



CALIFORNIA[®] SAFE ROADS

Spring Virtual Workshops Crash Data Fact Sheet

SOUTHERN RURAL REGION – 2025

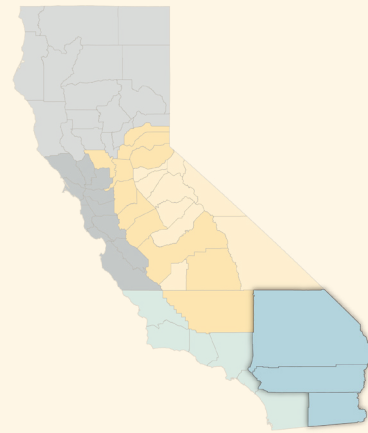


Southern Rural Region

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

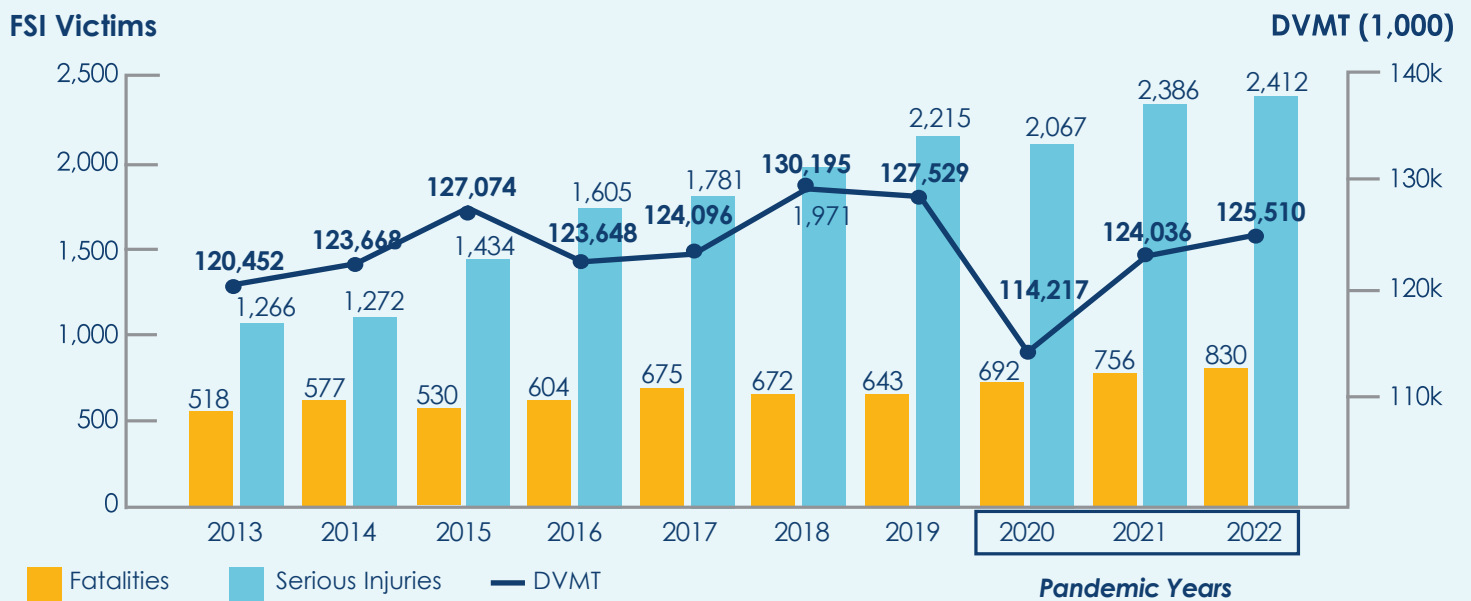


82% increase in total FSI Victims since 2013



COUNTIES:

- Imperial
- Riverside
- San Bernardino



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

16%↑

increase in FSI crashes



+

DVMT

5%↓

decrease in DVMT



=

FSI Crash Rate

22%↑

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.

Southern Rural Region

FSI Victims by Challenge Area

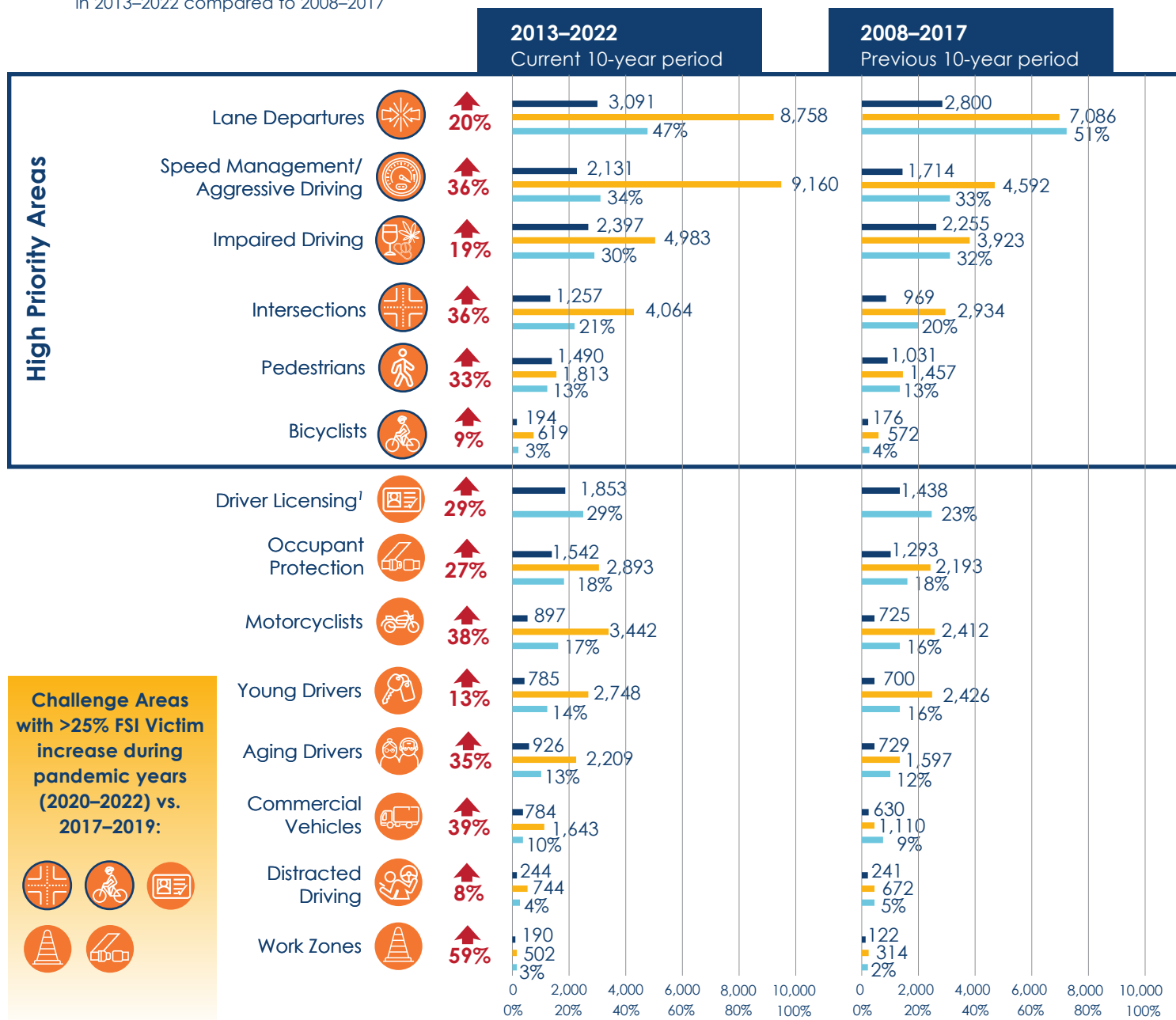


14 of 14 Challenge Areas increased in total FSI Victims in the 2013–2022 10-year period, compared to 2008–2017.

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



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

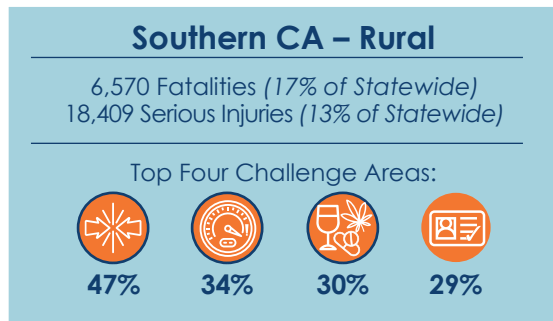
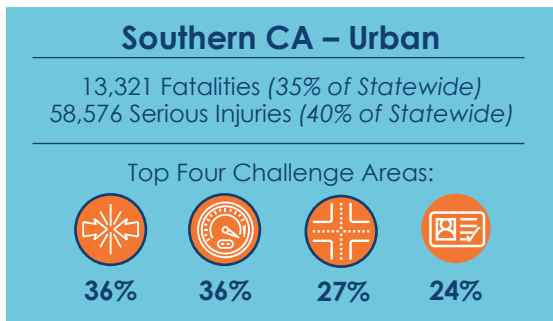
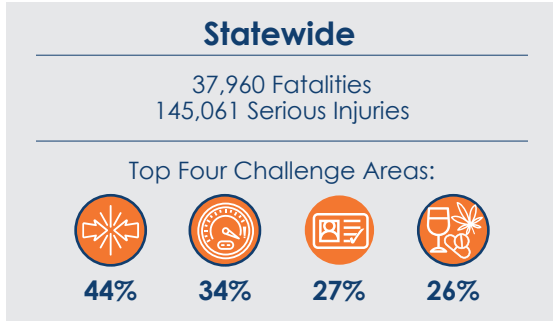
2. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not represented in this chart.

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

Southern Rural Region

Southern Rural Region: FSI Victims

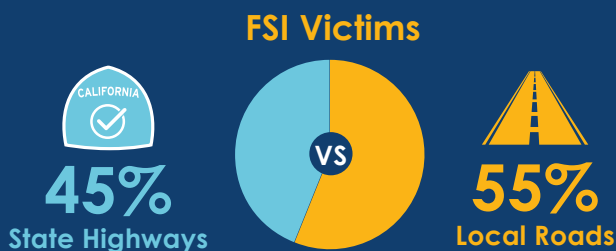
Note: Some fatalities and injuries may involve more than one factor and are counted in multiple groups; the sum of all groups is greater than 100%.



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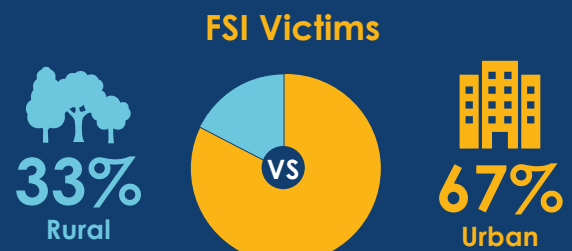
State Highway vs. Local Roads

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



Rural Roads vs. Urban Roads















A significant portion of roadways in the Southern Rural region are located in areas of higher population and/or higher population density (urban*). **Urban roadways** made up **67% of FSI victims** in the Southern Rural region from 2013 to 2022.



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

FSI Victim Summary by Challenge Area

Southern Rural Region 2013–2022

	Challenge Area	Statewide %	Southern CA – Rural	Imperial	Riverside	San Bernardino
High Priority Area	 Lane Departures	44%	47%	55%	47%	47%
	 Speed Management/ Aggressive Driving	34%	34%	27%	33%	36%
	 Impaired Driving	26%	30%	21%	33%	27%
	 Intersections	24%	21%	26%	21%	21%
	 Pedestrians	17%	13%	9%	13%	14%
	 Bicyclists	6%	3%	2%	4%	3%
Focus Area	 Occupant Protection	13%	18%	23%	16%	19%
	 Motorcyclists	19%	17%	9%	19%	17%
	 Young Drivers	13%	14%	14%	15%	13%
	 Aging Drivers	13%	13%	16%	13%	11%
	 Commercial Vehicles	7%	10%	14%	8%	11%
	 Distracted Driving	4%	4%	6%	4%	4%
	 Work Zones	2%	3%	1%	3%	3%
	 Driver Licensing ¹	27%	29%	25%	28%	29%

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)

Southern Rural Region – Crash Rate by County

2013–2022

Challenge Area	Statewide %	Southern CA – Rural	Imperial	Riverside	San Bernardino
FSI Crashes	159,658	20,926	882	10,287	9,757
DVMT	9,078,250	1,240,424	67,036	603,421	569,967
FSI Crash Rate	4.82	4.62	3.60	4.67	4.69
FSI Crash Rate - Statewide Rank*			54	46	45

*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

Southern Rural Region – Pandemic Impact by County

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

Challenge Area	Statewide %	Southern CA – Rural	Imperial	Riverside	San Bernardino
FSI Crashes	↑ 10%	↑ 16%	↑ 27%	↑ 22%	↑ 10%
DVMT	↓ -11%	↓ -5%	↓ -20%	↓ -3%	↓ -5%
FSI Crash Rate	↑ 25%	↑ 22%	↑ 60%	↑ 25%	↑ 15%

↑ 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

SOUTHERN RURAL REGION: 2013–2022



Southern Rural Region

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

Fatalities and Serious Injuries, 2013–2022

Challenge Areas disproportionately impacting Tribal Areas in Southern Rural Region



Intersections



Pedestrians



Aging Drivers

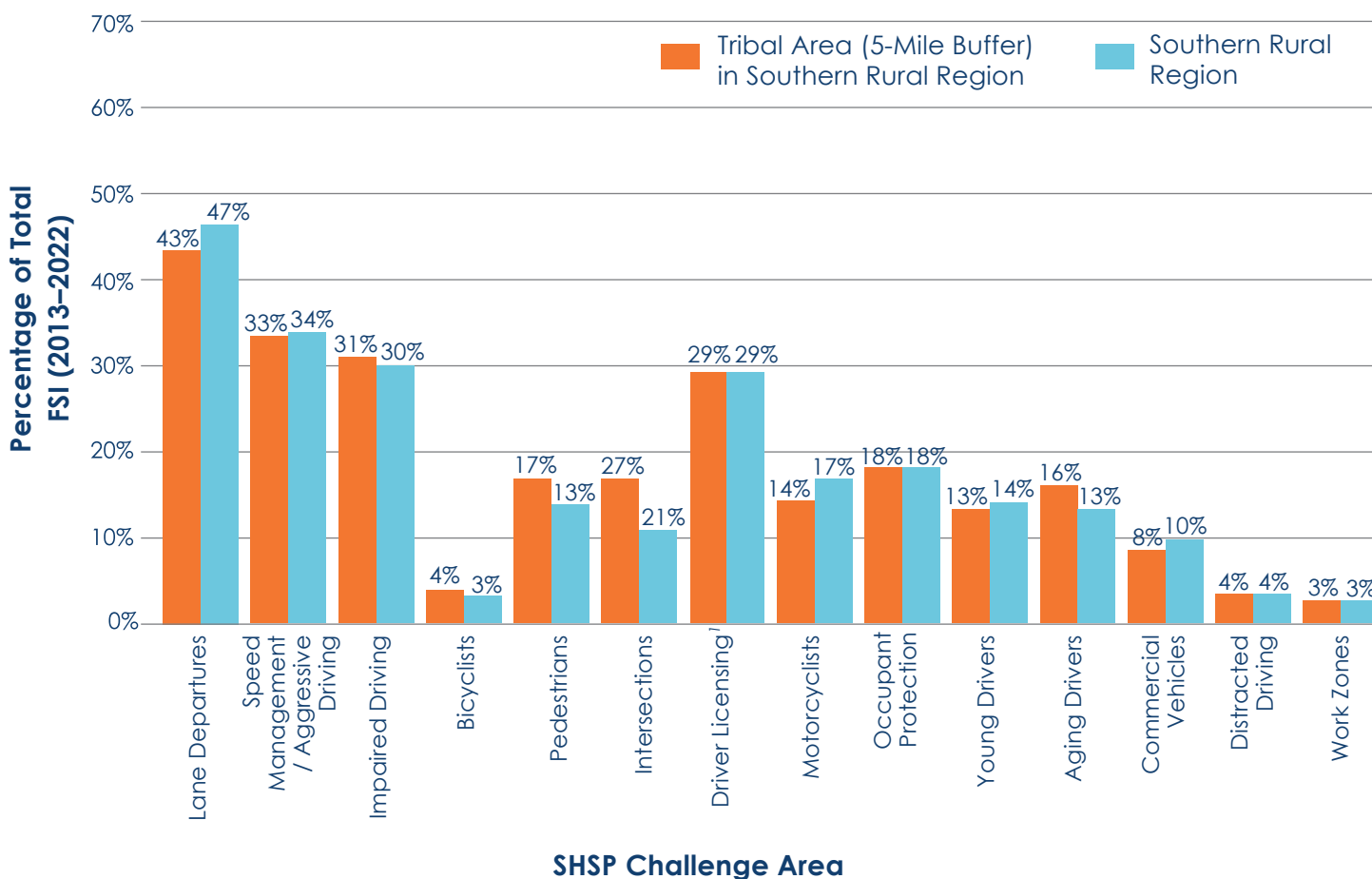


Impaired
Driving



Bicyclists

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)

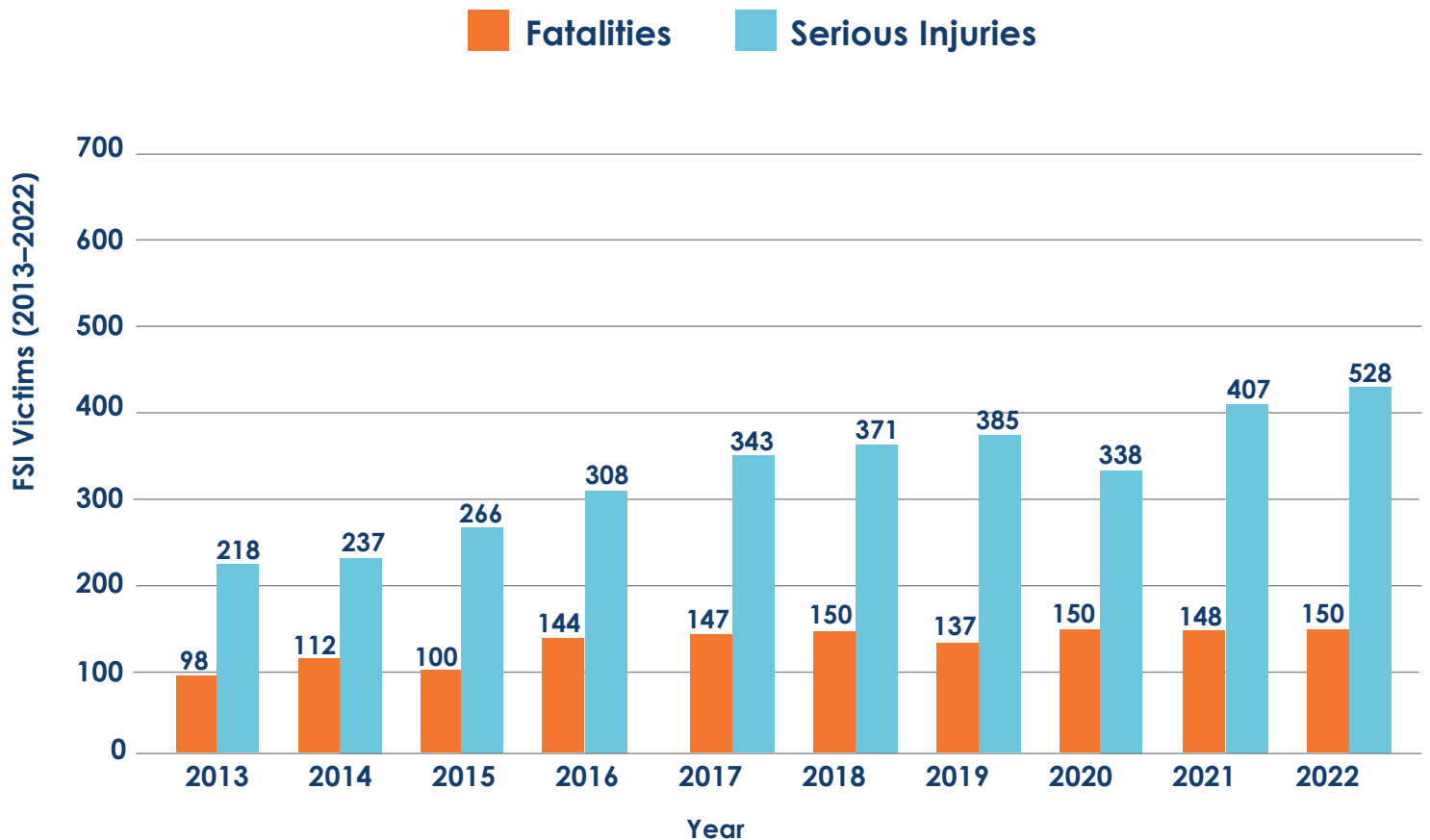
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Southern Rural Region

Yearly Trend for FSI Victims in Southern Rural Region Tribal Areas

2013–2022



Since 2013, FSI victims in Southern Rural region tribal areas increased by **132%**, versus the overall regionwide increase of **82%**.

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