



CALIFORNIA[®] SAFE ROADS

Spring Virtual Workshops Crash Data Fact Sheet

CENTRAL RURAL REGION – 2025



Central Rural Region

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



59% increase in total FSI Victims since 2013

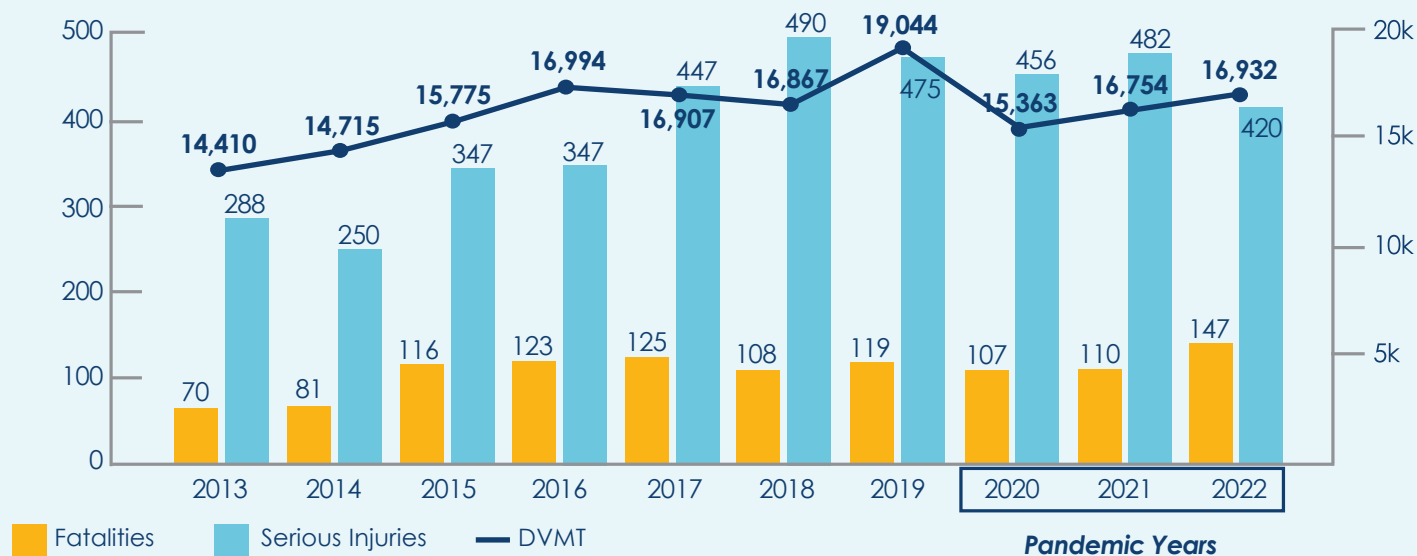


COUNTIES:

- Alpine
- Amador
- Calaveras
- Inyo
- Kings
- Madera
- Mariposa
- Mono
- Tuolumne

FSI Victims

DVMT (1,000)



Fatalities data sourced from Fatality Analysis Reporting System (FARS)

Pandemic Impact

Pandemic Years (2020–2022) vs. Pre-Pandemic Years (2017–2019)

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

FSI Crashes

2%↑

increase in FSI crashes



+

DVMT

7%↓

decrease in DVMT



=

FSI Crash Rate

10%↑

increase in FSI crash rate



1, DVMT Source: California Highway Performance Monitoring System

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

Central Rural Region

FSI Victims by Challenge Area



12 of 14 Challenge Areas increased in total FSI Victims in the 2013–2022 10-year period, compared to 2008–2017.

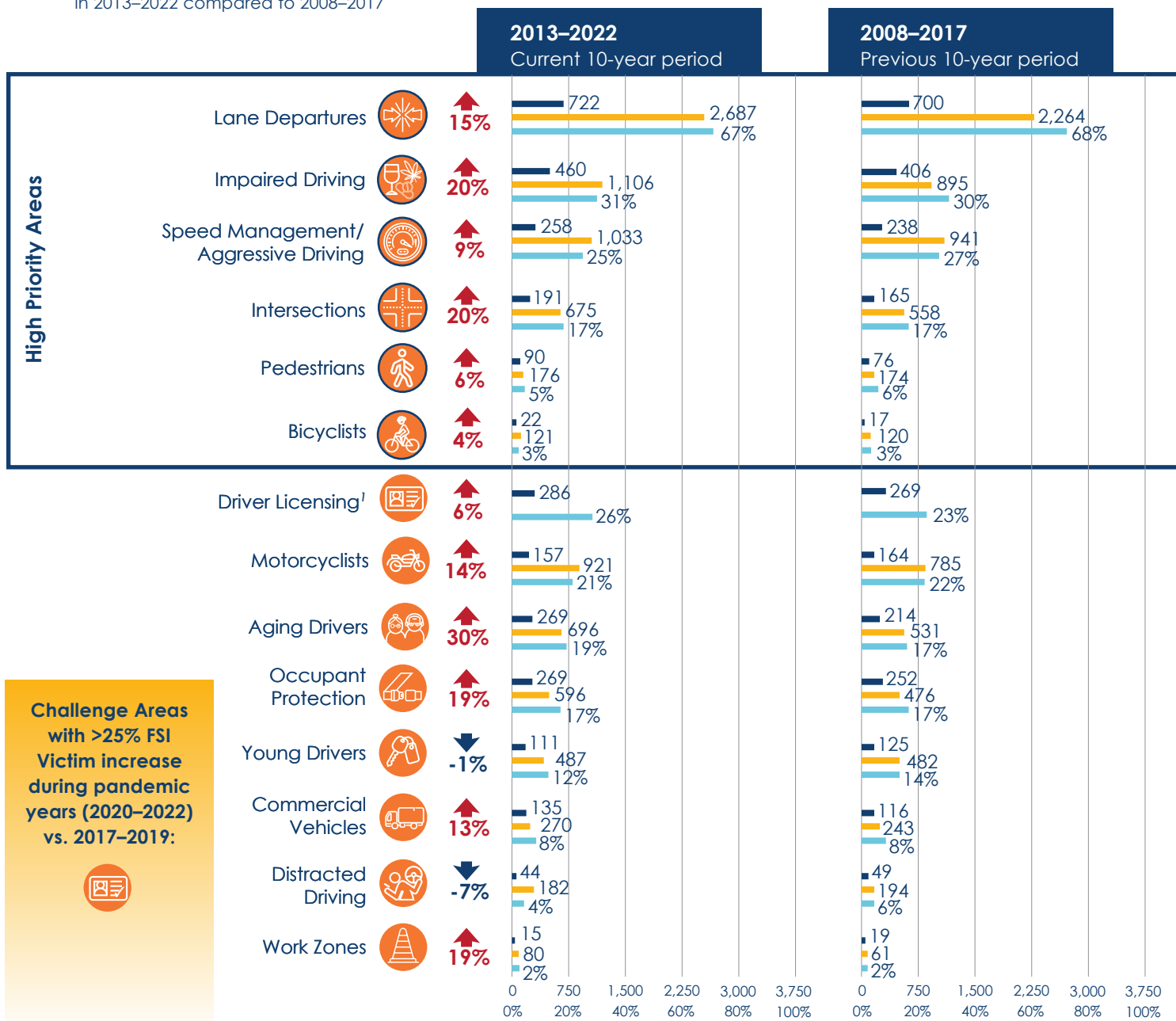
Some fatalities and serious injuries may involve more than one factor and are counted in multiple groups; the sum of all groups is greater than 100%.

XX% Increase/Decrease in total FSI victims in 2013–2022 compared to 2008–2017

Fatalities

Serious Injuries

% Statewide Fatalities and Serious Injuries



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

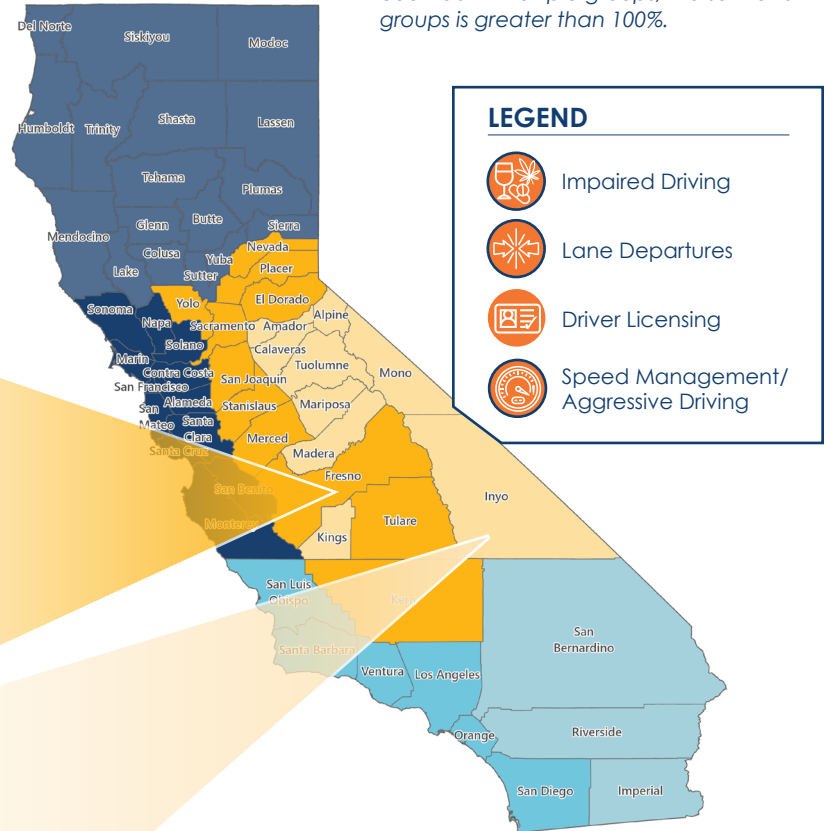
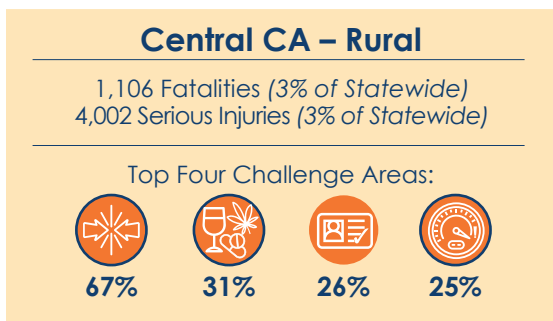
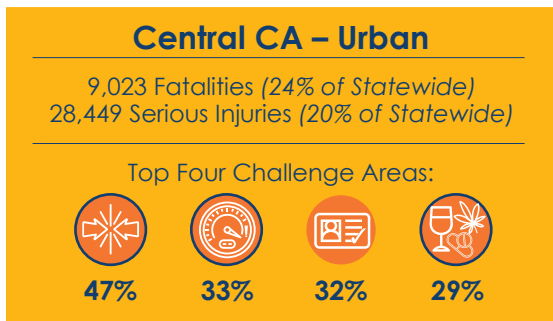
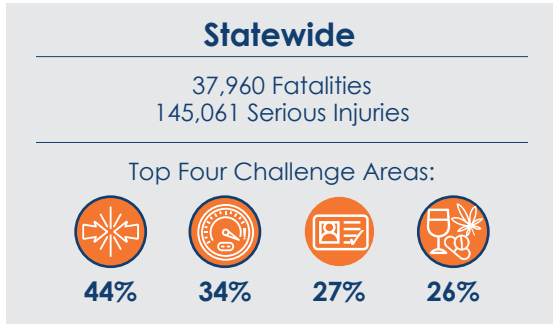
2. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not represented in this chart.

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

Central Rural Region

Central Rural Region: FSI Victims

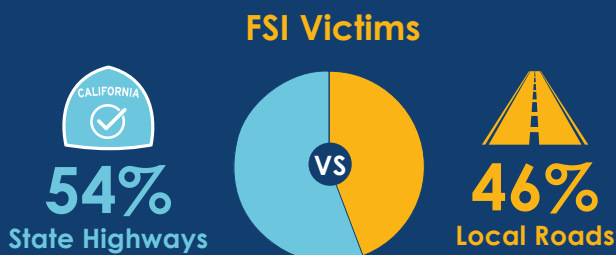
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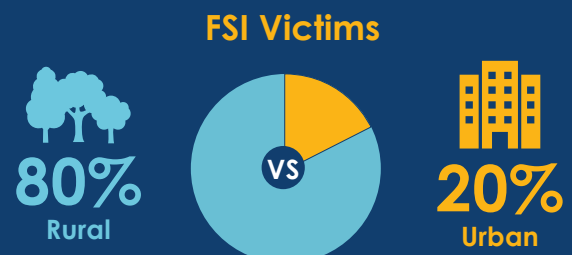
State Highway vs. Local Roads

More people were killed or seriously injured on local roadways versus state roadways from 2013 to 2022, despite a majority of DVMT (62%) in the Central Rural region occurring on state highways.



Rural Roads vs. Urban Roads















Rural roadways made up 80% of FSI victims in the Central Rural region from 2013 to 2022. Some roadways in the Central Region are in higher population areas and are categorized as Urban*.



*US Census Bureau "Urban Areas" dataset (2020)

FSI Victim Summary by Challenge Area

Central Rural Region 2013–2022

	Challenge Area	Statewide %	Central CA – Rural	Alpine	Amador	Calaveras	Inyo	Kings	Madera	Mariposa	Mono	Tuolumne
High Priority Area	 Lane Departures	44%	67%	88%	78%	80%	75%	47%	57%	86%	77%	75%
	 Impaired Driving	26%	31%	41%	19%	19%	21%	32%	29%	25%	33%	16%
	 Speed Management/ Aggressive Driving	34%	25%	41%	19%	19%	21%	32%	29%	25%	33%	16%
	 Intersections	24%	17%	8%	12%	10%	14%	31%	19%	6%	5%	13%
	 Pedestrians	17%	5%	1%	4%	2%	2%	9%	7%	3%	2%	5%
	 Bicyclists	6%	3%	9%	2%	1%	3%	3%	3%	2%	5%	2%
Focus Area	 Motorcyclists	19%	21%	38%	22%	27%	32%	9%	14%	38%	25%	29%
	 Aging Drivers	13%	19%	27%	24%	20%	25%	11%	15%	21%	28%	25%
	 Occupant Protection	13%	17%	12%	14%	17%	15%	20%	19%	15%	14%	15%
	 Young Drivers	13%	12%	6%	11%	11%	5%	14%	16%	6%	5%	11%
	 Commercial Vehicles	7%	8%	4%	6%	4%	8%	14%	8%	6%	10%	3%
	 Distracted Driving	4%	4%	4%	5%	4%	6%	6%	4%	3%	6%	2%
	 Work Zones	2%	2%	0%	2%	3%	1%	2%	2%	2%	0%	2%
	 Driver Licensing ¹	27%	26%	10%	26%	15%	14%	35%	32%	18%	6%	19%

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)

Central Rural Region – Crash Rate by County

2013–2022

Challenge Area	Statewide %	Central CA – Rural	Alpine	Amador	Calaveras	Inyo	Kings	Madera	Mariposa	Mono	Tuolumne
FSI Crashes	159,658	4,145	89	378	531	347	767	1,048	204	202	579
DVMT	9,078,250	163,762	2,260	11,087	11,456	17,146	43,053	46,296	5,503	9,533	17,428
FSI Crash Rate	4.82	6.93	10.79	9.34	12.70	5.54	4.88	6.20	10.16	5.81	9.10
FSI Crash Rate - Statewide Rank*			3	9	2	33	42	27	5	29	11

*FSI Crash Rate - Statewide Rank is out of 58 counties in California (1 representing county with highest crash rate)

DVMT is expressed in thousands (1,000)

Crash Rate is calculated per 100k DVMT

Central Rural Region – Pandemic Impact by County

Pandemic Years (2020–2022) vs. Pre-Pandemic Years (2017–2019)

Challenge Area	Statewide %	Central CA – Rural	Alpine	Amador	Calaveras	Inyo	Kings	Madera	Mariposa	Mono	Tuolumne
FSI Crashes	↑ 10%	↑ 2%	↓ -15%	↓ -11%	↓ -12%	↑ 7%	↑ 28%	↑ 8%	↓ -6%	↓ -28%	↑ 1%
DVMT	↓ -11%	↓ -7%	↑ 48	↓ -10%	↑ 2%	↓ -16%	↓ -8%	↓ -6%	↓ -13%	↓ -5%	↓ -9%
FSI Crash Rate	↑ 25%	↑ 10%	↓ -42%	↓ -1%	↓ -13%	↑ 27%	↑ 38%	↑ 15%	↑ 9%	↓ -24%	↑ 10%

↑ Increase in Pandemic Years

↓ Decrease in Pandemic Years

1. DVMT Source: California Highway Performance Monitoring System

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

California SHSP Tribal Data

CENTRAL RURAL REGION: 2013–2022



Central Rural Region

Comparing Share of FSI Victims by Challenge Areas in Central Rural Region Tribal Areas to Overall Central Rural Region

Fatalities and Serious Injuries, 2013–2022

Challenge Areas Disproportionately Impacting Tribal Areas in Central Rural Region



Aging Drivers



Impaired Driving



Intersections



Driver Licensing

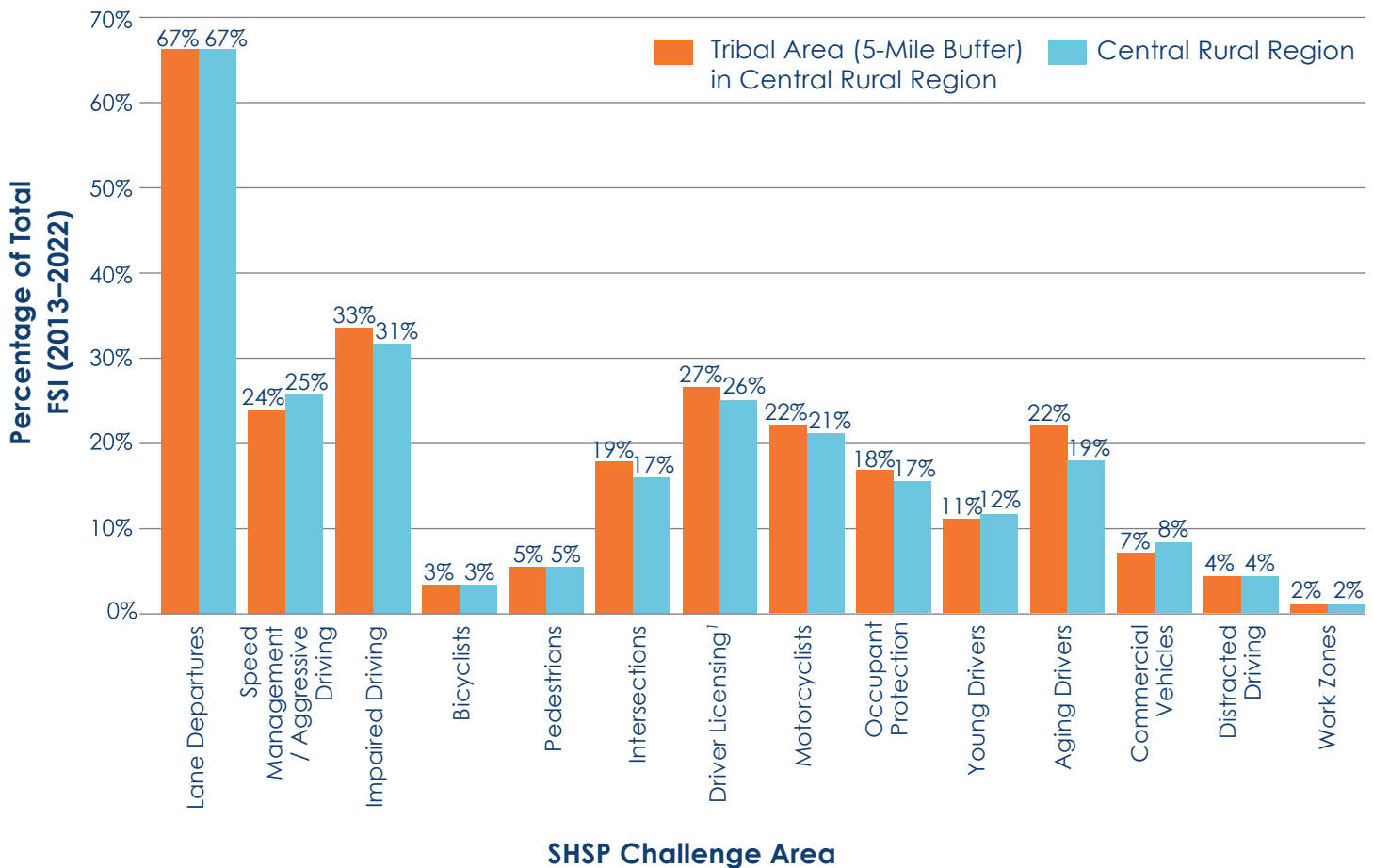


Motorcyclists



Occupant Protection

Challenge Areas with higher percentage of FSI 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 2013–2022)

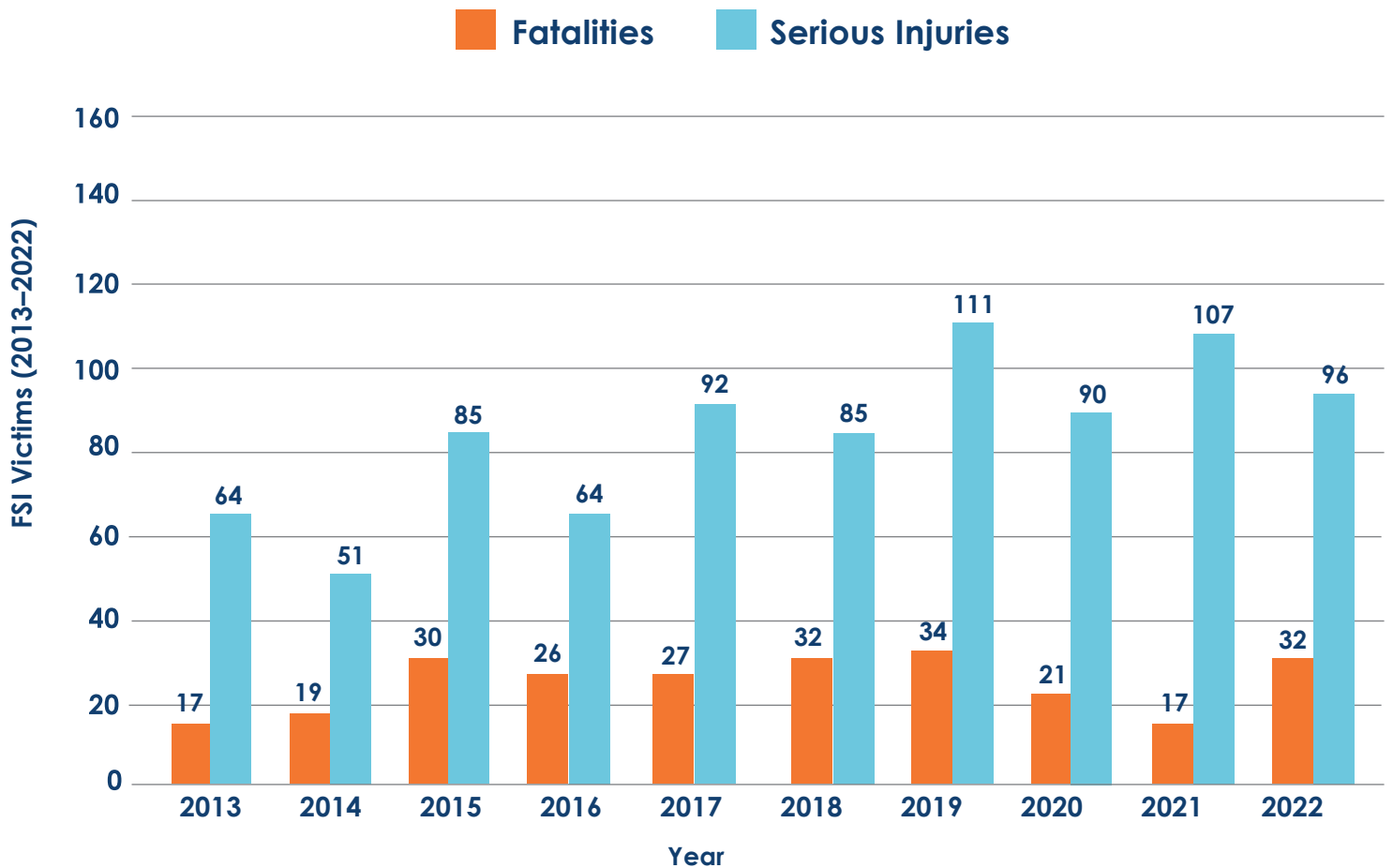
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Central Rural Region

Yearly Trend for FSI Victims in Central Rural Region Tribal Areas

2013–2022



Since 2013, FSI victims in Central Rural region tribal areas increased by **49%**, versus the overall regionwide increase of **59%**.

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

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