



CALIFORNIA[®] SAFE ROADS

Spring Virtual Workshops Crash Data Fact Sheet

NORTHERN RURAL REGION – 2025

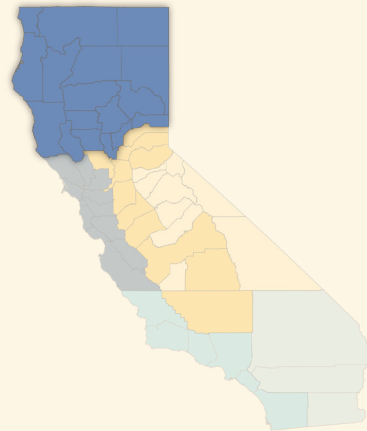


Northern Rural Region

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

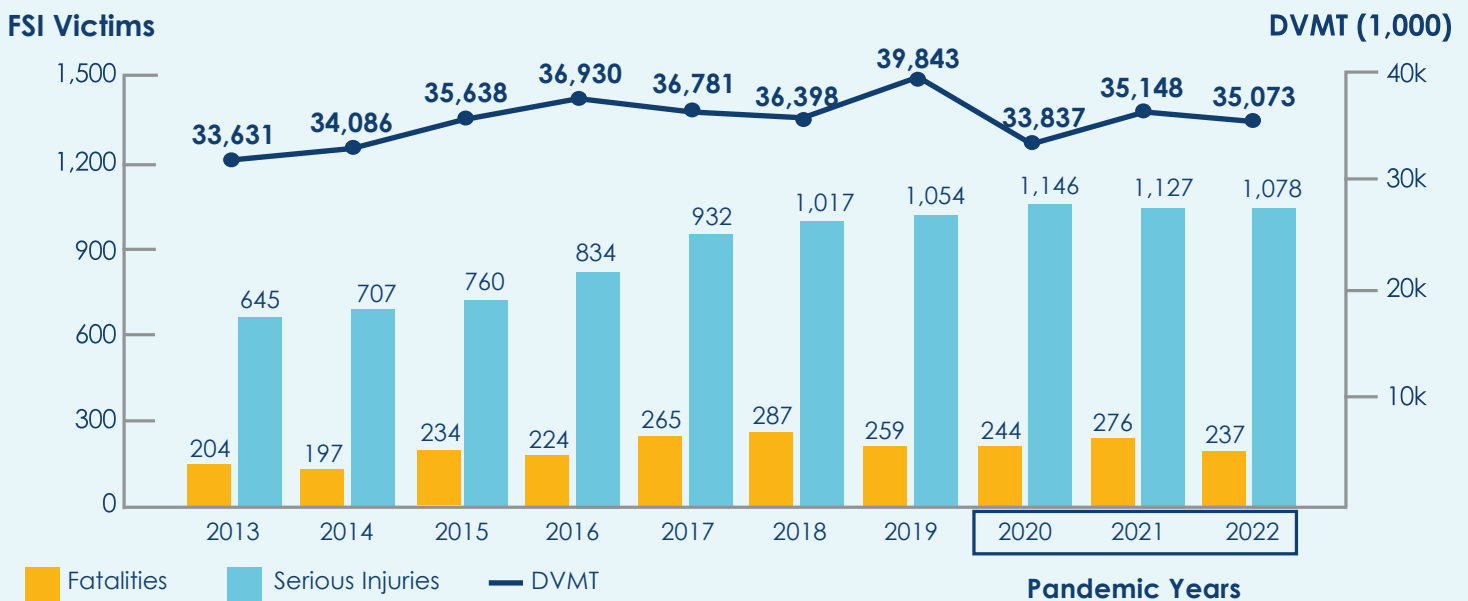


56% increase in total FSI Victims since 2013



COUNTIES:

- Butte
- Colusa
- Del Norte
- Glenn
- Humboldt
- Lake
- Lassen
- Mendocino
- Modoc
- Plumas
- Shasta
- Sierra
- Siskiyou
- Sutter
- Tehama
- Trinity
- Yuba



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

9% ↑
increase in
FSI crashes



+

DVMT

8% ↓
decrease
in DVMT



=

FSI Crash Rate

18% ↑
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.

Northern Rural Region

FSI Victims by Challenge Area

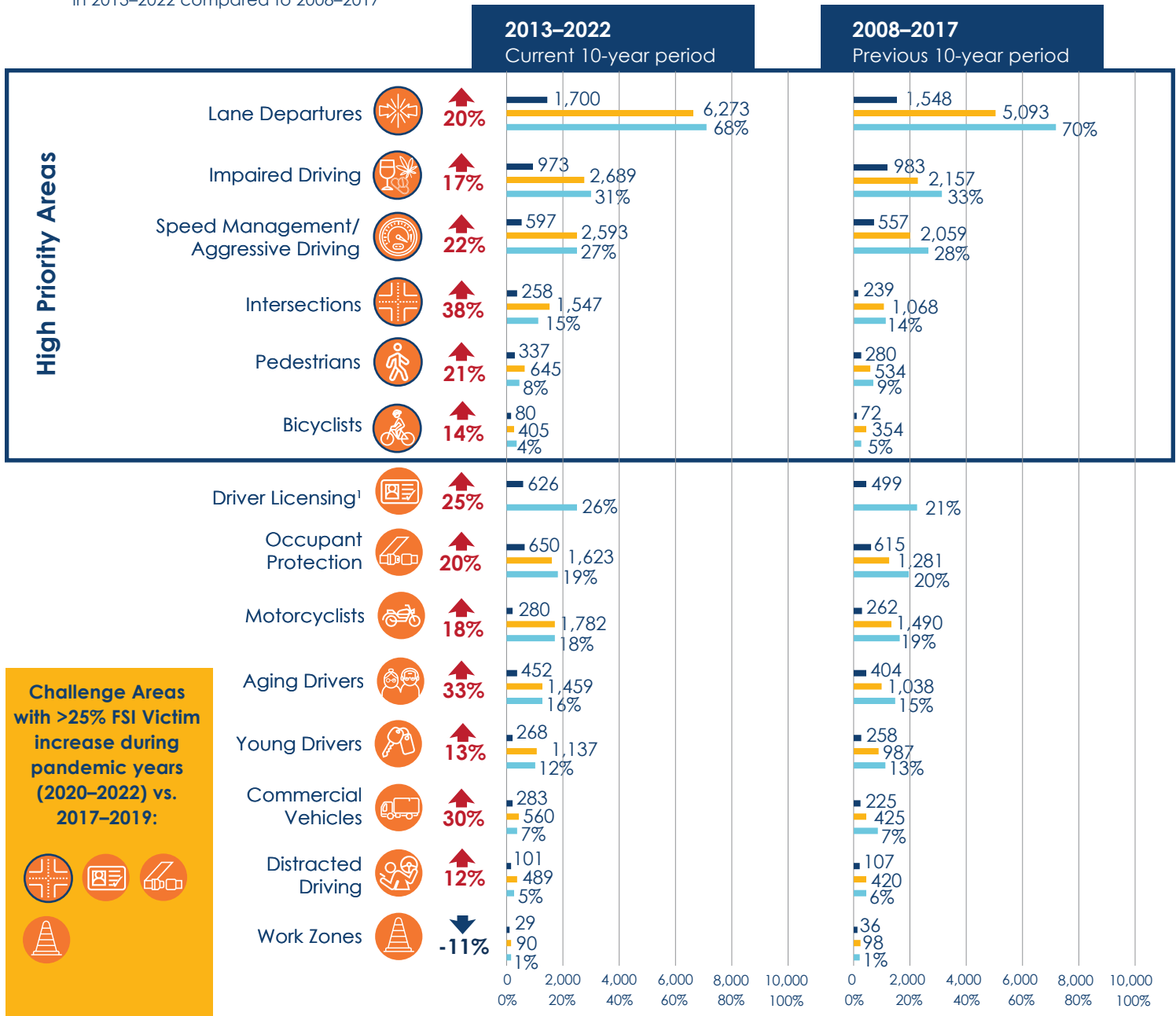


13 of 14 Challenge Areas increased in total FSI Victims in the 2013–2022 10-year period, compared to 2008–2017.

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



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.

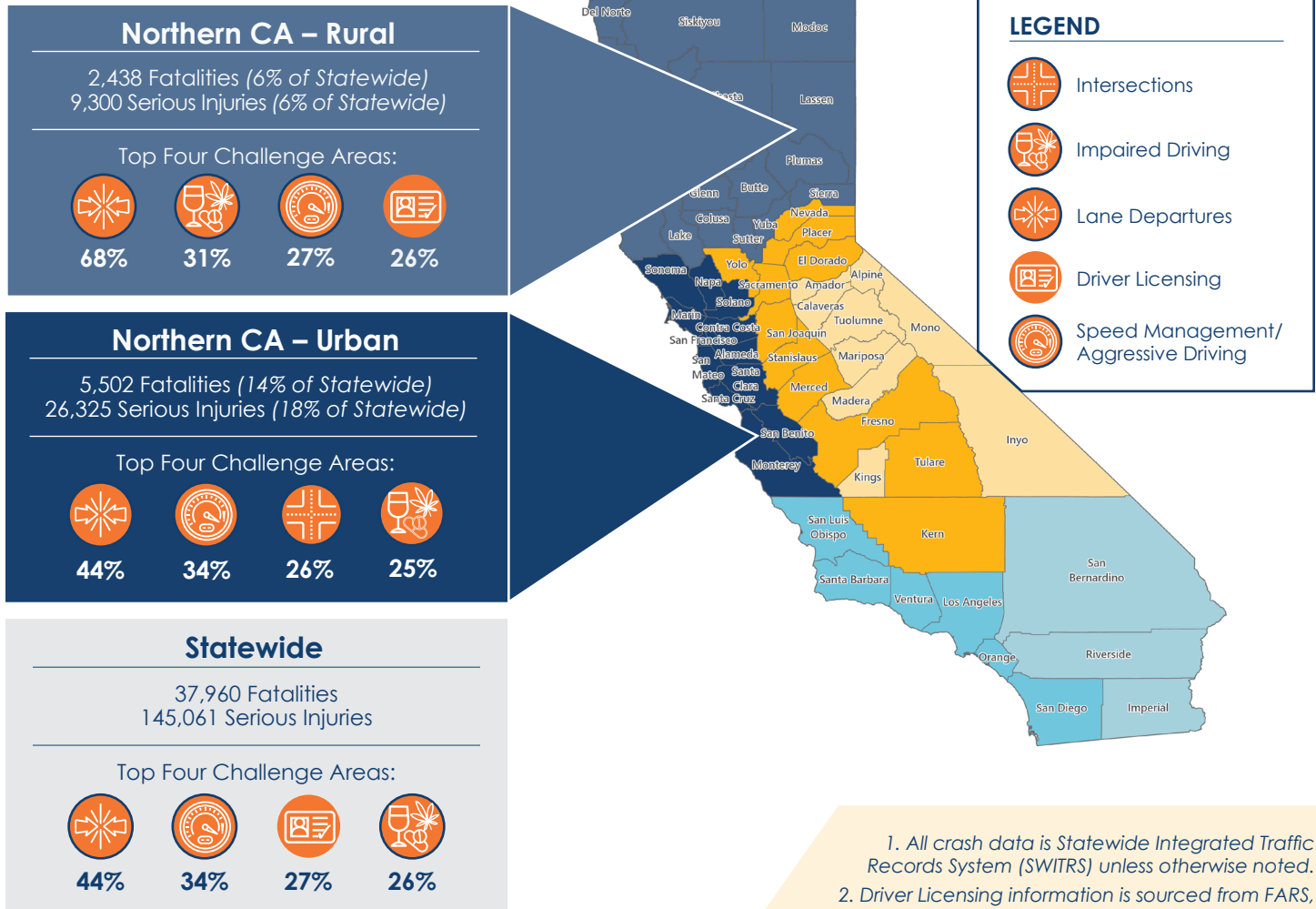
2. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not represented in this chart.

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

Northern Rural Region

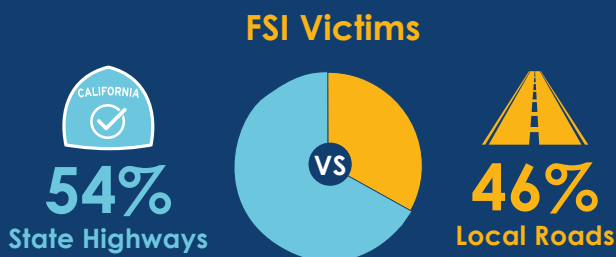
Northern Rural Region: FSI Victims

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%.



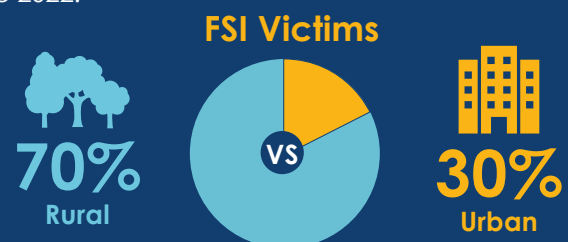
State Highways vs. Local Roads

More people were killed or seriously injured on state highways versus local roadways from 2013 to 2022 in the Northern Rural region.



Rural Roads vs. Urban Roads















While a majority of roadways in the Northern Rural region are located in areas of lower population, a significant number of roadways are located in higher population areas (urban*). Rural roadways made up 70% of FSI victims in the Northern Rural region from 2013 to 2022.



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

FSI Victim Summary by Challenge Area

Northern Rural Region 2013–2022

	Challenge Area	State wide %	Northern CA – Rural	Butte	Colusa	Del Norte	Glenn	Humboldt	Lake	Lassen	Mendocino	Modoc	Plumas	Shasta	Sierra	Siskiyou	Sutter	Tehama	Trinity	Yuba
High Priority Area	 Lane Departures	44%	68%	55%	68%	73%	66%	65%	73%	77%	78%	85%	82%	66%	93%	78%	48%	70%	88%	65%
	 Impaired Driving	26%	31%	32%	25%	25%	29%	33%	35%	25%	34%	35%	36%	33%	14%	29%	29%	33%	32%	27%
	 Speed Management/ Aggressive Driving	34%	27%	31%	19%	37%	17%	25%	24%	25%	29%	24%	32%	28%	40%	25%	31%	20%	23%	28%
	 Intersections	24	15%	24%	16%	11%	18%	17%	10%	13%	10%	7%	8%	16%	3%	8%	27%	14%	5%	15%
	 Pedestrians	17%	8%	13%	4%	7%	3%	15%	7%	3%	5%	1%	1%	10%	0%	4%	10%	6%	2%	10%
	 Bicyclists	6%	4%	6%	1%	4%	2%	6%	4%	0%	4%	1%	3%	4%	2%	2%	5%	2%	1%	6%
Focus Area	 Occupant Protection	13%	19%	15%	19%	16%	21%	20%	18%	24%	17%	24%	20%	19%	17%	32%	18%	22%	25%	19%
	 Motorcyclists	19%	18%	17%	13%	17%	9%	17%	19%	14%	18%	12%	23%	20%	48%	15%	12%	16%	27%	18%
	 Aging Drivers	13%	16%	17%	14%	20%	13%	13%	18%	25%	18%	15%	20%	18%	18%	19%	16%	15%	15%	10%
	 Young Drivers	13%	12%	14%	18%	12%	11%	11%	10%	11%	9%	8%	7%	11%	7%	11%	17%	16%	11%	12%
	 Commercial Vehicles	7%	7%	6%	11%	7%	17%	4%	5%	9%	7%	7%	6%	7%	4%	10%	10%	10%	5%	4%
	 Distracted Driving	4%	5%	6%	6%	4%	6%	4%	7%	6%	5%	2%	5%	5%	3%	6%	6%	6%	3%	4%
	 Work Zones	2%	1%	1%	0%	2%	3%	1%	2%	2%	1%	0%	1%	0%	1%	1%	1%	1%	1%	1%
	 Driver Licensing ¹	27%	26%	31%	23%	19%	23%	24%	21%	19%	28%	10%	20%	26%	14%	18%	28%	24%	41%	35%

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)

California SHSP Tribal Data

NORTHERN RURAL REGION: 2013–2022



Northern Rural Region

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

Fatalities and Serious Injuries, 2013–2022

Challenge Areas Disproportionately Impacting Tribal Areas in Northern Rural Region



Impaired Driving



Pedestrians



Bicyclists



Driver Licensing

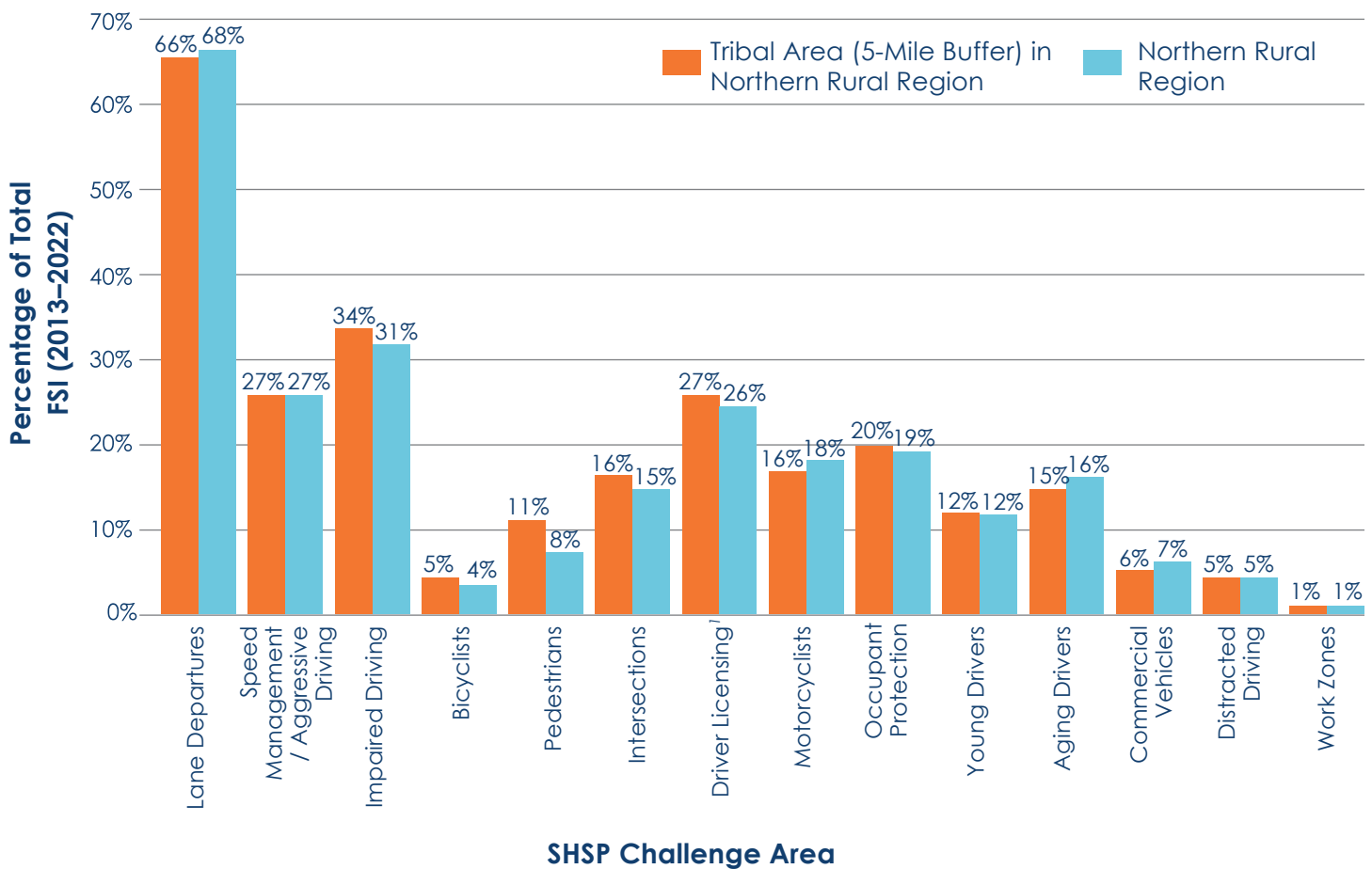


Intersections



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)

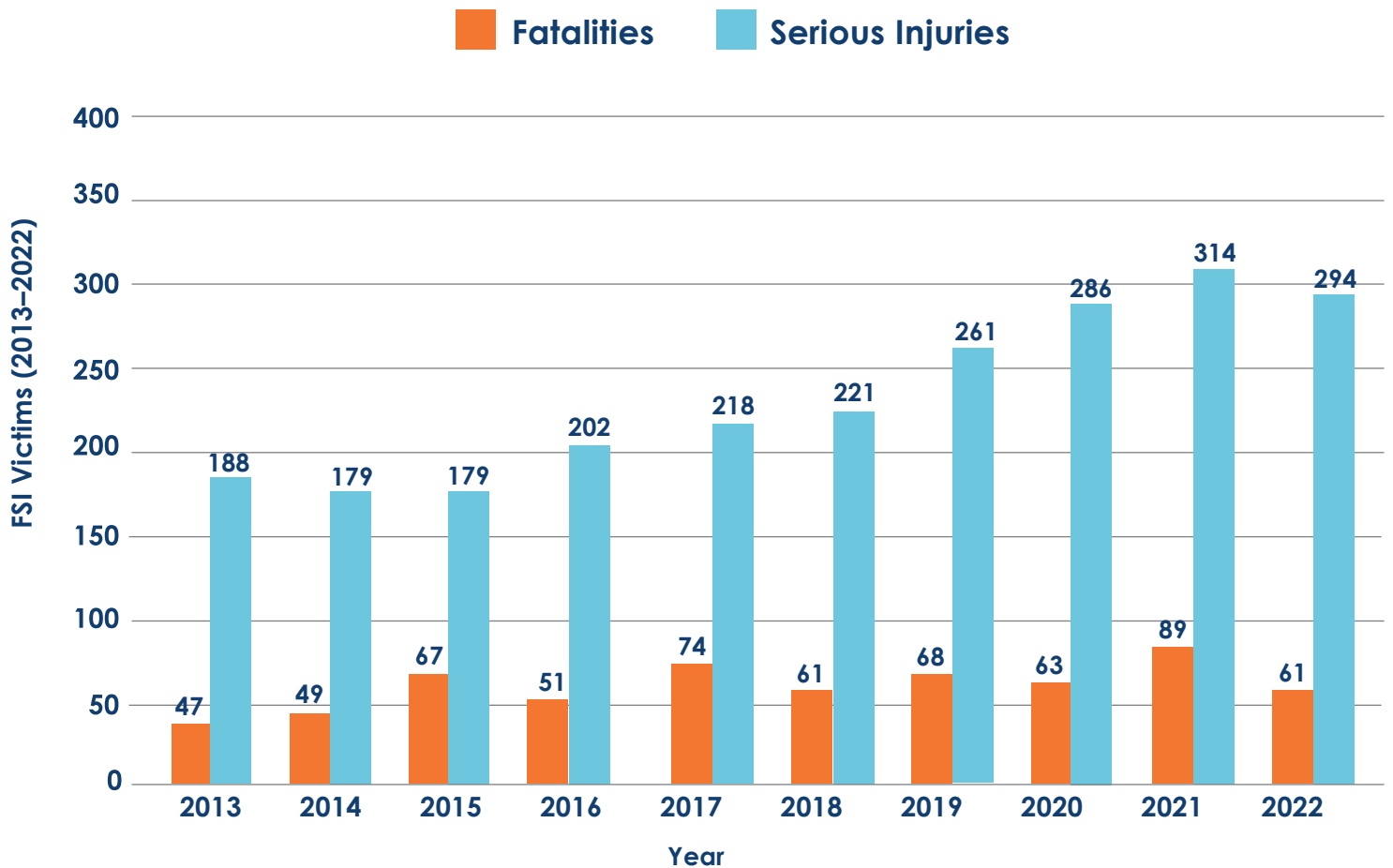
1. Driver Licensing information is sourced from FARS, which does not include serious injury data.

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

Northern Rural Region

Yearly Trend for FSI Victims in Northern Rural Region Tribal Areas

2013–2022



Since 2013, FSI victims in Northern Rural region tribal areas increased by **52%**, versus the overall regionwide increase of **56%**.

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