



CALIFORNIA[®] SAFE ROADS

Spring Virtual Workshops Crash Data Fact Sheet

CENTRAL URBAN REGION – 2025

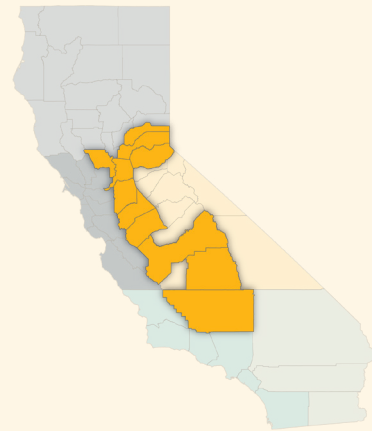


Central Urban Region

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

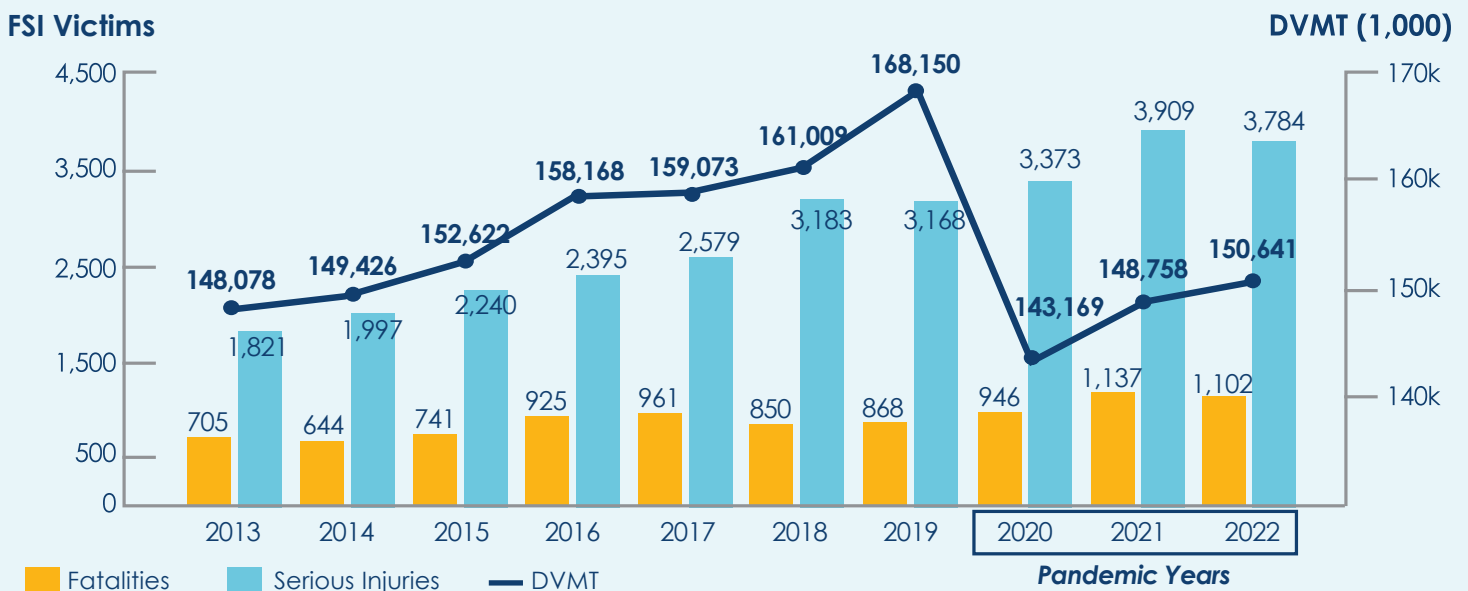


95% increase in total FSI Victims since 2013



COUNTIES:

- El Dorado
- Fresno
- Kern
- Merced
- Nevada
- Placer
- Sacramento
- San Joaquin
- Stanislaus
- Tulare
- Yolo



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

24%↑

increase in FSI crashes



+

DVMT

9%↓

decrease in DVMT



=

FSI Crash Rate

37%↑

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 Urban Region

FSI Victims by Challenge Area



14 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

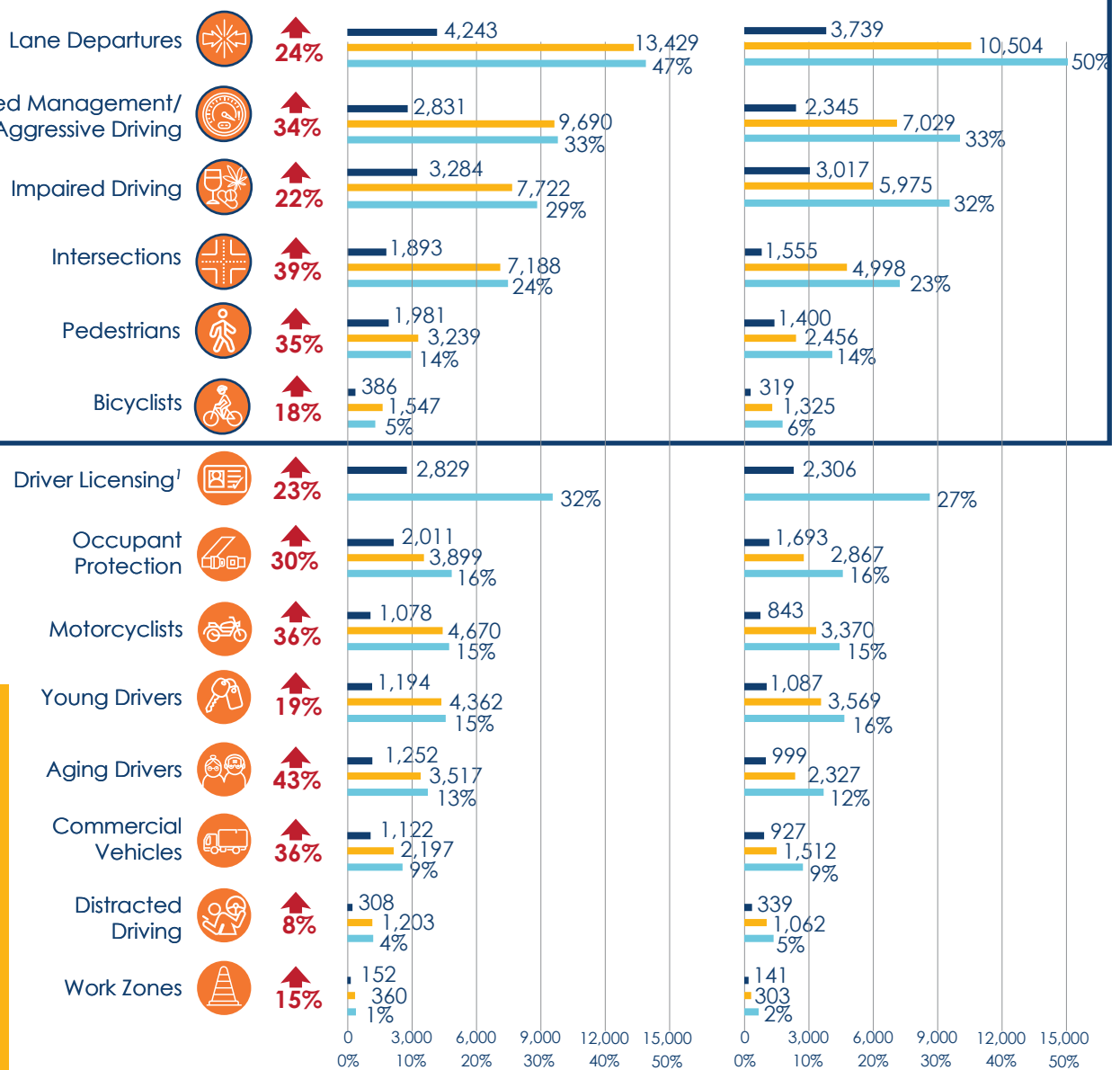
2013–2022

Current 10-year period

2008–2017

Previous 10-year period

High Priority Areas



Challenge Areas with >25% FSI Victim increase during pandemic years (2020–2022) vs. 2017–2019:



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

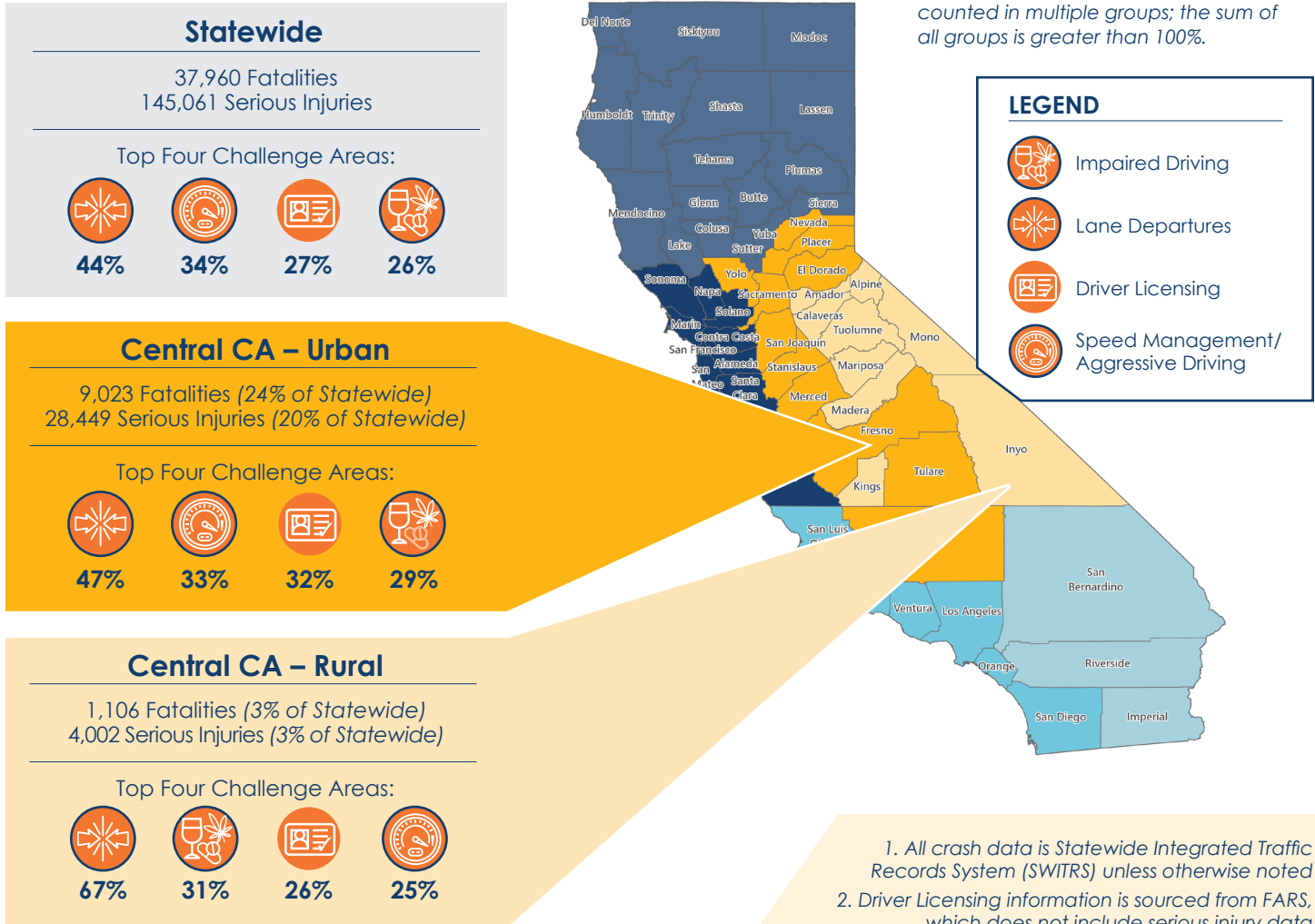
2. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not represented in this chart.

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

Central Urban Region

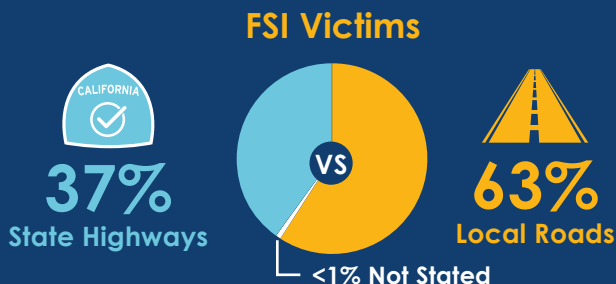
Central Urban Region: FSI Victims

Note: 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%.



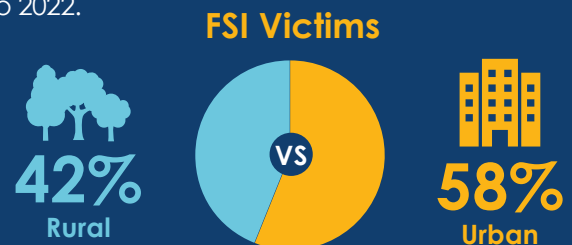
State Highway vs. Local Roads

More people were killed or seriously injured on **local roadways versus state roadways** from 2013 to 2022, despite a majority of DVMT (52%) in Central Urban region occurring on state highways.



Rural Roads vs. Urban Roads















While a majority of roadways in the Central Urban region are located in areas of higher population, a significant number of roadways are located in lower population areas (rural*). **Rural roadways** made up **42% of FSI victims** in the Central Urban region from 2013 to 2022.



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

FSI Victim Summary by Challenge Area

Central Urban Region 2013–2022

	Challenge Area	Statewide %	Central CA – Urban	El Dorado	Fresno	Kern	Merced	Nevada	Placer	Sacramento	San Joaquin Statewide %	Stanislaus	Tulare	Yolo
High Priority Area	 Lane Departures	44%	47%	76%	44%	47%	51%	72%	58%	39%	46%	45%	50%	52%
	 Speed Management/Aggressive Driving	34%	33%	31%	36%	32%	27%	28%	34%	35%	37%	31%	32%	33%
	 Impaired Driving	26%	29%	34%	28%	29%	30%	29%	30%	26%	34%	30%	32%	29%
	 Intersections	24%	24%	12%	30%	24%	24%	9%	17%	24%	22%	29%	29%	18%
	 Pedestrians	17%	14%	5%	12%	16%	12%	5%	8%	20%	12%	14%	11%	11%
	 Bicyclists	6%	5%	4%	4%	3%	4%	5%	5%	8%	5%	6%	3%	7%
Focus Area	 Occupant Protection	13%	16%	15%	15%	19%	19%	15%	13%	12%	17%	15%	20%	15%
	 Motorcyclists	19%	15%	27%	13%	14%	12%	21%	19%	18%	14%	15%	12%	13%
	 Young Drivers	13%	15%	14%	15%	15%	16%	12%	15%	14%	14%	16%	16%	14%
	 Aging Drivers	13%	13%	18%	12%	11%	11%	18%	17%	12%	12%	12%	13%	15%
	 Commercial Vehicles	7%	9%	3%	10%	12%	12%	7%	7%	5%	11%	8%	10%	9%
	 Distracted Driving	4%	4%	4%	4%	3%	3%	6%	5%	4%	4%	5%	4%	5%
	 Work Zones	2%	1%	1%	1%	2%	2%	0%	1%	1%	2%	1%	1%	1%
	 Driver Licensing ¹	27%	32%	21%	35%	33%	36%	23%	21%	28%	33%	33%	35%	30%

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 Urban Region – Crash Rate by County

2013–2022

Challenge Area	Statewide %	Central CA – Urban	El Dorado	Fresno	Kern	Merced	Nevada	Placer	Sacramento	San Joaquin	Stanislaus	Tulare	Yolo
FSI Crashes	159,658	31,839	1,176	4,164	4,797	1,952	723	1,478	7,043	3,978	3,040	2,440	1,048
DVMT	9,078,250	1,539,096	45,211	233,570	245,317	76,240	30,674	100,904	339,589	182,323	118,328	107,527	59,412
FSI Crash Rate	4.82	5.67	7.13	4.88	5.36	7.01	6.46	4.01	5.68	5.98	7.04	6.22	4.83
FSI Crash Rate - Statewide Rank*			18	41	37	20	23	51	31	28	19	26	44

*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 Urban Region – Pandemic Impact by County

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

Challenge Area	Statewide %	Central CA – Urban	El Dorado	Fresno	Kern	Merced	Nevada	Placer	Sacramento	San Joaquin	Stanislaus	Tulare	Yolo
FSI Crashes	↑ 10%	↑ 24%	↑ 5%	↑ 48%	↑ 34%	↑ 20%	↑ 12%	↑ 24%	↑ 20%	↑ 10%	↑ 19%	↑ 32%	↑ 28%
DVMT	↓ -11%	↓ -9%	↓ -14%	↓ 13%	↓ -5%	↑ 2%	↓ -1%	↓ -9%	↓ -16%	↓ -7%	↓ -3%	↓ -9%	↓ -10%
FSI Crash Rate	↑ 25%	↑ 37%	↑ 23%	↑ 69%	↑ 42%	↑ 18%	↑ 13%	↑ 36%	↑ 42%	↑ 19%	↑ 23%	↑ 45%	↑ 43%



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 URBAN REGION: 2013–2022



Central Urban Region

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

Fatalities and Serious Injuries, 2013–2022

Challenge Areas Disproportionately Impacting Tribal Areas in Central Urban Region



Lane Departures



Motorcyclists



Impaired Driving



Young Drivers

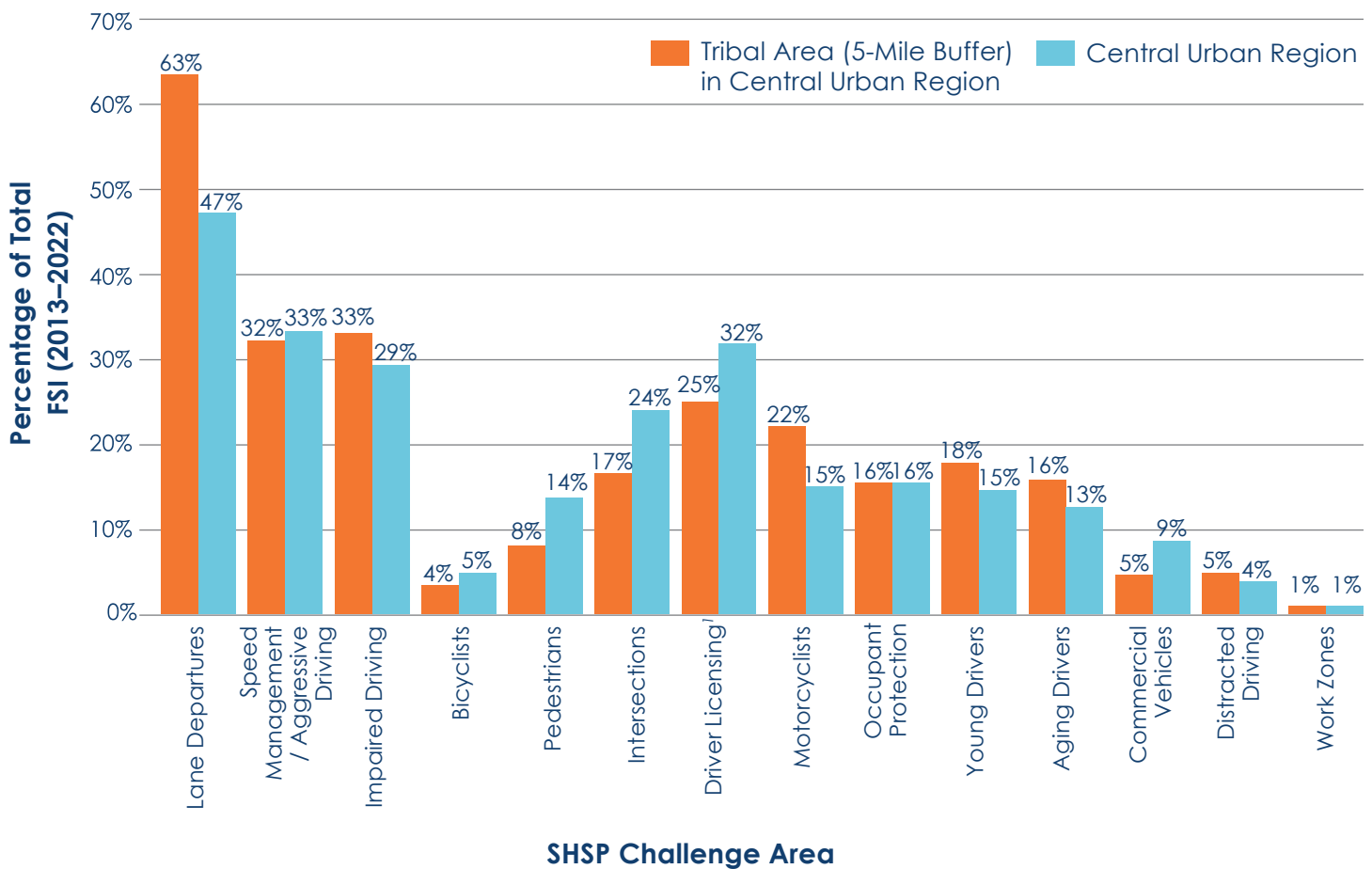


Aging Drivers



Distracted Driving

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)

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

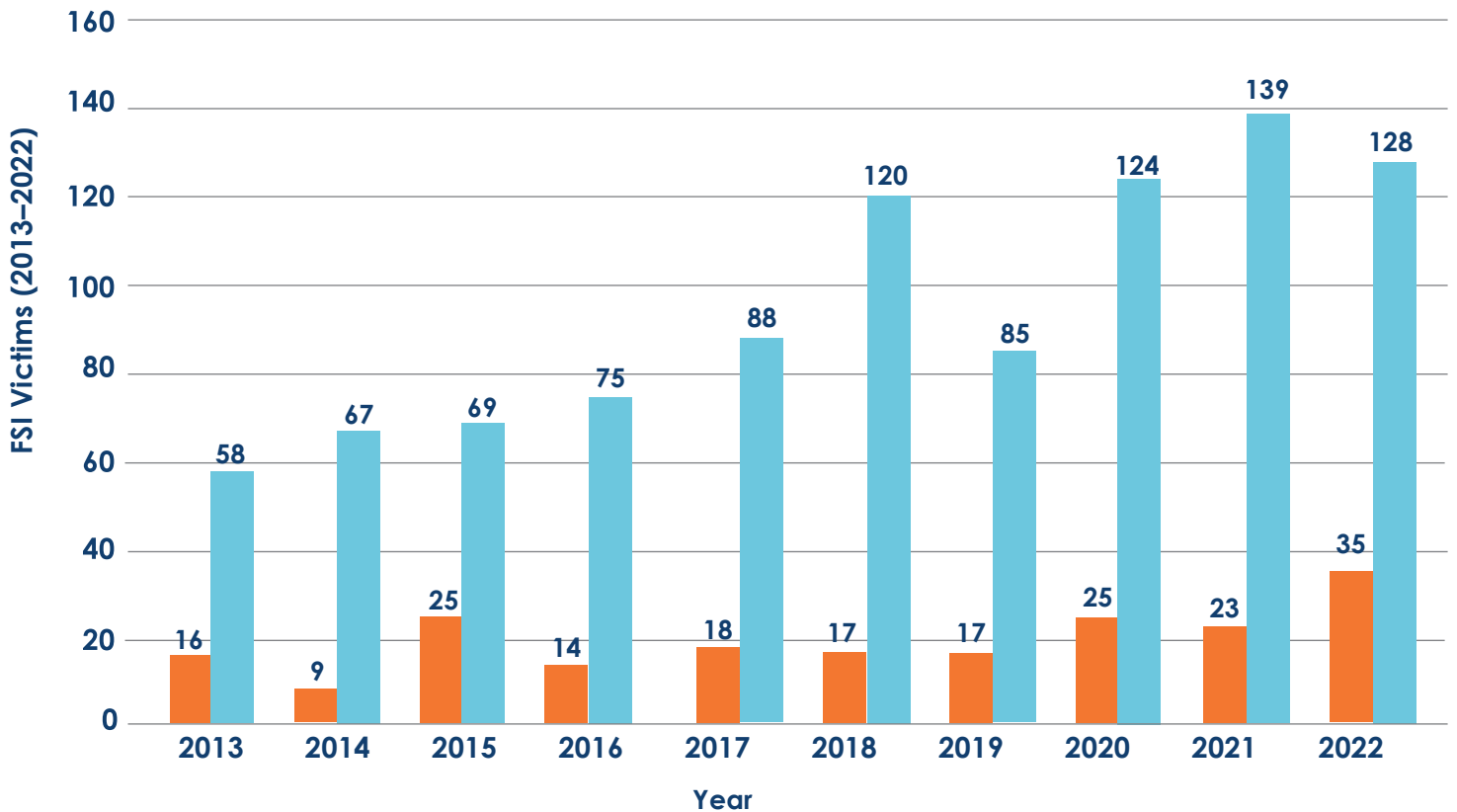
2. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not represented in this chart.

Central Urban Region

Yearly Trend for FSI Victims in Central Urban Region Tribal Areas

2013–2022

■ Fatalities ■ Serious Injuries



Since 2013, FSI victims in Central Urban region tribal areas increased by **116%**, versus the overall regionwide increase of **95%**.

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