



CALIFORNIA[®] SAFE ROADS

Spring Virtual Workshops Crash Data Fact Sheet

NORTHERN URBAN REGION – 2025

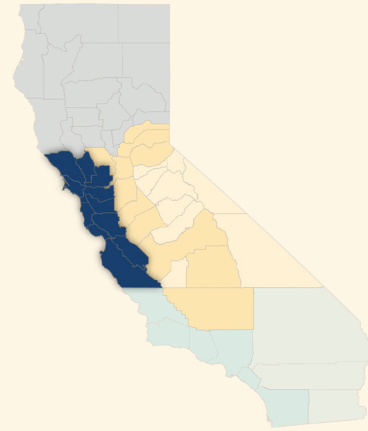


Northern Urban Region

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



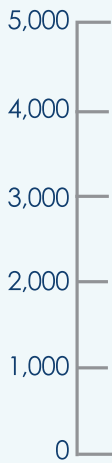
56% increase in total FSI Victims since 2013



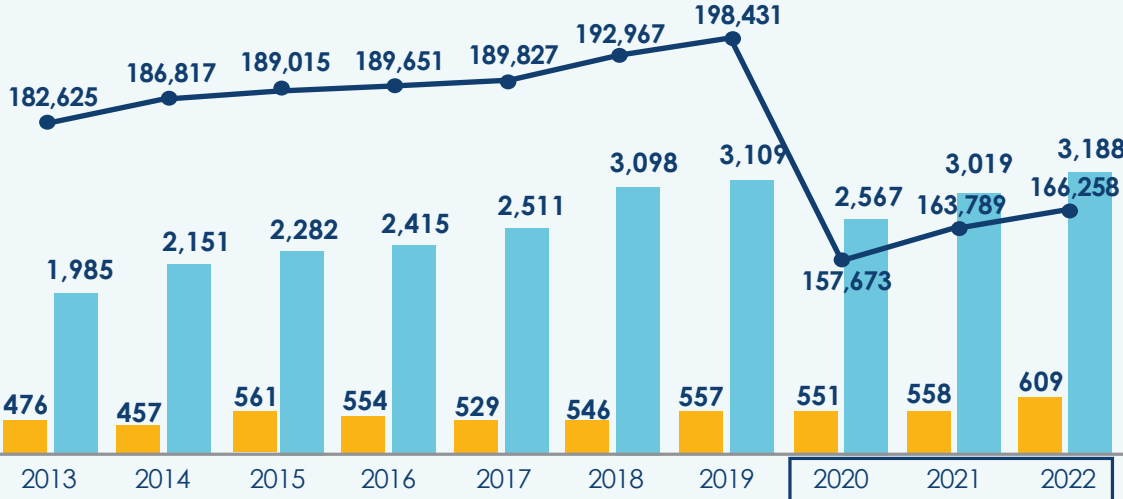
COUNTIES:

- Alameda
- Contra Costa
- Marin
- Monterey
- Napa
- San Benito
- San Francisco
- San Mateo
- Santa Clara
- Santa Cruz
- Solano
- Sonoma

FSI Victims



DVMT (1,000)



Pandemic Years

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

1% ↑
increase in FSI crashes



+

DVMT

16% ↓
decrease in DVMT



=

FSI Crash Rate

21% ↑
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 Urban Region

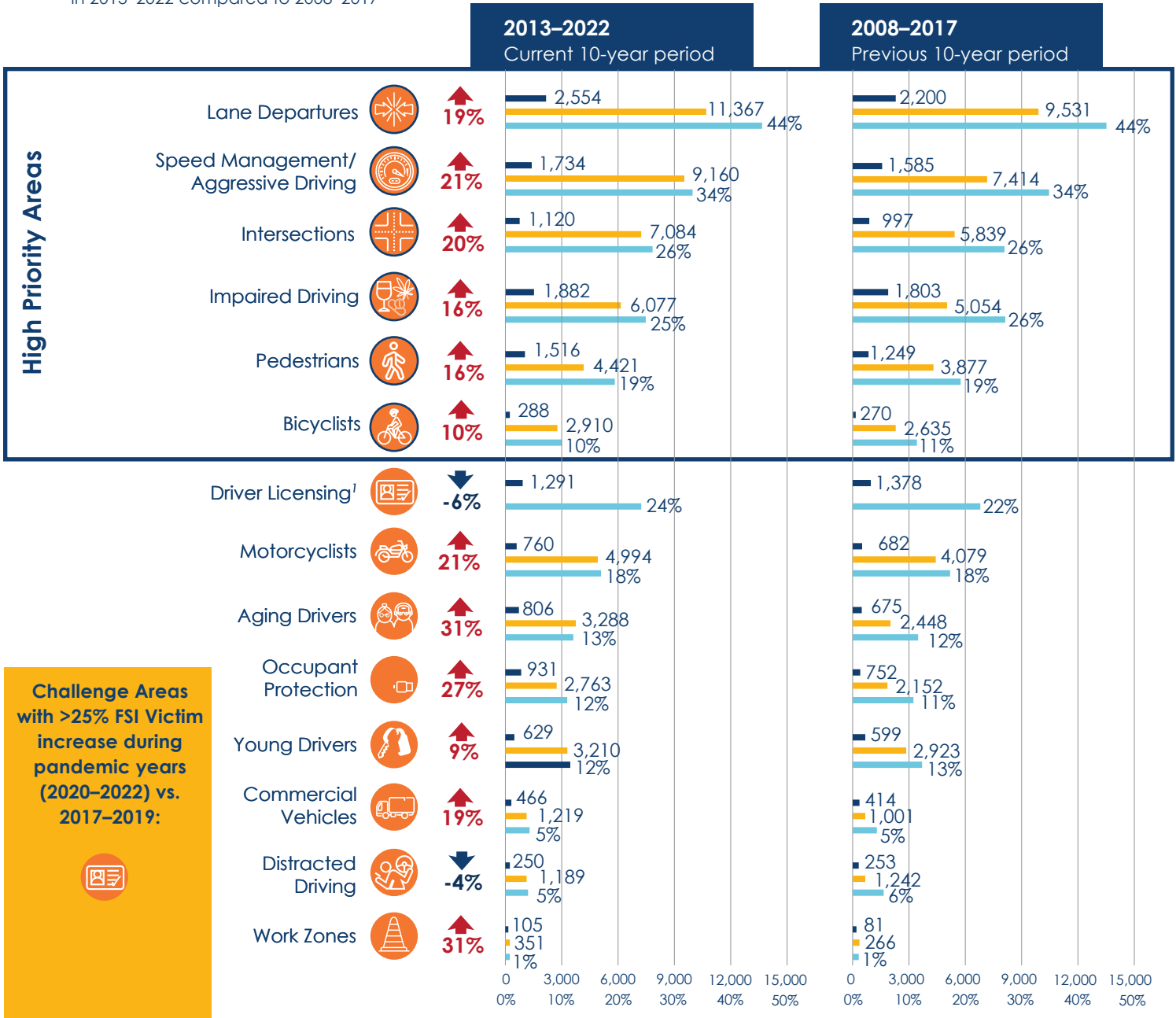
FSI Victims by Challenge Area

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



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

- Occupant Protection (↑ 27%)
- Aging Drivers (↑ 31%)
- Work Zones (↑ 31%)

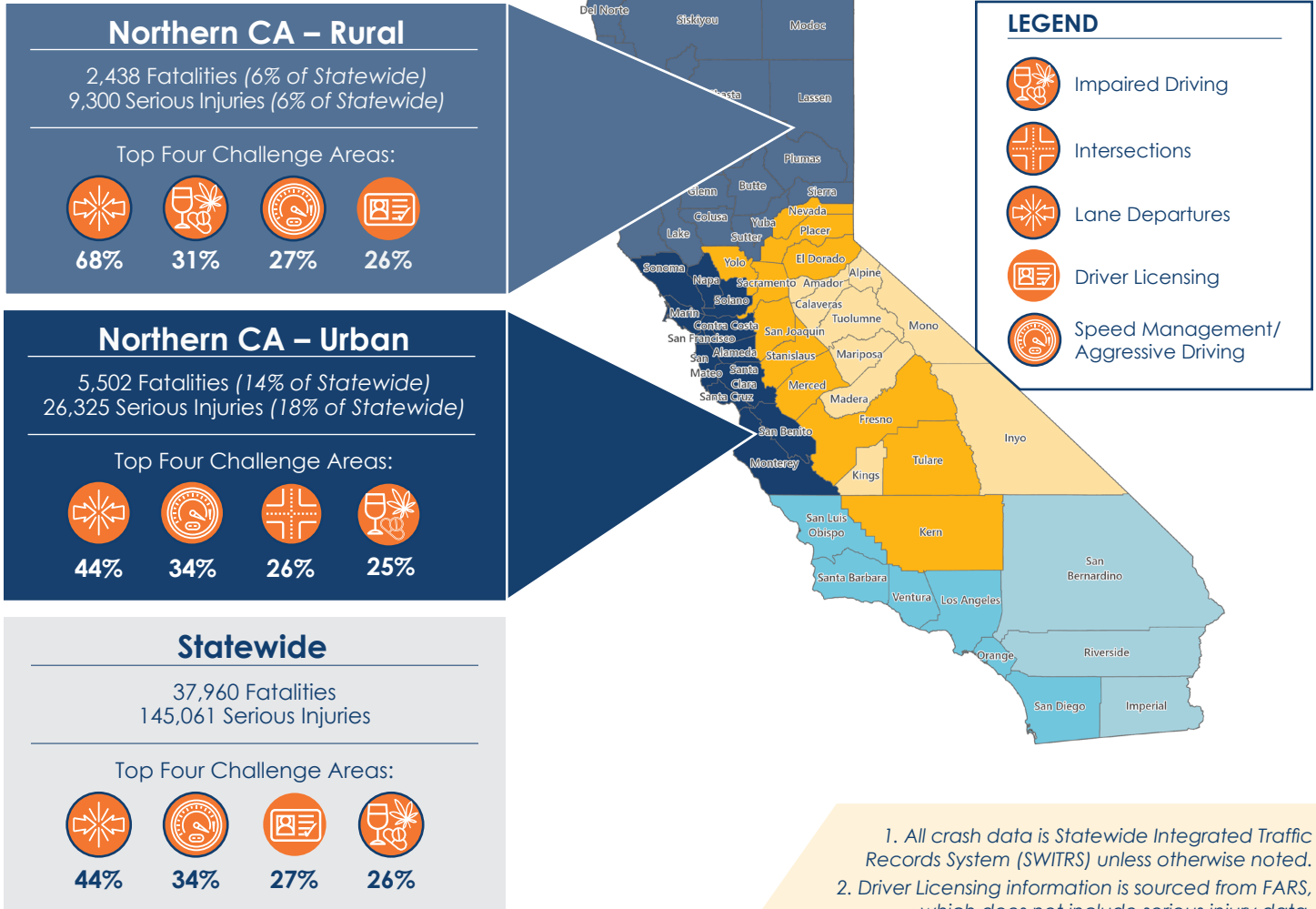
1. Driver Licensing information based on FARS, which does not include serious injury data.
 2. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not represented in this chart.

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

Northern Urban Region

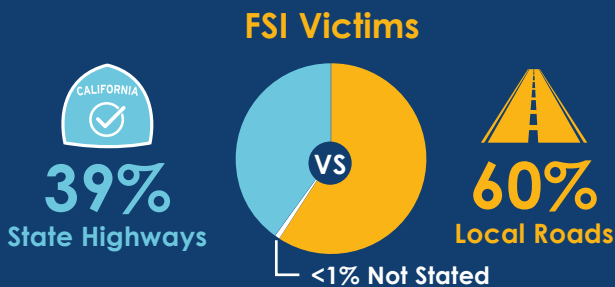
Northern Urban Region: FSI Victims

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%.



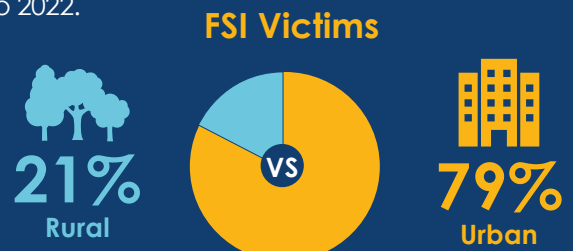
State Highway vs. Local Roads

More people were killed or seriously injured on local roadways versus state roadways from 2013 to 2022, despite a majority of DVMT (59%) in the Northern Urban region occurring on state highways.



Rural Roads vs. Urban Roads















While a majority of roadways in the Northern 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 21% of FSI victims in the Northern Urban region from 2013 to 2022.



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

FSI Victim Summary by Challenge Area

Northern Urban Region 2013–2022

Challenge Area		Statewide %	Northern CA – Urban	Alameda	Contra Costa	Marin	Monterey	Napa	San Benito	San Francisco	San Mateo	Santa Clara	Santa Cruz	Solano	Sonoma	
High Priority Area	 Lane Departures	44%	44%	36%	45%	55%	55%	62%	62%	21%	41%	42%	58%	45%	58%	
	 Speed Management/ Aggressive Driving	34%	34%	36%	36%	37%	26%	30%	30%	38%	33%	36%	32%	37%	27%	
	 Intersections	24%	26%	26%	24%	14%	20%	20%	17%	48%	27%	31%	16%	19%	17%	
	 Impaired Driving	26%	25%	24%	24%	20%	31%	26%	28%	12%	22%	27%	28%	30%	30%	
	 Pedestrians	17%	19%	20%	17%	14%	13%	9%	6%	36%	19%	20%	15%	16%	12%	
	 Bicyclists	6%	10%	9%	8%	20%	6%	8%	3%	16%	12%	11%	15%	5%	9%	
Focus Area	 Motorcyclists	19%	18%	20%	17%	22%	13%	24%	18%	20%	19%	15%	20%	18%	20%	
	 Aging Drivers	13%	13%	11%	13%	19%	13%	16%	12%	10%	15%	11%	13%	12%	19%	
	 Occupant Protection	13%	12%	12%	14%	6%	14%	12%	20%	10%	9%	10%	9%	15%	11%	
	 Young Drivers	13%	12%	11%	13%	11%	16%	12%	13%	5%	11%	13%	12%	13%	14%	
	 Commercial Vehicles	7%	5%	6%	4%	4%	7%	4%	10%	6%	6%	4%	3%	7%	5%	
	 Distracted Driving	4%	5%	3%	5%	4%	5%	5%	4%	4%	4%	4%	6%	4%	5%	4%
	 Work Zones	2%	1%	3%	1%	2%	2%	1%	0%	1%	2%	1%	1%	1%	1%	
 Driver Licensing ¹	27%	24%	25%	29%	15%	30%	19%	21%	17%	19%	24%	30%	21%	22%		

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)

Northern Urban Region – Crash Rate by County

2013–2022

Challenge Area	State-wide %	Northern CA – Urban	Alameda	Contra Costa	Marin	Monterey	Napa	San Benito	San Francisco	San Mateo	Santa Clara	Santa Cruz	Solano	Sonoma
FSI Crashes	159,658	28,494	5,302	3,498	960	2,008	858	365	2,843	2,217	4,923	1,458	1,795	2,267
DVMT	9,078,250	1,817,052	396,597	231,479	75,437	103,383	31,307	15,955	82,219	180,513	399,615	50,649	133,988	115,911
FSI Crash Rate	4.82	4.30	3.66	4.14	3.49	5.32	7.51	6.27	9.47	3.36	3.38	7.89	3.67	5.36
FSI Crash Rate - Statewide Rank*			53	49	55	38	17	25	8	57	56	16	52	36

*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

Northern Urban Region – Pandemic Impact by County

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

Challenge Area	State-wide %	Northern CA – Urban	Alameda	Contra Costa	Marin	Monterey	Napa	San Benito	San Francisco	San Mateo	Santa Clara	Santa Cruz	Solano	Sonoma
FSI Crashes	↑10%	↑1%	↓-1%	↑7%	↑5%	↓-1%	↓-3%	↑2%	↓-7%	↓-2%	↑5%	↑2%	↑15%	↓-5%
DVMT	↓-11%	↓-16%	↓-17%	↓-11%	↓-21%	↓-9%	↓-8%	↓-4%	↓-35%	↓-20%	↓-18%	↓-6%	↓-8%	↓-13%
FSI Crash Rate	↑25%	↑21%	↑20%	↑20%	↑32%	↑9%	↑5%	↑6%	↑43%	↑23%	↑29%	↑9%	↑25%	↑10%

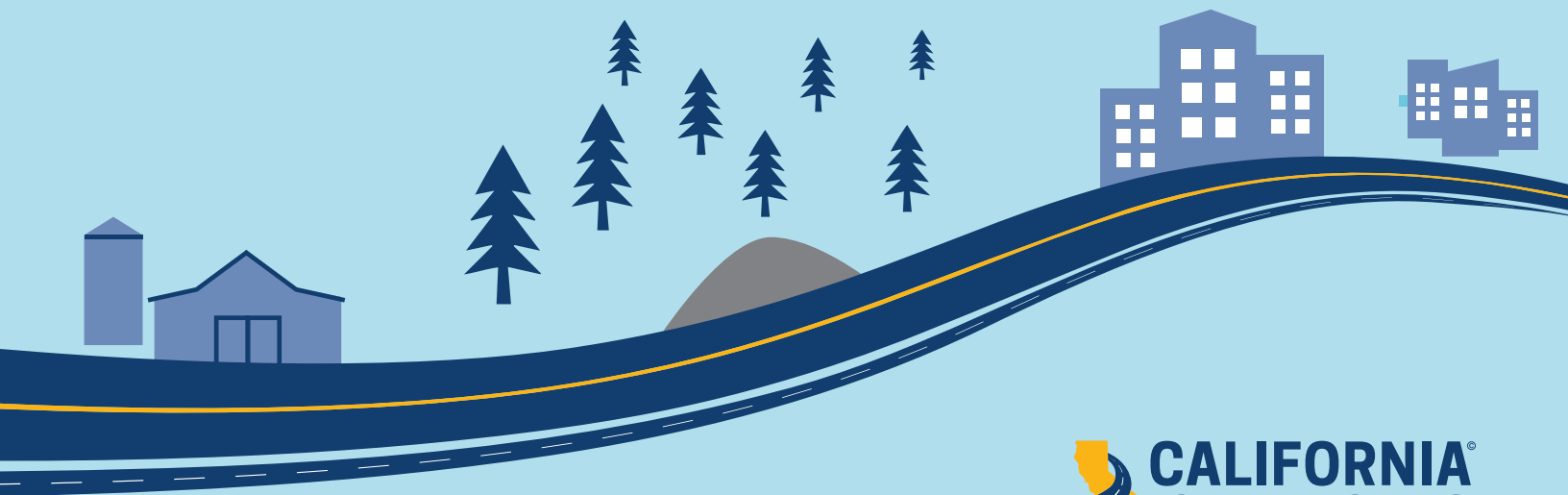
↑ Increase in Pandemic Years

↓ 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

NORTHERN URBAN REGION: 2013–2022



Northern Urban Region

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

Fatalities and Serious Injuries, 2013–2022

Challenge Areas Disproportionately Impacting Tribal Areas in Northern Urban Region



Impaired Driving



Driver Licensing



Motorcyclists

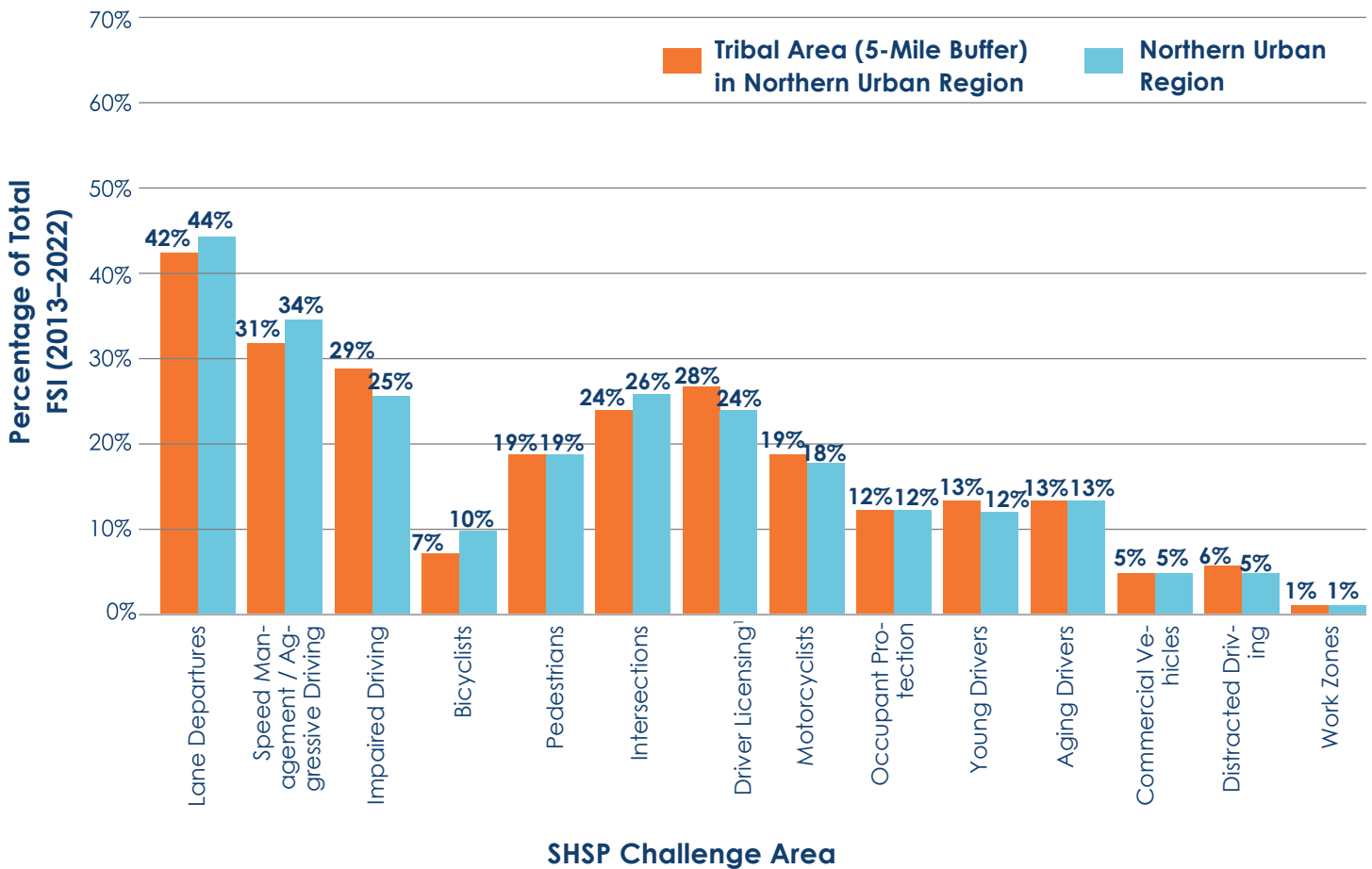


Young Drivers



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)

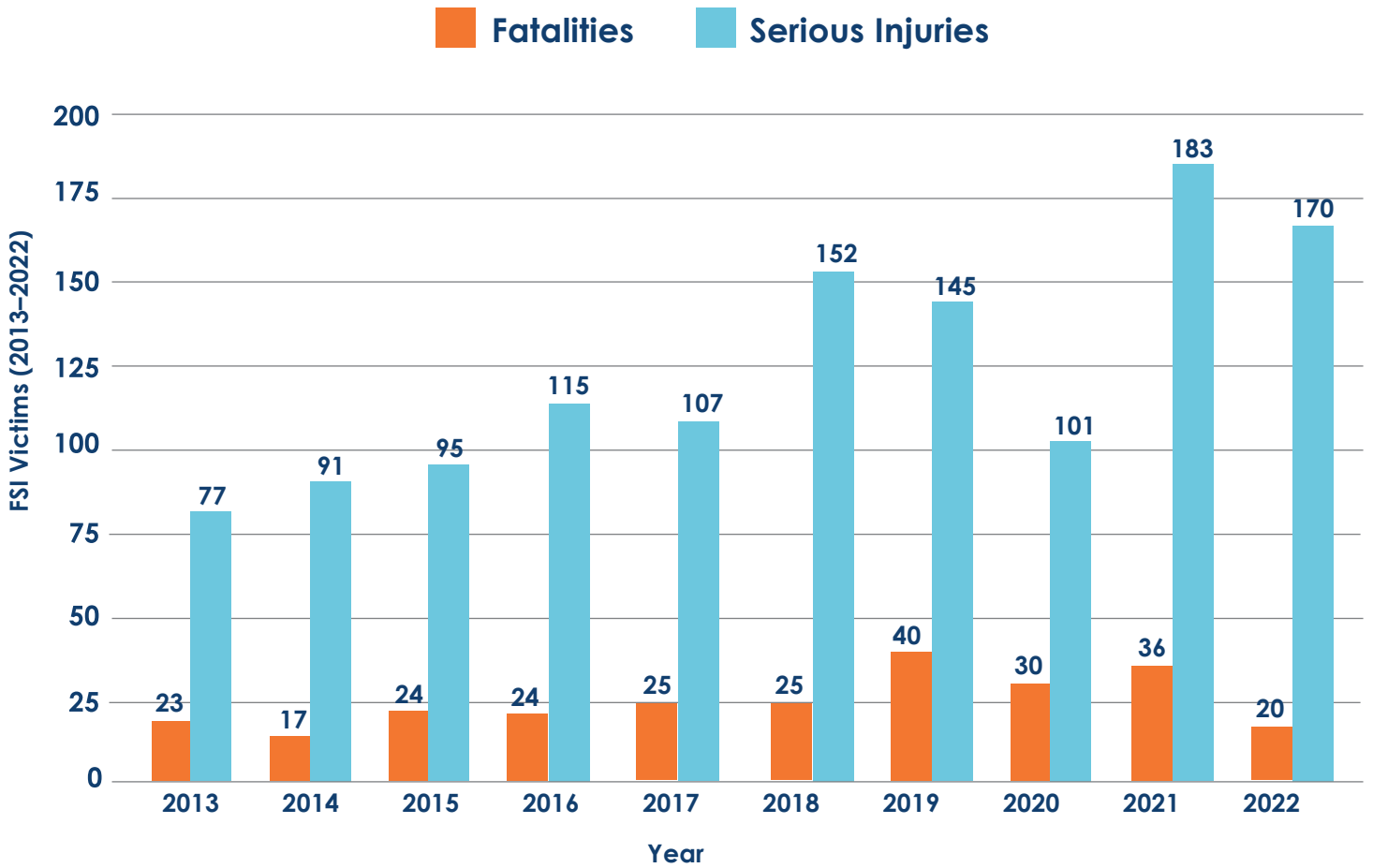
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Northern Urban Region

Yearly Trend for FSI Victims in Northern Urban Region Tribal Areas

2013–2022



Since 2013, FSI victims in Northern Urban region tribal areas increased by **96%**, 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