline of the RSAP (2023-2024).



Created Safe System Lead positions in each District and HQ Division to lead RSAP efforts and be a single point of contact for all safety strategies.



New Safety Data & Research Tools



Enhanced the Transportation System Network (TSN) to include ability to run crash data reports for the five levels of injury severity (including fatal and serious injuries).



Added Tribal data summary statistics into the CA Strategic Highway Safety Plan (SHSP) and updated SHSP Data Dashboard to include Tribal land data.



Included equity-related data into SHSP fact sheets, including demographic and socioeconomic information.



New Safety Guidance



Established policy and guidance for Implementing Proven Safety Countermeasures for Fixed Objects in Roadway Departure Crashes.



Published 2022 Highway Safety Improvement Program (HSIP) Guidelines, aligning with the Director's Policy on Road Safety (DP-36), Caltrans 2020-2024 Strategic Plan, and the CA Strategic Highway Safety Plan (SHSP) 2020-2024.



Delivered a weeklong in-person Traffic Safety Workshop, two Safety Device Coordinator trainings & six traffic safety investigation training sessions.



Secured assistance from FHWA to issue Traffic Calming Guidance Memo outlining all of the existing features and standards available to support speed management.



New Safety Programs



Initiated development of District Traffic Safety Plans for each Caltrans district.



Initiated a Vision Zero Pilot Program to investigate additional locations where fatalities and serious injuries occur.



Developed and released:

- 2021 Network Screening Reports (Table C and Wet Table C)
- 2021 Wrong Way Driver Systemic Safety Improvement Program
- 2020 Cross Over Collision Monitoring Program
- 2020 Wrong-Way Monitoring Report
- 2020 Run Off Road Collision Program Report
- 2020 Pedestrian Systemic Safety Improvement Program
- Inaugural 2020 Systemic Bicycle Safety Monitoring Program



Focus on Speed-Reduction Strategies



Coordinated with legislative representatives and stakeholders to support legislation allowing more flexibility to reduce speed limits (AB 43 and AB 1938). Bills passed and signed by Governor.



Established new definitions of Safety Corridors and High-Concentrations of Vulnerable Road Users (VRUs) to identify locations where lower speed limits may be warranted.



Initiated research project and developed initial methodology to develop a multi-department speeding-related monitoring program involving Caltrans, CHP, and OTS.

Integrating Safety into the Project Lifecycle



Implemented HM-4 Safety Pilot Program and allocated \$43M to expedite pedestrian safety enhancements, curve warning sign packages, and wrong-way driving prevention countermeasures at about 4,500 locations statewide, exceeding original target by almost 1,300 locations.



Provided advice, approvals, data mining, standards and specifications for safety-related project delivery:



Updated the Traffic Safety Systems Guidance standard plans and training to increase options for the use of MASH compliant temporary barriers.



Approved 10 new MASH-compliant devices and provided specifications for use in capital projects.



Building the Program



Conducted 30 hiring actions to onboard permanent and temporary Division staff.



Added one Pedestrian and Bicyclist Safety Engineer position to each District to complete nearly 400 pedestrian and bicyclist safety investigations annually.



Established Budget Services Branch and initiated thorough analysis of historical & current charging practices, Safety Programs PCINs, division priorities & resource management.



Built a Safety Planning Branch to lead District Traffic Safety Plan efforts and support initiatives on safety corridors, quick build guidance, Safe System Approach integration & more.



Hired Deputy Division Chief for Communications & Strategic Delivery to serve on Division Executive Team and lead strategic communications supporting safety goals.



Secured funding for nine new safety positions through the federal Infrastructure Investment and Jobs Act.