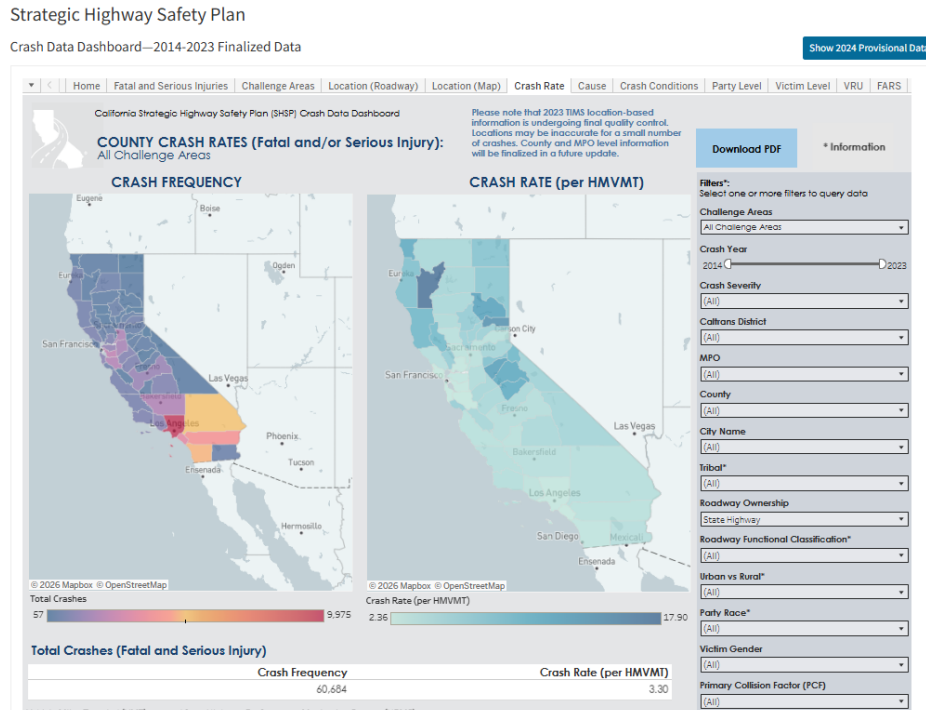


Follow-up questions from EAC Data Implementation Subcommittee on SHSP presentation on January 23, 2026, at 1 pm

1. (slide 5) It seems that there are more FSIs than FSI crashes; does this mean that every collision involving a fatality and/or serious injury results in multiple fatalities or serious injuries?
 - o Not every fatal or serious injury crash results in multiple fatalities or serious injuries. Some crashes include multiple fatalities and serious injuries. For instance, a single vehicle crash, with 4 passengers, 2 fatalities and 2 serious injuries will trigger 4 F+SIs.

2. Are FSI volumes are proportionate to vehicle volume on state highways vs non-state highways? Or are they disproportionately higher on one system vs. the other?
 - o Total FSI crashes statewide are higher on non-state highways and local roads. Below illustrates FSI and FSI crashes on the state highway system from 2014–2023: (SHSP Factsheet showing the proportion of non-state highway and local roads FSIs: <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/shsp/shsp-ca-statewide-factsheet-a11y.pdf>)
 - o Non-state highways/local roads also had a higher FSI crash rate per VMT from 2014–2023.
 - o FSI crash rate (per HMVMT):
 - State highways: 3.3
 - Local roads: 7.19
 - o The FSI crash rate on local roads is more than two times that of state highways.
 - o See “Crash Rate” tab on the Crash Data Dashboard to see more details on FSI crash rate:



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3. (slide 7) Speed and turning are top causes with design and engineering solutions as well as behavioral solutions (compared to solely behavioral solutions for impaired driving); does the SHSP team prioritize countermeasures based on different types of solutions?
 - o Yes, the SHSP team prioritizes proven safety countermeasures, both for engineering/design and behavioral. The upcoming Implementation Plan will include a matrix of these proven safety countermeasures as well as the associated Challenge Areas (such as Impaired Driving), which that countermeasure is proven to mitigate.

4. Can the SHSP team provide more specific examples of how they outreach/meet with specific counties to meet different jurisdictions and needs?
 - o The SHSP Executive Leadership and Steering Committee include 29 organizations, many of which represent local and regional agencies, so that we can ensure that the SHSP responds to the diverse needs across California. Members from the County Engineers Association of California, the California League of Cities, the Rural Counties Task Force, and the California County Planning Directors Association are amongst the local organizations that regularly provide input and communicate information back to local cities and counties.
 - o SHSP Steering Committee Meetings include discussion on potential high priority challenge area actions, etc.
 - o The SHSP Team also works through the local and regional agencies to “meet people where they are” by participating in already-existing meetings led by these partner agencies to have specific dialogues with stakeholders, such as working through SANDAG in San Diego to conduct specific outreach to the local Southern California Tribes, etc.
 - o In Spring 2025, to facilitate region-specific conversations about transportation safety issues and local needs, the SHSP team held six Regional Virtual Workshops with six different regions across the state. These regions were divided by specific geography as well as urban vs. rural characteristics, and included many local city and county representatives. Six different data fact sheets were prepared for the urban and rural areas of Norther, Central, and Southern California, as a way to foster specific dialogues about local safety challenges and ways to address those safety issues. These region-specific data fact sheets can be found on the SHSP website.
 - o The SHSP crash data dashboard allows for fatal and serious injury crash data to be filtered by county, as well as other jurisdictions. Link to the SHSP Crash Data Dashboard and SHSP webpage:
 - <https://shsp.dot.ca.gov/>
 - <https://dot.ca.gov/programs/safety-programs/shsp>

5. What data or directions specifically influence SHSP prioritization of different safety improvement projects? How are work plans created? How often are they updated, based on updated influential data or direction?
 - o The SHSP is focused on actions that impact statewide policies and procedures but does not include any funded safety improvement

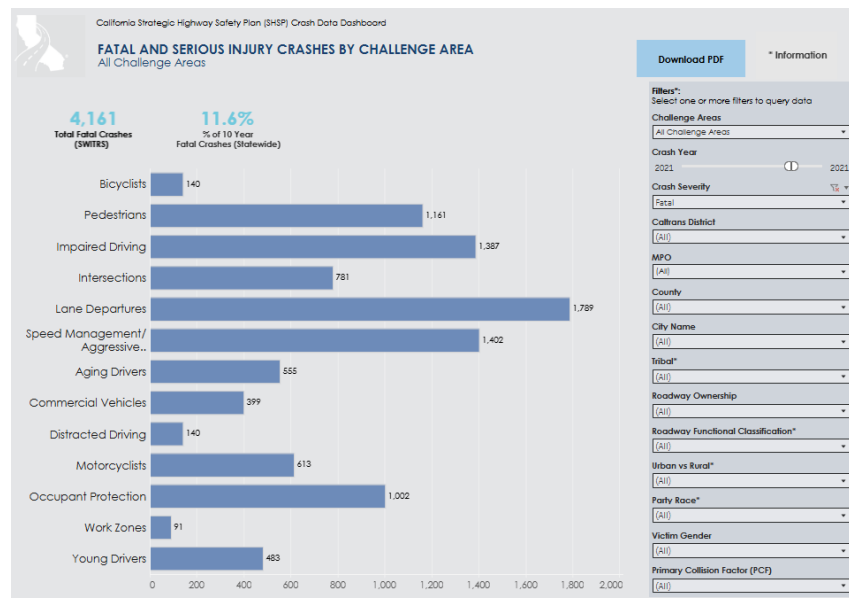
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projects. For prioritization of actions to target policies and procedures of specific types of safety improvement projects, crash data is the primary data source for prioritizing. Other factors can include cost or systemic implementation opportunity (cheaper, more cost effective systemic countermeasures will likely be prioritized over “spot treatments” like individual intersection improvements). The SHSP is also looking at equity-related demographic and socioeconomic data to identify population trends in road safety impacting specific overrepresented groups. Moreover, the SHSP looks at how to involve impacted groups in the development of transportation safety initiatives and actions for the SHSP Implementation Plan. Using both qualitative and quantitative data, and making sure collaboration is occurring amongst all of the stakeholders, the SHSP is focused on making sure we are responsive to end-user needs.

- Crash data is updated annually. The Crash Data Dashboard is updated once a new year of finalized data becomes available from SWITRS and FARS.

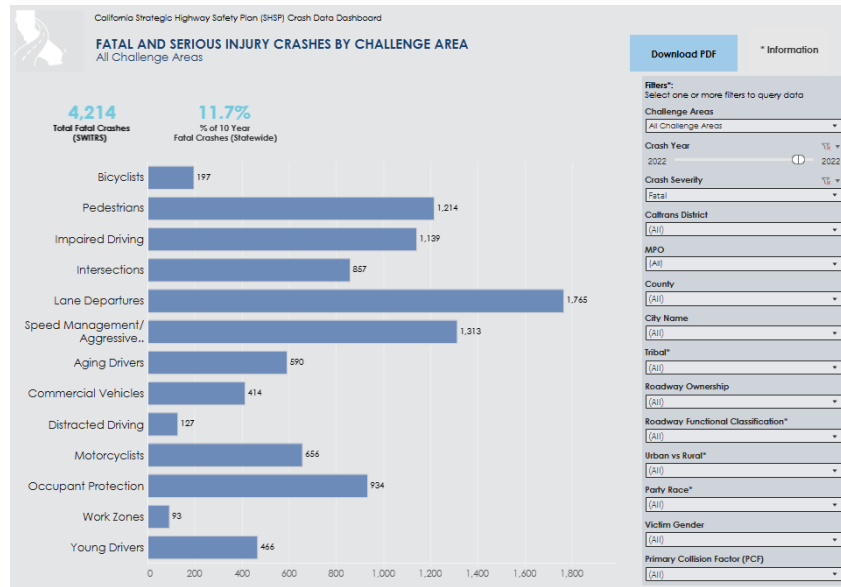
6. Fatalities went down between 2021-2023. In what categories did you see the most decreases? Why did fatalities decrease in that time period?

- **2021:**

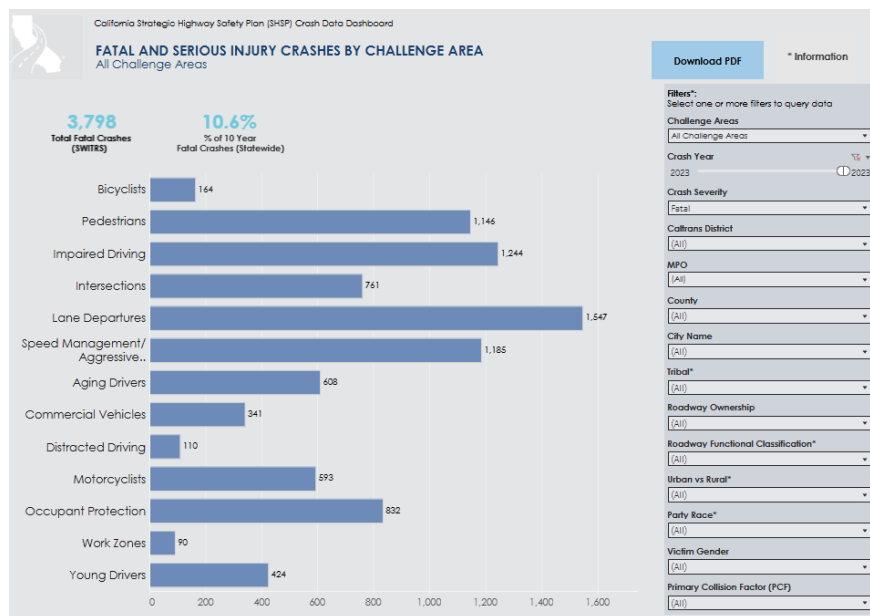


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○ **2022:**



○ **2023:**



- Many driver behavior-related Challenge Areas peaked for fatalities in 2020 and 2021. Speed Management, Distracted Driving, Impaired Driving, Driver Licensing, and Occupant Protection all experienced a large increase in fatalities during pandemic (2020 and 2021) and then a decrease during subsequent years (2022 and 2023). The reason for specific increases and decreases of fatalities and serious injuries is a very complex issue with many influencing factors, which makes it challenges to know the increases and decreases happened in California. There has been national research on these trends that are consistent with the trends

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in California, and this research has shown that the pandemic increase risky behavior by individuals such as those listed above and those behaviors have decreased at least some since then, although many still remain above pre-pandemic levels.

7. On non-state highways, what counties/ cities have best practices in safety?
 - For non-state highways in 2014-2023, the following counties had lowest FSI (fatalities and serious injuries) crash rate per Vehicle Miles Traveled:
 - Imperial County
 - Sierra County
 - Orange County
 - Santa Clara County
 - Placer County
 - Modoc County
 - Lassen County
 - There are many factors in the FSI crash numbers, but each of these counties performed considerably better than the statewide FSI crash rate for 2014-2023.
 - The following municipalities also had notably low FSI crash rates (10th percentile statewide or lower) for non-state highways from 2014-2023:
 - Dana Point
 - Burbank
 - Torrance
 - Yorba Linda
 - Palo Alto
 - Walnut Creek
 - Chino Hills
 - Dublin
 - Clovis
 - Poway
 - Please see the Crash Rate tab on the Crash Data Dashboard for more information.
8. Crash fatalities are increasing. Are there any trends on why and what kind of educational opportunities are there to stem fatalities?
 - The primary educational opportunity is around Pro-Social Traffic Safety Culture. Traffic Safety Culture is a framework designed to change behaviors among road users and stakeholders, thereby improving traffic safety. This framework depends on the natural influence that culture has on humans as social beings. A common definition of traffic safety culture is: "The shared belief system of a group of people, which influences road user behaviors and stakeholder actions that affect traffic safety" (Transportation Safety Research Center, 2014). In other words, traffic safety culture is a perspective on traffic safety that recognizes and focuses on the role of people's habits, beliefs, norms, and the influence of

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the groups to which they belong in shaping their choices and actions on the road.

- Pro-social traffic safety culture promotes shared traffic safety goals by creating a social environment that expects, encourages, and rewards the actions of people that improve the safety of other road users. It can be defined as voluntary behavior that reduces future harm to others in support of shared safety goals. Importantly, the discretionary element highlights that such actions are not part of any formal traffic safety role. Therefore, pro-social traffic safety culture is most applicable to non-traditional stakeholders who are vested in the safety of others but have no formal role or assigned duties within the safety system (e.g., families, friends, coworkers, schools, neighbors).

9. Are there differences in crash data in cities with a Safe Systems/ Vision Zero approach?

- This is a great idea for additional research but has not been completed yet. This potentially can be brought forward as a research action within the SHSP.

10. What specifically influences your team's prioritization on safety improvement projects? How often are they updated?

- See response to question 5