

February 18, 2025



AGENDA 7 B

INTERSTATE 10 SAFETY DISCUSSION

TYPE OF ITEM: Action

STATEMENT OF ISSUE

This item relates to a discussion at the September 2024 CRTPA Board meeting whereby staff was requested to bring back information regarding crashes along Interstate 10.

BACKGROUND

At the September 16, 2024 CRTPA Board meeting, staff was requested to bring back an agenda item regarding crashes along [Interstate 10 \(I-10\)](#) due to an increase of crashes in 2024.

Interstate 10 Safety

The evaluation of Interstate 10 (I-10) utilized Signal4Analytics crash reports from 2021, 2022, and 2023, specifically looking at incidents that resulted in a serious injury or fatal crash along the 75 miles of interstate in the CRTPA region. Bulleted below are some of general highlights of the evaluation:

- There were 69 crashes including 24 fatal and 45 serious injury crashes. These 69 crashes produced 28 fatalities and 75 serious injuries.
- Of the 69 crashes, 45 were single vehicles, of which 15 were fatal crashes and 30 were serious injury crashes.
- There were 21 crashes that ended with a vehicle hitting a tree. Of the 21 crashes, 11 were fatal and 10 serious injury crashes.
- Clear weather was a noted condition in 40 crashes, rain in 22 and cloudy in seven crashes.
- There were 51 crashes (74%) during the “daytime hours”.
- Of the 69 crashes, 16 (23%) involved “Commercial Vehicles”.

Influencing Factors

A crash may have multiple factors influencing the driver’s actions including Distracted Driving, Aggressive Driving, Alcohol or Drugs. For example, a crash report may provide data to indicate that the driver was “aggressively driving while being distracted and found to have alcohol and drugs in their system” in a single crash event. At least one of these factors was noted in 19 of the 24 fatal crashes, and 15 of the 45 serious injury crashes.

Observations

There are a few observations noted in the review of the I-10 crash data, which is detailed below.

Wet Conditions

Wet conditions were a factor in 26 of 69 crashes, including eight fatal and 18 serious injury crashes. Of these 26 crashes, 24 of the 26 were lane departures, ten were noted as speeding and aggressive driving, four commercial vehicles, two alcohol-related, and two distracted driving.

The “typical” wet conditions crash occurred during the day and was a single vehicle (14 times). The crash reports consistently mentioned “losing control”, “hydroplaning”, and “over-corrected” as an action that took place to initiate the crash. There were 24 vehicles traveling 70 mph, or less, and still lost control, hydroplaned, and overcorrected their vehicles. Therefore, when doing the speed limit, or less, vehicles were driven too fast to safely meet the conditions at that time.

It should also be noted that two of the crashes occurred due to poor tire tread conditions and another (a commercial vehicles) had its front tire blow out.

Additionally, three of the crash reports noted “Travel-Polished Surface” which indicates that the road is smooth or shiny making it difficult for vehicles under wet conditions.

Lastly, there are several resurfacing projects in the FY 25 – FY 29 Transportation Improvement Program (TIP) that may resolve of the issues related to “Travel-Polished Surface” issues, including:

- I-10 from Olson Road to Mahan Drive – Scheduled for FY 2025
- I-10 from Old Bainbridge Road to Olson Road – Scheduled for 2026
- I-10 from SR 267 to US 90 (Midway) – Scheduled for 2027

Seat Belt Usage

The crash reports include information seat belt usage in crashes. Included in this data is the use by the vehicle that initiated the crash, as well as, all other vehicles. This information is broken down by individuals in each vehicle so there is an accurate recording of the people involved in each and every crash.

For the vehicles (64)* that initiated the crash there was a total of 113 people with 95 people using seats belts for a usage of 84%. **Table 2** breaks down the 113 people by the severity of their injuries.

Table 2 – Seat Belt Usage by Severity of Injury of the Vehicle that Initiated the Crash

Severity of Injury	Occupants	Seat Belted Occupants	Percentage
Fatal	22	16	73%
Serious Injury	61	51	84%
Non-Incapacitating	14	12	86%
None	16	16	100%
Total	113	95	84%

*- There were two crashes not included due to a “hit and run”, with the other vehicle driver outside of their vehicle. Additionally, there were three motorcycle crashes that included two with helmets and one without, but they were not included in the totals because helmets are not “restraint” devices and are not required safety equipment.

There was a total of 31 vehicles involved that did not initiated the crash with 60 total occupants. Of the 60 people, 55 had their seat belts on for usage of 92%. **Table 3** provide details of the “other” vehicles seat belt usage.

Table 3 – Seat Belt Usage by Severity of Injury of “Other” Vehicles in Crash

Severity of Injury	Occupants	Seat Belted Occupants	Percentage
Fatal	5	4	80%
Serious Injury	11	9	82%
Non-Incapacitating	6	5	83%
Possible	9	9	100%
None	29	28	97%
Total	60	55	92%