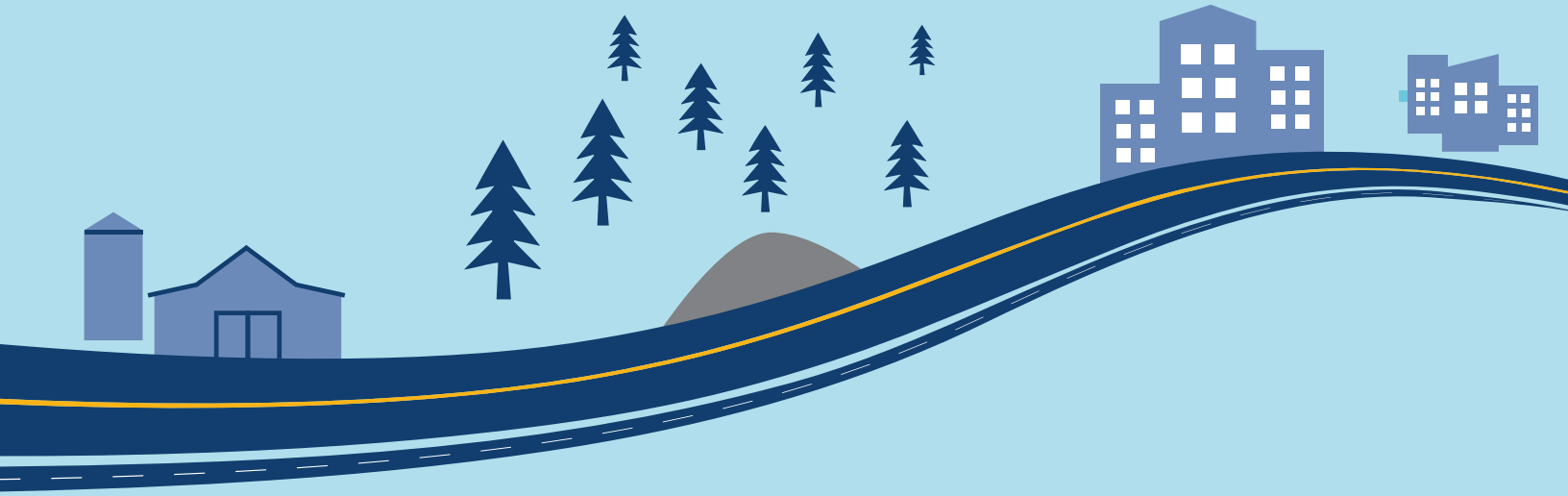
CALIFORNIA SAFE ROADS

Statewide Crash Data Fact Sheet

2025



Crash data is available on the California Crash Data Dashboard: shsp.dot.ca.gov

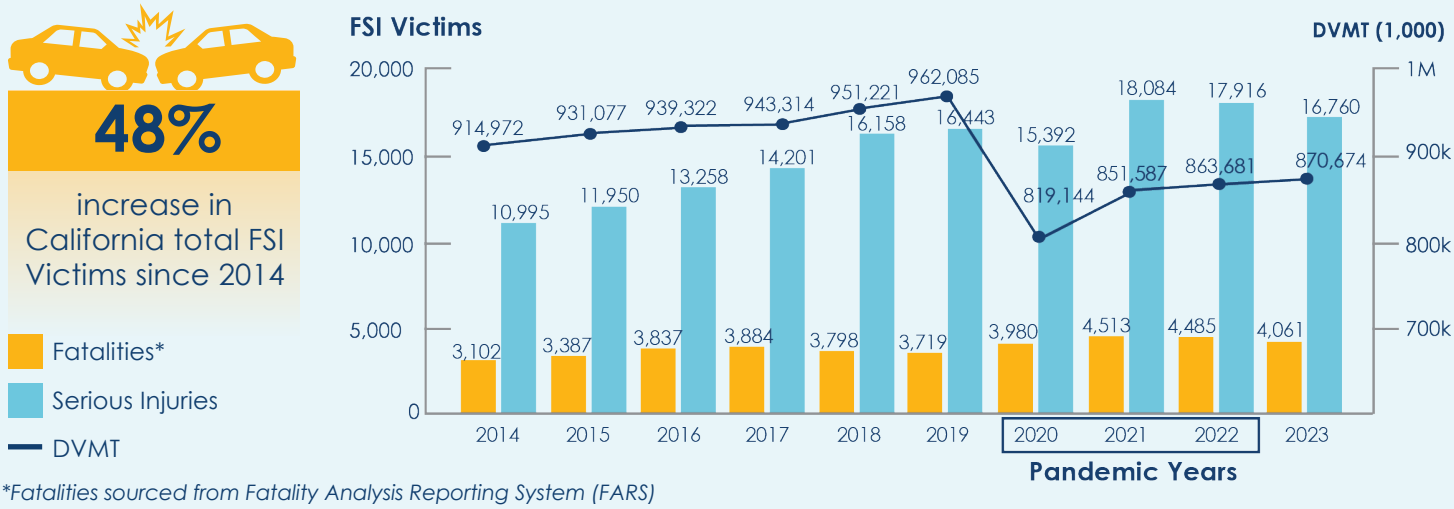
CALIFORNIA SAFE ROADS

Statewide

California Fatalities and Serious Injuries (FSI) Victims and Daily Vehicle Miles Traveled (DVMT) by Year

48%

increase in California total FSI Victims since 2014



Fatalities sourced from Fatality Analysis Reporting System (FARS)

Pandemic Impact

Most Recent 3-Year Period (2021–2023) vs. Previous 3-Year Period (2017–2019)

More people were killed or seriously injured, even when there were fewer miles driven on the road.

FSI Crashes
11% ↑
increase in FSI crashes

+

DVMT
5% ↓
decrease in DVMT

=

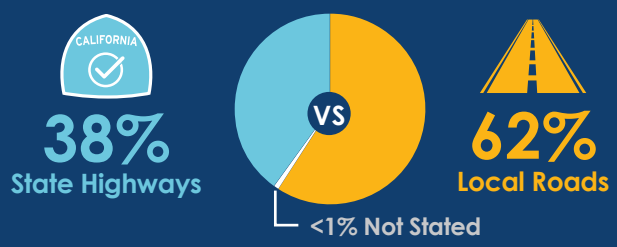
Results In: FSI Crash Rate
17% ↑
increase in FSI crash rate

Data from the year 2020 was excluded from the comparison analysis due to travel behavior being significantly altered during peak pandemic year

State Highway vs. Local Roads

More people were killed or seriously injured on local roadways versus state roadways from 2014 to 2023, despite a majority of DVMT (56%) occurring on state highways.

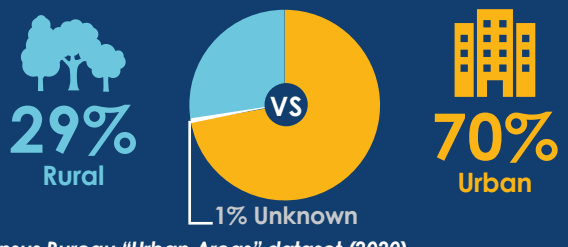
FSI Victims



Rural Roads vs. Urban Roads

More people were killed or seriously injured on roadways in urban areas* from 2014 to 2023. However, people were killed or seriously injured on roadways in rural areas at a higher rate per DVMT (17% of statewide DVMT occurred in rural areas).

FSI Victims



US Census Bureau "Urban Areas" dataset (2020)

1. *DVMT Source: California Highway Performance Monitoring System*
2. *All crash data is Statewide Integrated Traffic Records System (SWITRS) unless otherwise noted.*

Website: dot.ca.gov/programs/safety-programs/shsp
Crash Data Dashboard: shsp.dot.ca.gov **Email:** SHSP@dot.ca.gov

CALIFORNIA SAFE ROADS

Statewide

Challenge Area Definitions

High Priority Challenge Areas

Six (6) of the 16 Challenge Areas are identified as High Priority Areas. These High Priority Challenge Areas are identified as having the highest proportion of fatal and serious injury crashes, and therefore, these Challenge Areas show the greatest opportunity to achieve the SHSP goal of zero traffic fatalities and serious injuries on all of California's public roadways.

Active Transportation

Bicyclists

The Bicyclists Challenge Area focuses on improving safety for people biking on public roads. This includes instances where a motor vehicle is involved in a crash with a bicyclist, including e-bikes and their riders.

- All fatal or seriously injured bicyclists and their riders **(victims)**

Pedestrians

The Pedestrians Challenge Area focuses on improving pedestrian safety and reducing fatal and serious injury crashes that involve motor vehicles and a pedestrian. This includes people using wheelchairs, human-powered scooters, and non-motorized mobility devices other than bicycles and e-bikes.

- All fatal or seriously injured pedestrians **(victims)**

Impaired Driving

The Impaired Driving Challenge Area focuses on the prevention, identification and intervention of drivers that are impaired by alcohol and/or drugs, both illegal and prescription. It includes crashes where any evidence of alcohol or drug use by the driver is present, even if the driver was not over the legal limit.

- All fatalities and serious injuries involved in a **crash** related to this Challenge Area

Victim vs Crash definition

Challenge Areas use crash level or victim level data depending on the nature of the Challenge Area.

Intersections

The Intersections Challenge Area focuses on identifying issues that lead to fatal and serious injury crashes at or in the influence of intersections and the appropriate countermeasures. All types of roadway intersections are included, including interchanges and/or crashes involving a train or rail vehicle at an at-grade crossing.

- All fatalities and serious injuries involved in a **crash** related to this Challenge Area

Lane Departures

The Lane Departures Challenge Area focuses on identifying strategies to reduce instances of vehicles leaving the roadway or deviating from their lane of travel into oncoming traffic. This includes head-on, hit object, and overturned crashes as well as instances where a vehicle runs off the road or crosses into the opposing lane prior to the crash.

- All fatalities and serious injuries involved in a **crash** related to this Challenge Area

Speed Management/ Aggressive Driving

The Speed Management/Aggressive Driving Challenge Area focuses on identifying strategies and countermeasures that reduce instances of driving too fast, tailgating, and other reckless driving maneuvers as determined by a law enforcement officer on scene. Sideshows are also included in this Challenge Area, along with reducing the overall factors of speed and aggressive driving that lead to fatal and serious injury crashes.

- All fatalities and serious injuries involved in a **crash** related to this Challenge Area

CALIFORNIA SAFE ROADS

Statewide

Focus Areas

Aging Drivers

The Aging Drivers Challenge Area focuses on improving safety for drivers 65 years and older by assisting in understanding how aging can affect driving safety and developing tools to help meet aging drivers' specific needs.

- All fatalities and serious injuries involved in a **crash** related to this Challenge Area

Commercial Vehicles

The Commercial Vehicles Challenge Area focuses on improving the safety of trucks, truck tractors, school buses and public/private coaches as well as the drivers of those vehicles on roadways.

- All fatalities and serious injuries involved in a **crash** related to this Challenge Area

Distracted Driving

The Distracted Driving Challenge Area focuses on strategies to reduce instances of distracted driving through education and awareness countermeasures. Distracted Driving describes any driver action that takes eyes or mind off of the task of driving, or hands off of the wheel.

- All fatalities and serious injuries involved in a **crash** related to this Challenge Area

Driver Licensing

The Driver Licensing Challenge Area focuses on reducing instances where an involved driver is unlicensed or does not carry a valid license for the vehicle that they are operating. Information on driver licensing is only currently available through the federal Fatality Analysis Reporting System (FARS) data; therefore, the data being reported for this Challenge Area only pertains to fatalities.

- All fatalities involved in a **crash** related to this Challenge Area, per FARS data

Motorcyclists

The Motorcyclists Challenge Area focuses on reducing fatal and serious injury crashes where a motorcyclist, motorized scooter, or moped rider is involved in a crash and identifying strategies to improve their overall safety on the roadway.

- All fatal or seriously injured motorcyclists, and motorized scooter or moped riders **(victims)**

Occupant Protection

The Occupant Protection Challenge Area focuses on increasing the proper use of occupant restraining devices (including seat belts and car seats) to reduce fatalities and seriously injuries that can be attributed to lack of or improper use of restraining devices.

- All fatal or seriously injured persons not wearing seat belts, improperly wearing seat belts, or not properly using child restraints i.e. car seats **(victims)**

Work Zones

The Work Zones Challenge Area focuses on improving the safety in and near work zones for construction, maintenance, and/or roadway repairs to reduce fatal and serious injury crashes in those roadway conditions. This includes work zones that are temporary or long-term, regardless of the presence of workers.

- All fatalities and serious injuries involved in a **crash** related to this Challenge Area

Young Drivers

The Young Drivers Challenge Area focuses on improving the safety of drivers identified as being 15 to 20 years of age, mirroring the ages represented by the state's Graduated Drivers Licensing provisions.

- All fatalities and serious injuries involved in a **crash** related to this Challenge Area

1. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not listed above.

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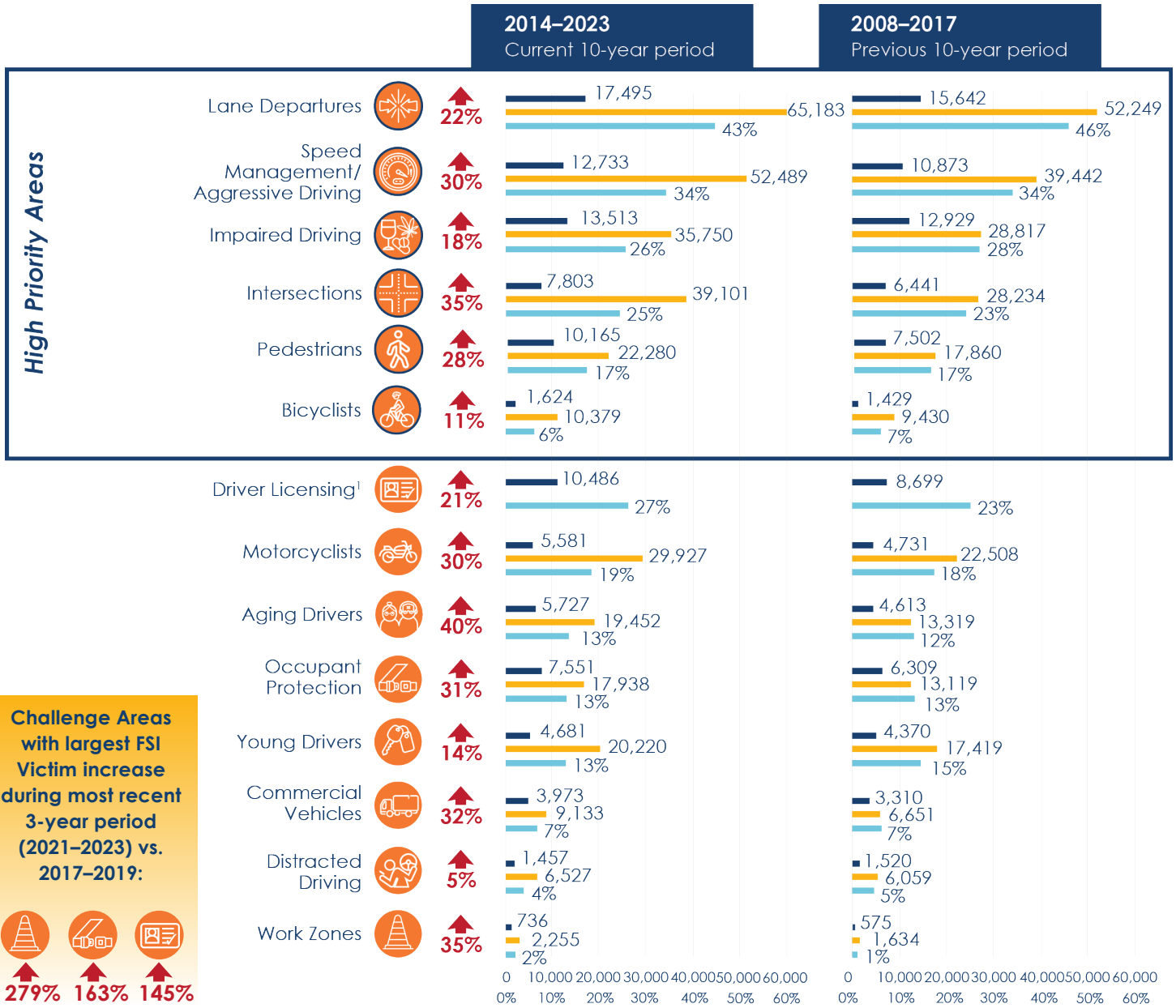
Statewide

FSI Victims by Challenge Area

14 of 14 Challenge Areas increased in total FSI Victims in the 2014–2023 10-year period, compared to 2008–2017.

Some fatalities and serious injuries may involve more than one factor and are counted in multiple groups; the sum of all groups is greater than 100%.

XX% Increase/Decrease in total FSI victims in 2014–2023 compared to 2008–2017



Challenge Areas with largest FSI Victim increase during most recent 3-year period (2021–2023) vs. 2017–2019:

279% 163% 145%

1. Driver Licensing information based on FARS, which does not include serious injury data.

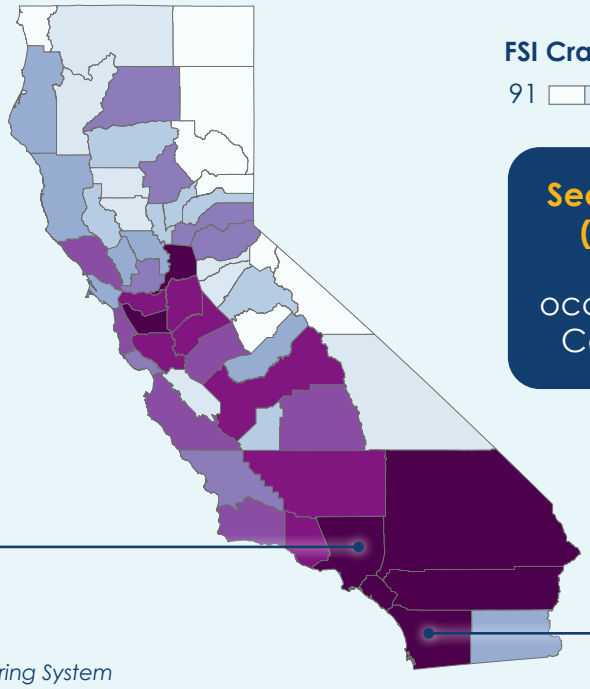
2. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not represented in this chart.

All crash data is Statewide Integrated Traffic Records System (SWITRS) unless otherwise noted.

Website: dot.ca.gov/programs/safety-programs/shsp
Crash Data Dashboard: shsp.dot.ca.gov **Email:** SHSP@dot.ca.gov

Statewide

Number of FSI Crashes by County



FSI Crashes by County: 2014–2023

91 — 39,222

Highest share (24%) of statewide FSI crashes occured in Los Angeles County (2014–2023)

Second highest share (7%) of statewide FSI crashes occurred in San Diego County (2014–2023)

DVMT Source: Highway Performance Monitoring System

FSI Crash Rate
(FSI Crashes per Hundred Million Vehicle Miles Traveled)

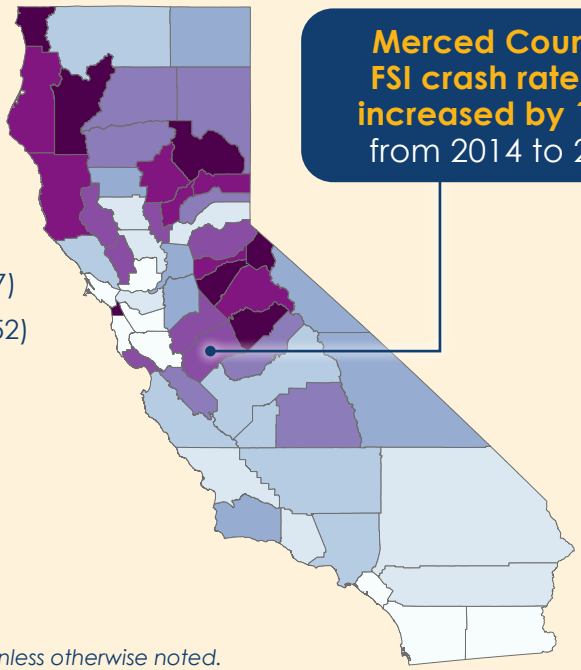
From 2014–2023, the statewide **FSI crash rate was 5.02**, which is an increase from 2010-2019 period (4.13).

Counties with highest FSI crash rates (2014–2023):

- Calaveras County (13.42)
- Trinity County (12.36)
- Del Norte County (10.93)
- Alpine County (10.50)
- Mariposa County (10.34)

Counties with lowest FSI crash rates (2014–2023):

- Orange County (3.28)
- San Mateo County (3.47)
- Santa Clara County (3.52)
- Imperial County (3.67)
- Marin County (3.74)



Merced County's FSI crash rate has increased by 103% from 2014 to 2023

FSI Crash Rate by County: 2014–2023

3.28 — 13.42

FSI Crash Rate by County, 2014–2023

All crash data is Statewide Integrated Traffic Records System (SWITRS) unless otherwise noted.

CALIFORNIA SAFE ROADS

Statewide

FSI Victim Summary by Region 2014–2023

See Region-Specific Fact Sheets for additional information.

Some fatalities and serious injuries may involve more than one factor and are counted in multiple groups; the sum of all groups is greater than 100%.

Statewide

38,998 Fatalities
151,157 Serious Injuries

Top Four Challenge Areas:

43% 34% 27% 26%

Northern CA – Rural

2,482 Fatalities (6% of Statewide)
9,544 Serious Injuries (6% of Statewide)

Top Four Challenge Areas:

68% 31% 27% 26%

Central CA – Urban

9,321 Fatalities (24% of Statewide)
30,157 Serious Injuries (20% of Statewide)

Top Four Challenge Areas:

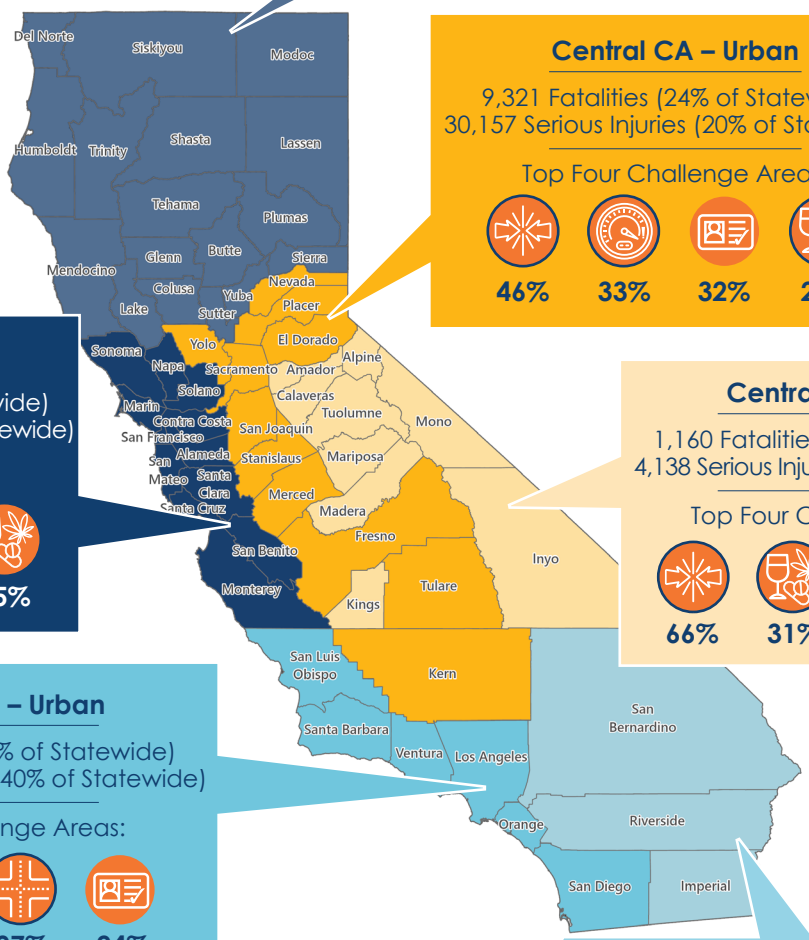
46% 33% 32% 29%

Northern CA – Urban

5,622 Fatalities (14% of Statewide)
27,225 Serious Injuries (18% of Statewide)

Top Four Challenge Areas:

43% 34% 26% 25%



Central CA – Rural

1,160 Fatalities (3% of Statewide)
4,138 Serious Injuries (3% of Statewide)

Top Four Challenge Areas:

66% 31% 26% 25%

Southern CA – Urban

13,633 Fatalities (35% of Statewide)
60,709 Serious Injuries (40% of Statewide)

Top Four Challenge Areas:

37% 35% 27% 24%

Southern CA – Rural

6,780 Fatalities (17% of Statewide)
19,384 Serious Injuries (13% of Statewide)

Top Four Challenge Areas:

47% 34% 29% 28%

LEGEND

- Impaired Driving
- Intersections
- Lane Departures
- Driver Licensing
- Speed Management/ Aggressive Driving

1. All crash data is Statewide Integrated Traffic Records System (SWITRS) unless otherwise noted.
2. Driver Licensing information is sourced from FARS, which does not include serious injury data.

Website: dot.ca.gov/programs/safety-programs/shsp
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Statewide

FSI Victim Summary by Challenge Area

Statewide 2014–2023

	Challenge Area	Statewide %	Central CA - Rural	Central CA - Urban	Northern CA - Rural	Northern CA - Urban	Southern CA - Rural	Southern CA - Urban
High Priority Area	Lane Departures	**43%**	66%	46%	68%	43%	47%	35%
	Speed Management/ Aggressive Driving	**34%**	25%	33%	27%	34%	34%	37%
	Impaired Driving	**26%**	31%	29%	31%	25%	29%	23%
	Intersections	**25%**	18%	25%	15%	26%	22%	27%
	Pedestrians	**17%**	6%	14%	8%	19%	14%	21%
	Bicyclists	**6%**	3%	5%	4%	10%	3%	7%
Focus Area	Motorcyclists	**19%**	21%	15%	18%	18%	18%	21%
	Aging Drivers	**13%**	19%	13%	17%	13%	13%	13%
	Occupant Protection	**13%**	17%	16%	19%	12%	18%	10%
	Young Drivers	**13%**	12%	15%	12%	12%	14%	13%
	Commercial Vehicles	**7%**	8%	9%	7%	5%	10%	5%
	Distracted Driving	**4%**	4%	4%	5%	4%	4%	4%
	Work Zones	**2%**	2%	1%	1%	1%	3%	1%
	Driver Licensing[1]	**27%**	26%	32%	26%	25%	28%	2%

1. Driver Licensing data is sourced from FARS, which does not include serious injury data.

2. Some fatalities and injuries may involve more than one factor and are counted in multiple groups; the sum of all groups is greater than 100%. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not represented in this chart.

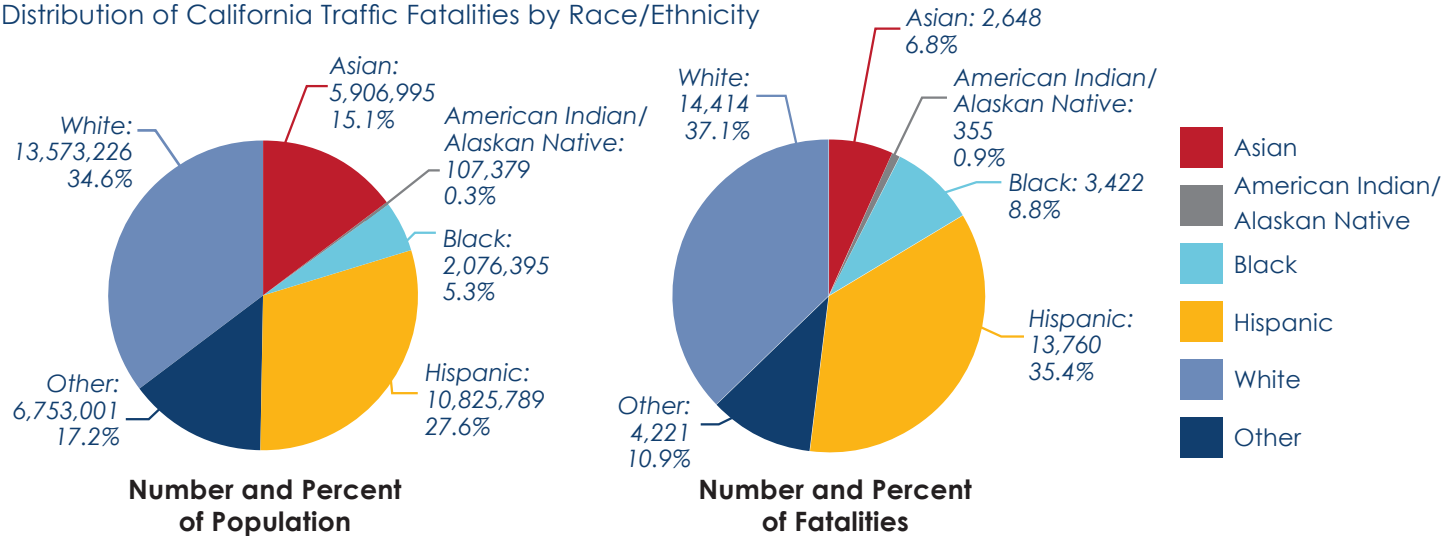
Data Source: Statewide Integrated Reporting System (SWITRS)

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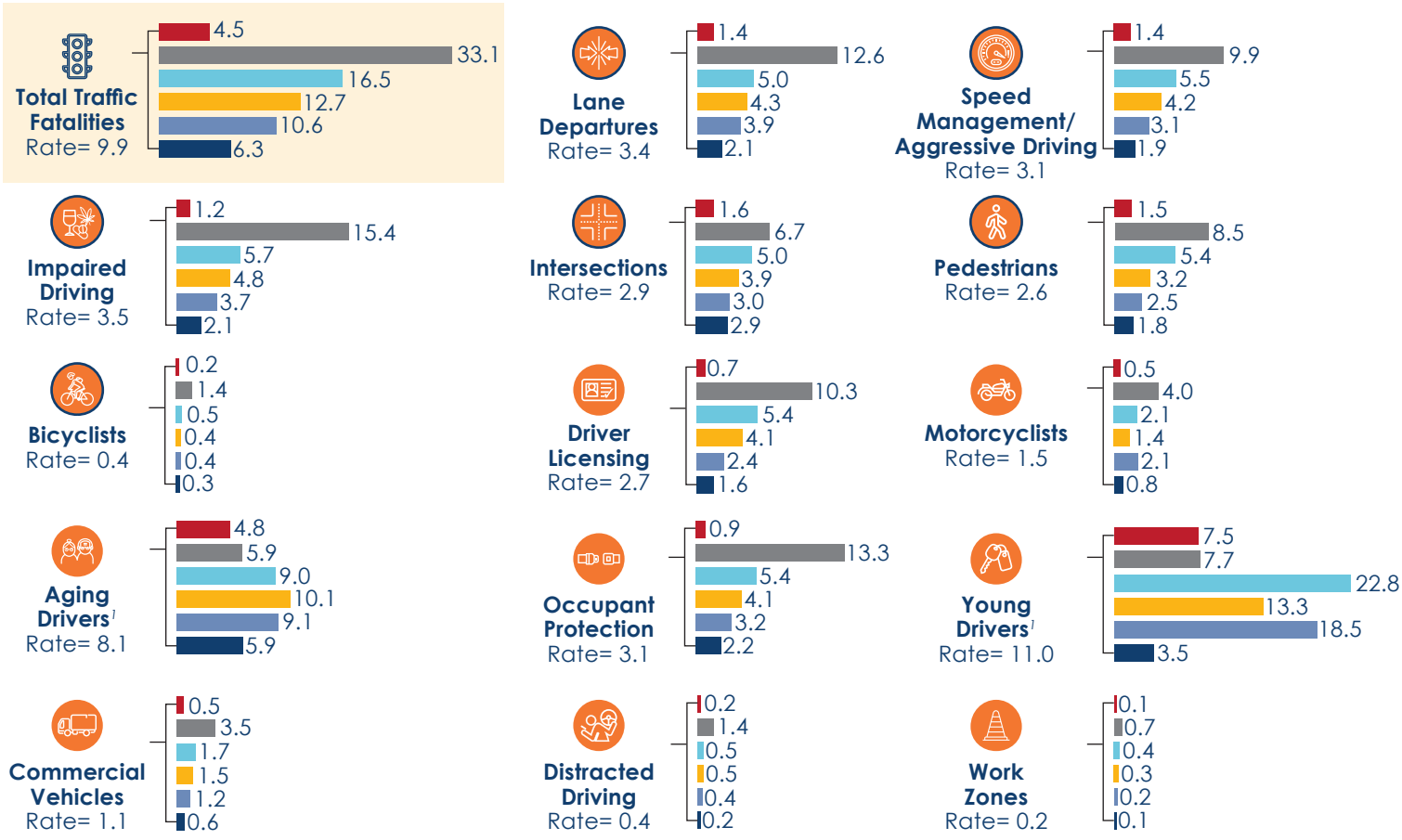
Statewide

Race/Ethnicity in Traffic Fatalities

Distribution of California Traffic Fatalities by Race/Ethnicity



Fatality Rate by Race/Ethnicity *(Fatality Rate per 100,000 Population)*



Source: US Census Bureau 2023 ACS 5-Year Estimate data and Fatality Analysis Reporting System (FARS 2014-2023)

1. Aging Drivers and Young Drivers fatality rate calculated using statewide population estimates for equivalent population groups.

2. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not represented in this chart.

Website: dot.ca.gov/programs/safety-programs/shsp
Crash Data Dashboard: shsp.dot.ca.gov **Email:** SHSP@dot.ca.gov

Statewide

Income Impact in Traffic Fatalities

Increased Rate of Fatalities in Disadvantaged Communities versus non-Disadvantaged Communities[3]

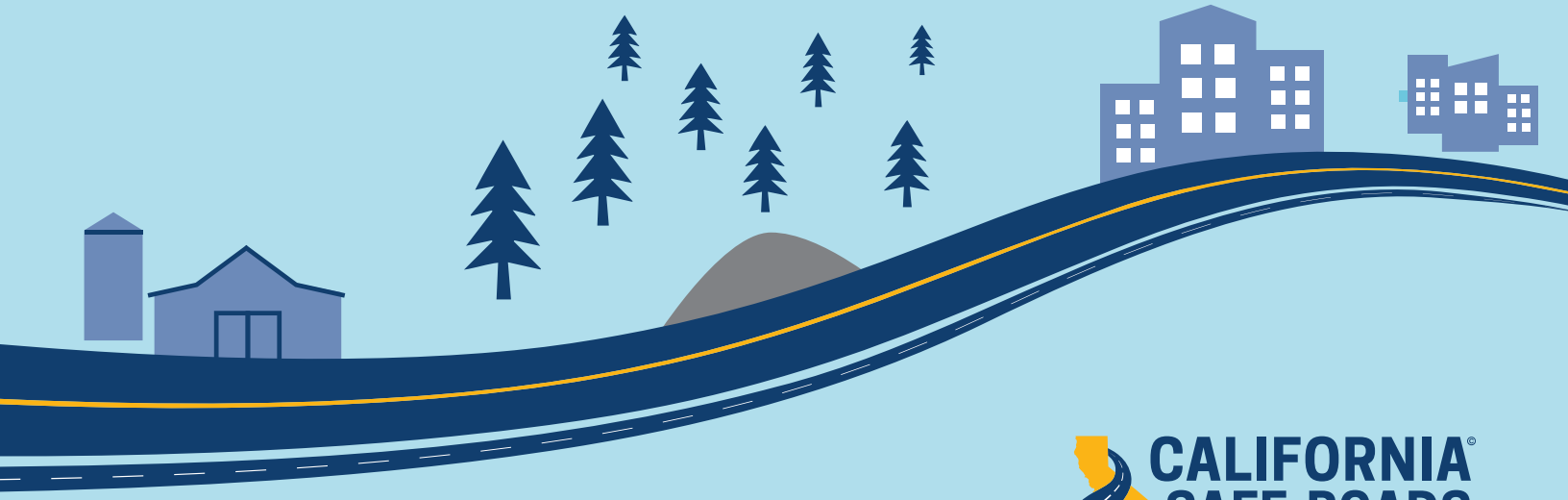


Source: US Census Bureau 2023 ACS 5-Year Estimate data and Fatality Analysis Reporting System (FARS 2014–2023)

1. Income data is available for the Census Tracts where a traffic fatality occurs and not the individual (i.e. this data represents the income information of the Census Tracts where the crash occurred and not the income of the crash victim.)
2. Disadvantaged communities determined using 2023 ACS 5-Year estimate data for median household income at Census Tract level. The 2023 ACS 5-Year Estimate data was used to determine fatality rates per 100,000 population.
3. AB 1550 stipulates that 80% of statewide median household income to be used as threshold for disadvantaged community. 2023 threshold is $77,067.
4. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not represented in this chart.

California SHSP Tribal Data

CRASH DATA DATES: 2014–2023



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Statewide

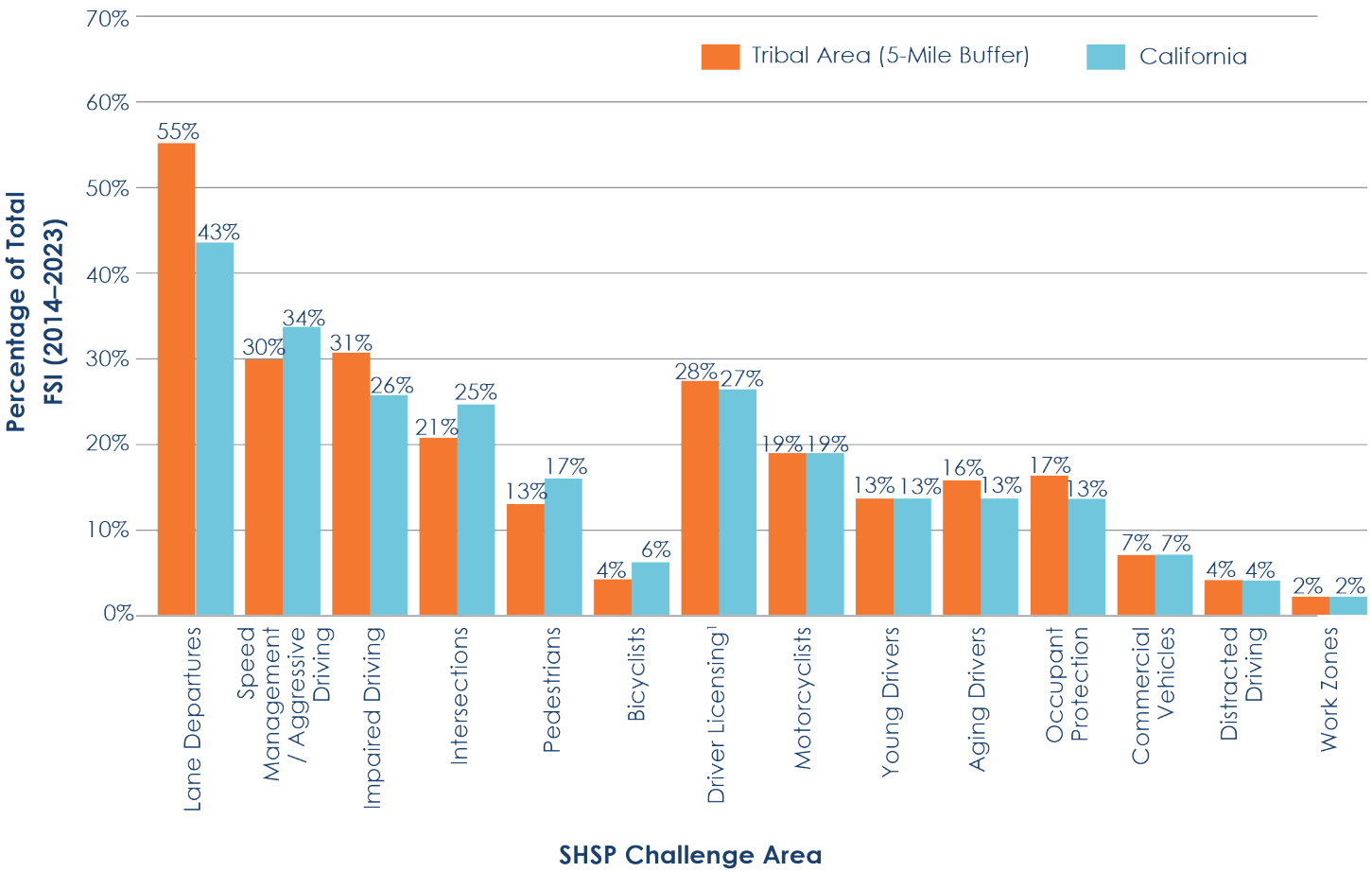
Challenge Areas: Comparing Share of FSI Victims in Tribal Areas and Statewide

Fatalities and Serious Injuries, 2014–2023

Challenge Areas Disproportionately Impacting Tribal Areas

Lane Departures | Impaired Driving | Occupant Protection | Aging Drivers

Challenge Areas with higher percentage of crashes in Tribal Areas compared to statewide, listed in descending order (highest to lowest)

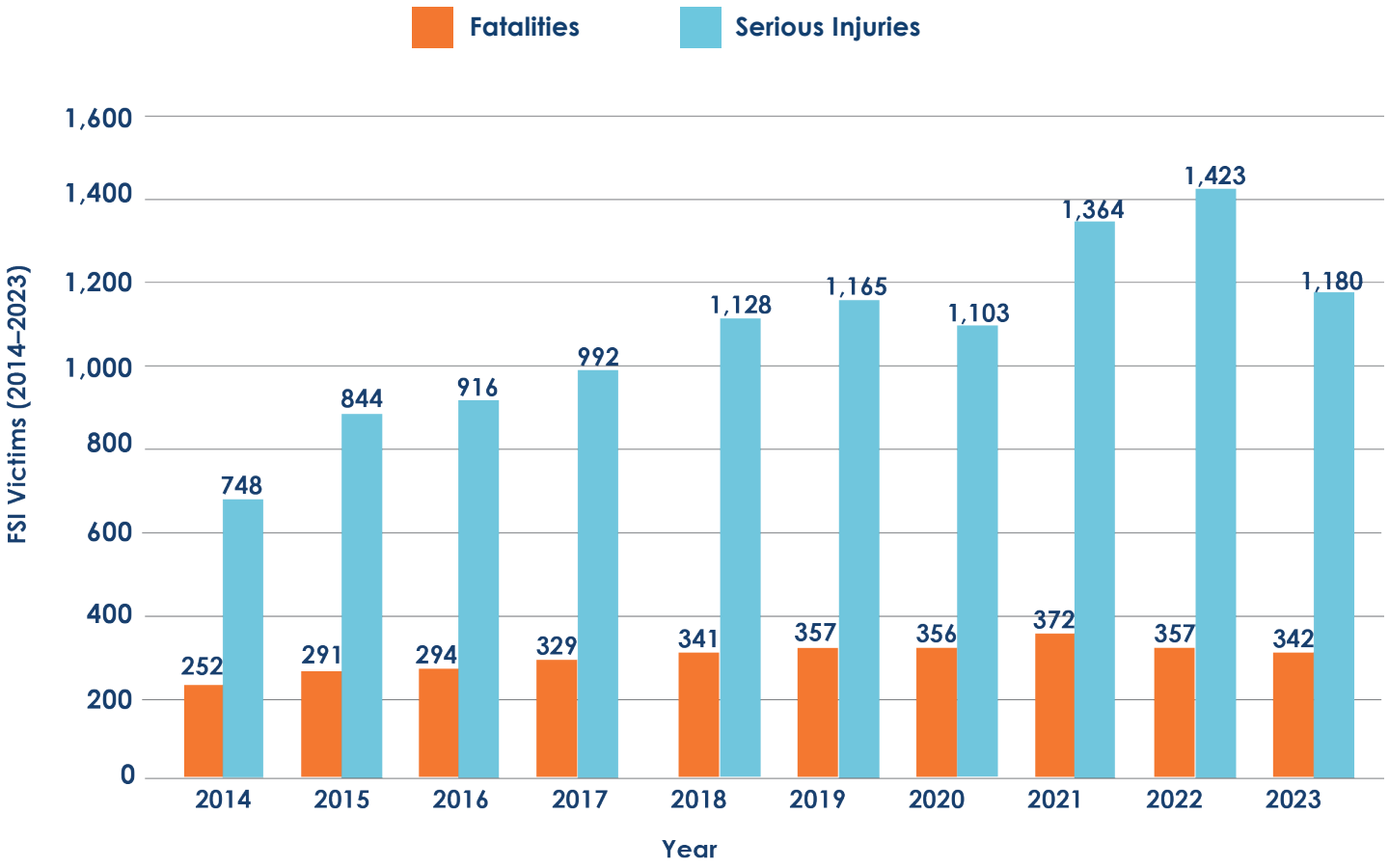


Source: University of California, Berkeley's Safe Transportation Research and Education Center (SWITRS 2014-2023)

1. Driver Licensing information is sourced from FARS, which does not include serious injury data.

2. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not represented in this chart.

Yearly Trend for FSI Victims in Tribal Areas 2014–2023



Since 2014, FSI victims in tribal areas increased by 52%, versus the overall statewide increase of 48%.

Source: University of California, Berkeley's Safe Transportation Research and Education Center (SWITRS 2013–2022), Fatalitity Analysis Reporting System (FARS 2014–2023)

1. Tribal areas defined as areas within 5 miles of tribal boundaries