



**HIGHWAY FACTORS GROUP CHAIRMAN'S
FACTUAL REPORT**

**Highway Attachment – Caltrans Electronic Mail Message Regarding
SHSP Program Clarifications and 2010-2020
Run-Off-Roadway Collision Data**

Pala Mesa, California

HWY20FH003

(4 pages)

Prouty Steven

From: Hull, Joe R@DOT [REDACTED] >
Sent: Wednesday, March 24, 2021 4:28 PM
To: Prouty Steven
Subject: I-15 Follow-up - SHSP

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Steve,

As a follow-up to the information previously provided the following are the actual numerical values for run-off-the-road (ROR) collisions. As a point of clarification, the percentages and values are for the State Highway system only.

2010-2020 % change in Injured = - 50.8% (Reduction of Injuries]	3269 (2010) to 1609 (2020) [Number
2010-2020 % change in Killed = -5.4% (Reduction) (2020) [Number of Fatalities]	131 (2010) to 124
2010-2020 % change in Injury = -43.23% (Reduction) of Injury Collisions]	2484(2010) to 1410 (2020) [Number
2010-2020 % change in Fatal = -9.2% (Reduction) of Fatal Collisions]	125 (2010) to 114 (2020) [Number
2010-2020 % change in TOTAL = -41.4% (Reduction) Number of ROR Collisions]	2609 (2010) to 1530 (2020) [Total

Please contact me if you have any questions.

Thanks,

Joe Hull, P.E., T.E.
District 11 - Deputy District Director
Program/Project Management

[REDACTED] office
[REDACTED] cell

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From: Hull, Joe R@DOT
Sent: Sunday, March 7, 2021 6:06 PM
To: 'Prouty Steven' [REDACTED] >
Subject: I-15 Follow-up - SHSP

Please refer to the information below as a follow-up to the questions regarding the Strategic Highway Safety Plan (SHSP). Caltrans acts the lead agency in development of the SHSP which covers both the state highway system and local roads in conjunction with a host of other agencies.

SHSP

The answers to the follow-up questions are below.

1. How are challenge areas in a SHSP determined?

Challenge areas in the California SHSP are determined using a data-driven approach to identify specific factors in fatal and serious injury crashes that the State can dedicate resources and efforts on and are selected by the SHSP Steering Committee.

2. Does a subsequent SHSP supersede the challenge areas from a previous one? Specifically, did the 2020 SHSP challenge areas supersede the 2008 ones?

Yes, a new SHSP would supersede previous SHSPs. It is required that each state's SHSP is updated every five years. California developed their first SHSP in 2005 and is on its fifth update (the 2020-2024 SHSP).

3. In the 2008 SHSP, the proposed end-date of the run-off roadway challenge area was 2025. If this area was superseded by the 2020 SHSP, what does this mean for the original 2025 end date and any in-progress initiatives?

Run-off roadway crashes is part of the Lane Departures challenge area in the current 2020-2024 SHSP. Run-off roadway and lane departures continue to be a significant safety issue on California roadways. As part of an update to the current 2020-2024 SHSP, lane departures was identified as a high priority area. The upcoming SHSP Implementation Plan that will be released this Spring includes actions specific to the Lane Departures challenge area.

4. Can you provide any documentation of the safety initiatives initiated under the 2008 SHSP in the area of run-off road crashes, including their effectiveness?

Actions identified in the SHSP Implementation Plans are evaluated at the end of each SHSP cycle to determine if the action was completed, or should be considered for a new action in the next SHSP. As each new SHSP is created, safety initiatives across the state are discussed and incorporated as relevant by the SHSP Steering Committee and Executive Leadership.

Do you know, and is there documentation of, how much progress was made towards the goal of 50% reduction in run-off road crashes?

We were unable to confirm the 50% goal. However, we did look at the data related to run-off road collisions between 2010 and 2020 and have the following findings:

2010-2020 % change in # Injured	= - 50.8% (Reduction)
2010-2020 % change in # Fatalities	= - 5.4% (Reduction)
2010-2020 % change in Injury Crashes	= - 43.23% (Reduction)
2010-2020 % change in Fatal Crashes	= - 9.2% (Reduction)
2010-2020 % change in TOTAL Crashes	= - 41.4% (Reduction)

Please contact me if you have any questions.

Thanks,

Joe Hull, P.E., T.E.

District 11 - Deputy District Director
Program/Project Management

(b) (5) office
(b) (5) cell

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