



CALIFORNIA[®] SAFE ROADS

Spring Virtual Workshops Crash Data Fact Sheet

SOUTHERN URBAN REGION – 2025

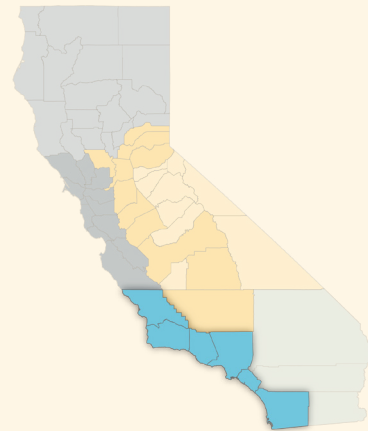


Southern Urban Region

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

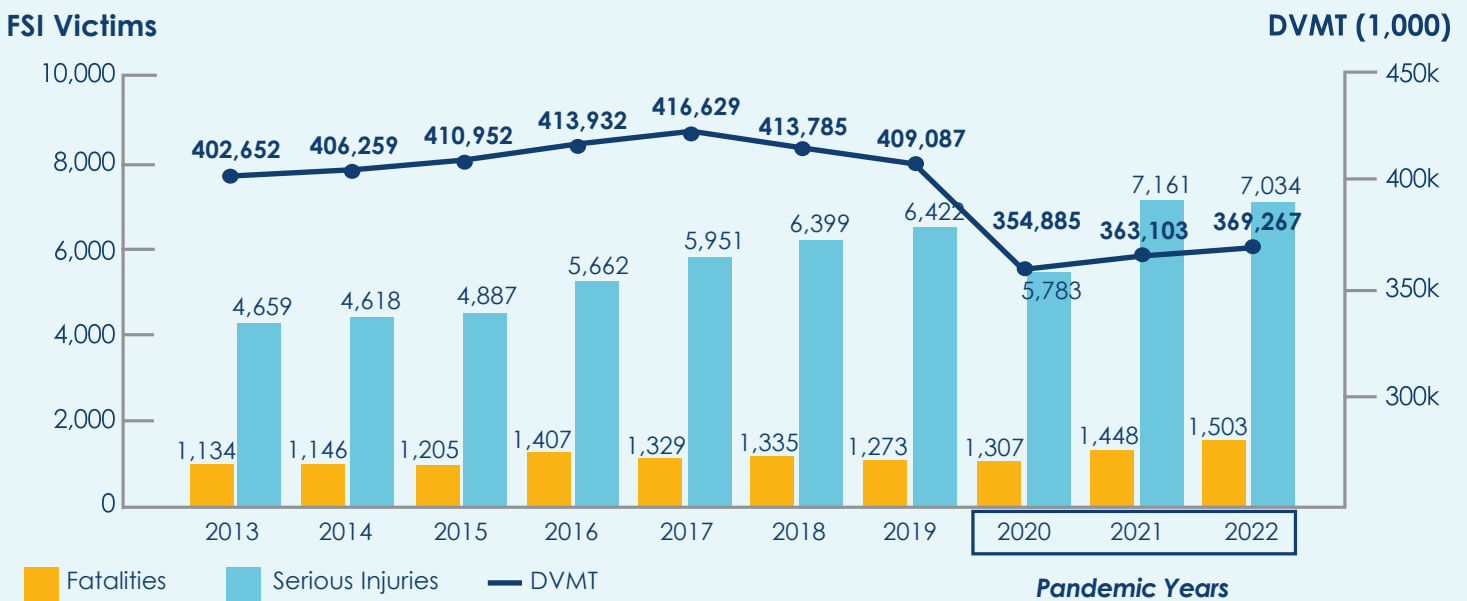


48% increase in total FSI Victims since 2013



COUNTIES:

- Los Angeles
- Orange
- San Diego
- San Luis Obispo
- Santa Barbara
- Ventura



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

7%↑
increase in
FSI crashes



+

DVMT

12%↓
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 Urban Region

FSI Victims by Challenge Area

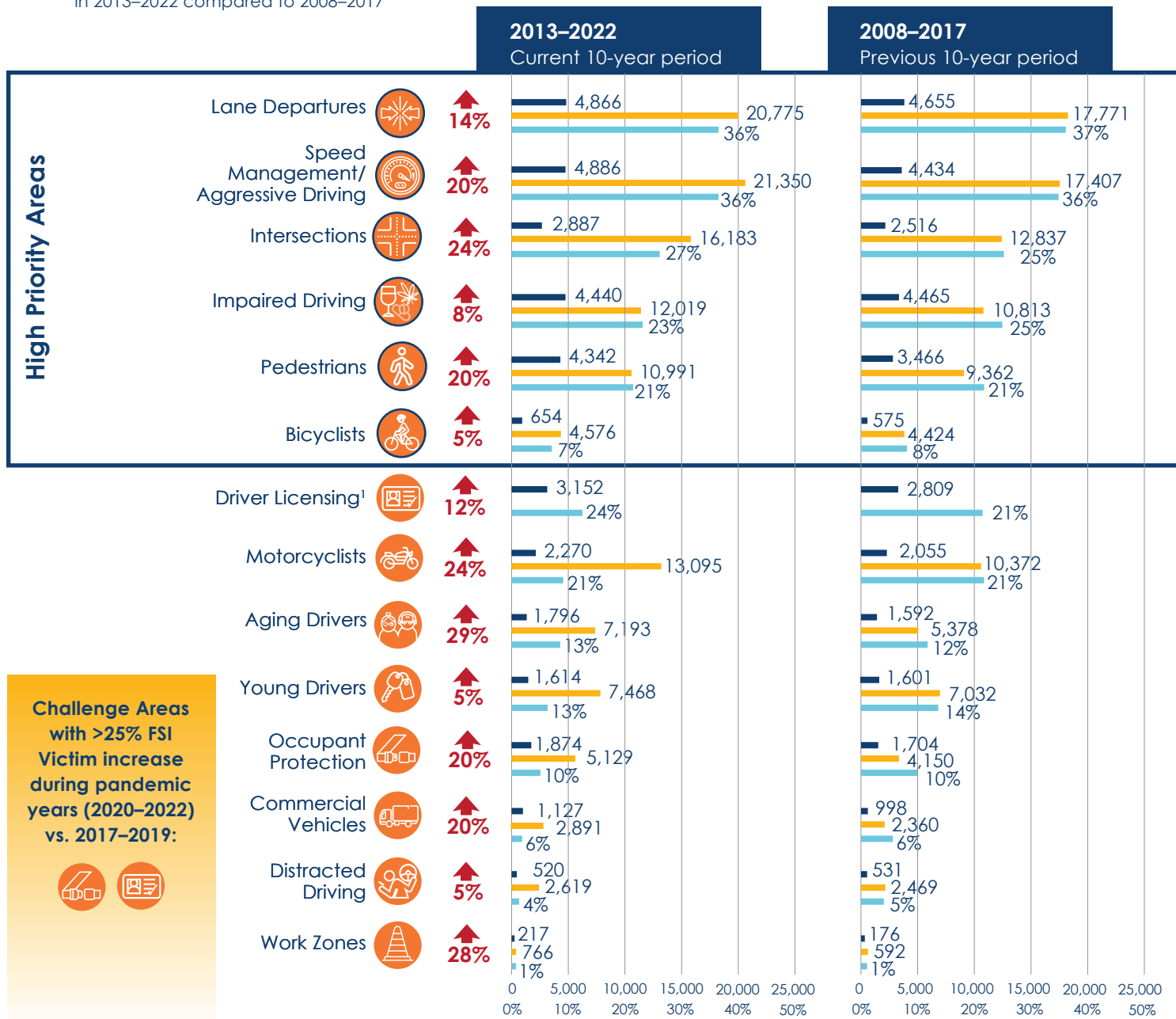


14 of 14 Challenge Areas increased in total FSI Victims in the 2013–2022 10-year period, compared to 2008–2017.

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



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.

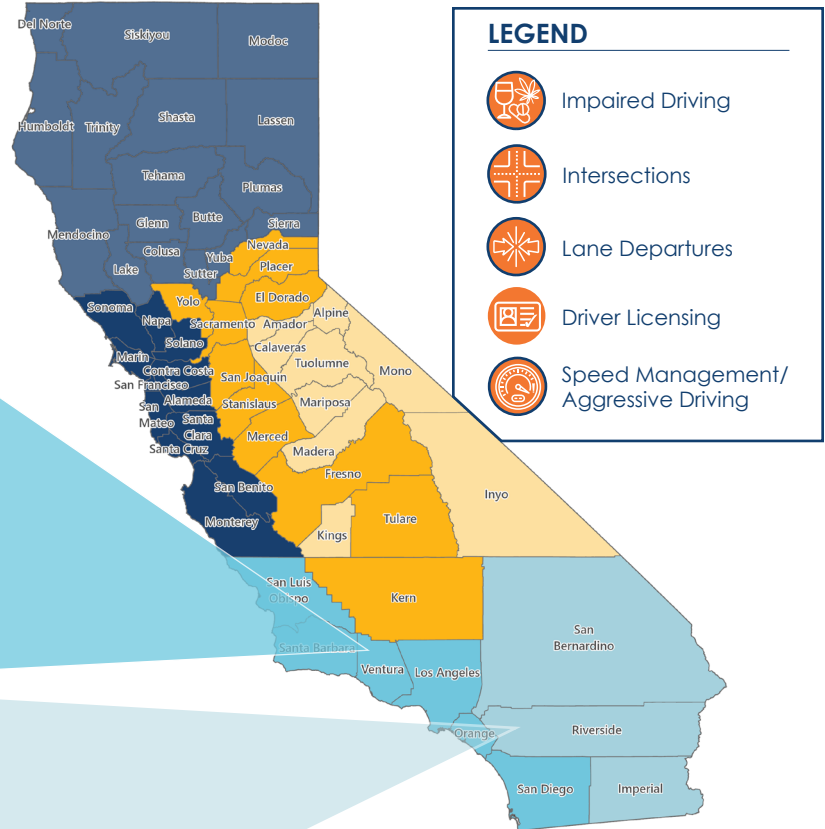
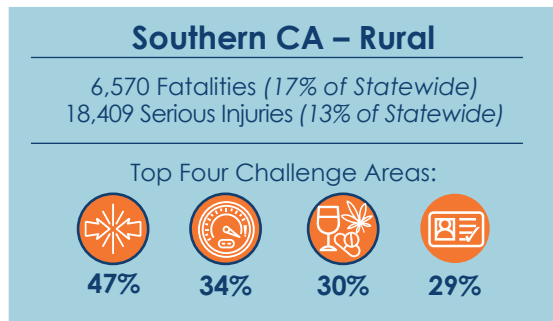
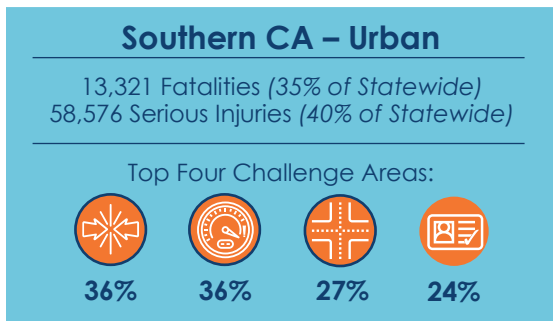
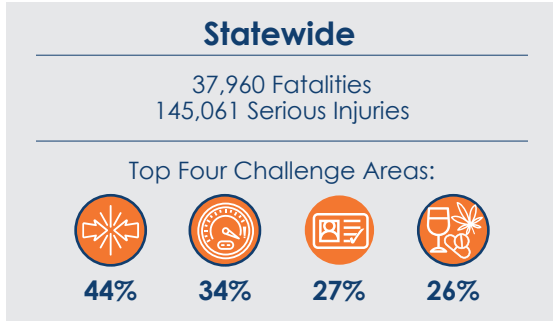
2. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not represented in this chart.

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

Southern Urban Region

Southern Urban Region: FSI Victims

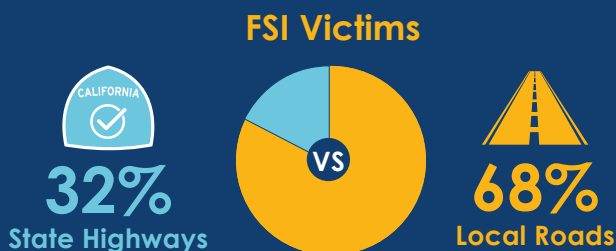
Note: Some fatalities and injuries may involve more than one factor and are counted in multiple groups; the sum of all groups is greater than 100%.



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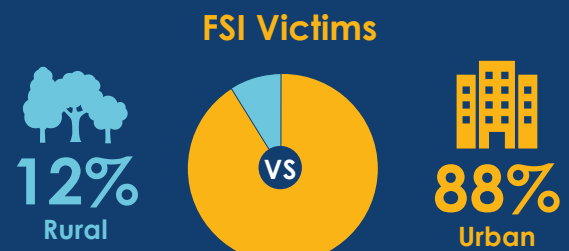
State Highway vs. Local Roads

More people were killed or seriously injured on **local roadways versus state roadways** from 2013 to 2022, despite a majority of DVMT (54%) in the Southern Urban region occurring on state highways.



Rural Roads vs. Urban Roads















While a majority of roadways in the Southern Urban region are located in areas of higher population, a portion of roadways are located in lower population areas (rural*). **Rural roadways** made up **12% of FSI victims** in the Southern Urban region from 2013 to 2022.



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

FSI Victim Summary by Challenge Area

Southern Urban Region 2013–2022

	Challenge Area	Statewide %	Southern CA – Urban	Los Angeles	Orange	San Diego	San Luis Obispo	Santa Barbara	Ventura
High Priority Area	 Lane Departures	44%	36%	31%	33%	44%	59%	49%	50%
	 Speed Management/Aggressive Driving	34%	36%	38%	38%	34%	27%	28%	33%
	 Intersections	24%	27%	30%	26%	18%	20%	23%	22%
	 Impaired Driving	26%	23%	20%	26%	27%	32%	27%	29%
	 Pedestrians	17%	21%	24%	19%	18%	8%	14%	13%
	 Bicyclists	6%	7%	7%	9%	7%	8%	13%	9%
Focus Area	 Motorcyclists	19%	21%	20%	21%	26%	20%	15%	21%
	 Aging Drivers	13%	13%	11%	15%	13%	16%	17%	15%
	 Young Drivers	13%	13%	12%	14%	12%	13%	13%	14%
	 Occupant Protection	13%	10%	9%	9%	12%	15%	10%	10%
	 Commercial Vehicles	7%	6%	6%	5%	5%	6%	5%	6%
	 Distracted Driving	4%	4%	4%	5%	4%	5%	4%	5%
	 Work Zones	2%	1%	1%	3%	1%	2%	1%	1%
	 Driver Licensing ¹	27%	24%	26%	20%	21%	25%	27%	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)

Southern Urban Region – Crash Rate by County

2013–2022

Challenge Area	Statewide %	Southern CA – Urban	Los Angeles	Orange	San Diego	San Luis Obispo	Santa Barbara	Ventura
FSI Crashes	159,658	64,332	37,640	8,852	11,557	1,515	1,900	2,868
DVMT	9,078,250	3,960,551	2,103,189	723,562	773,856	85,716	94,562	179,666
FSI Crash Rate	4.82	4.45	4.90	3.35	4.09	4.84	5.50	4.37
FSI Crash Rate - Statewide Rank*			40	58	50	43	35	47

*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 Urban Region – Pandemic Impact by County

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

Challenge Area	Statewide %	Southern CA – Urban	Los Angeles	Orange	San Diego	San Luis Obispo	Santa Barbara	Ventura
FSI Crashes	↑ 10%	↑ 7%	↑ 9%	↑ 2%	↑ 6%	↓ -8%	↑ 5%	↑ 6%
DVMT	↓ -11%	↓ -12%	↓ -12%	↓ -10%	↓ -15%	↓ -10%	↓ -9%	↓ -9%
FSI Crash Rate	↑ 25%	↑ 22%	↑ 25%	↑ 13%	↑ 25%	↑ 2%	↑ 16%	↑ 17%



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 URBAN REGION: 2013–2022



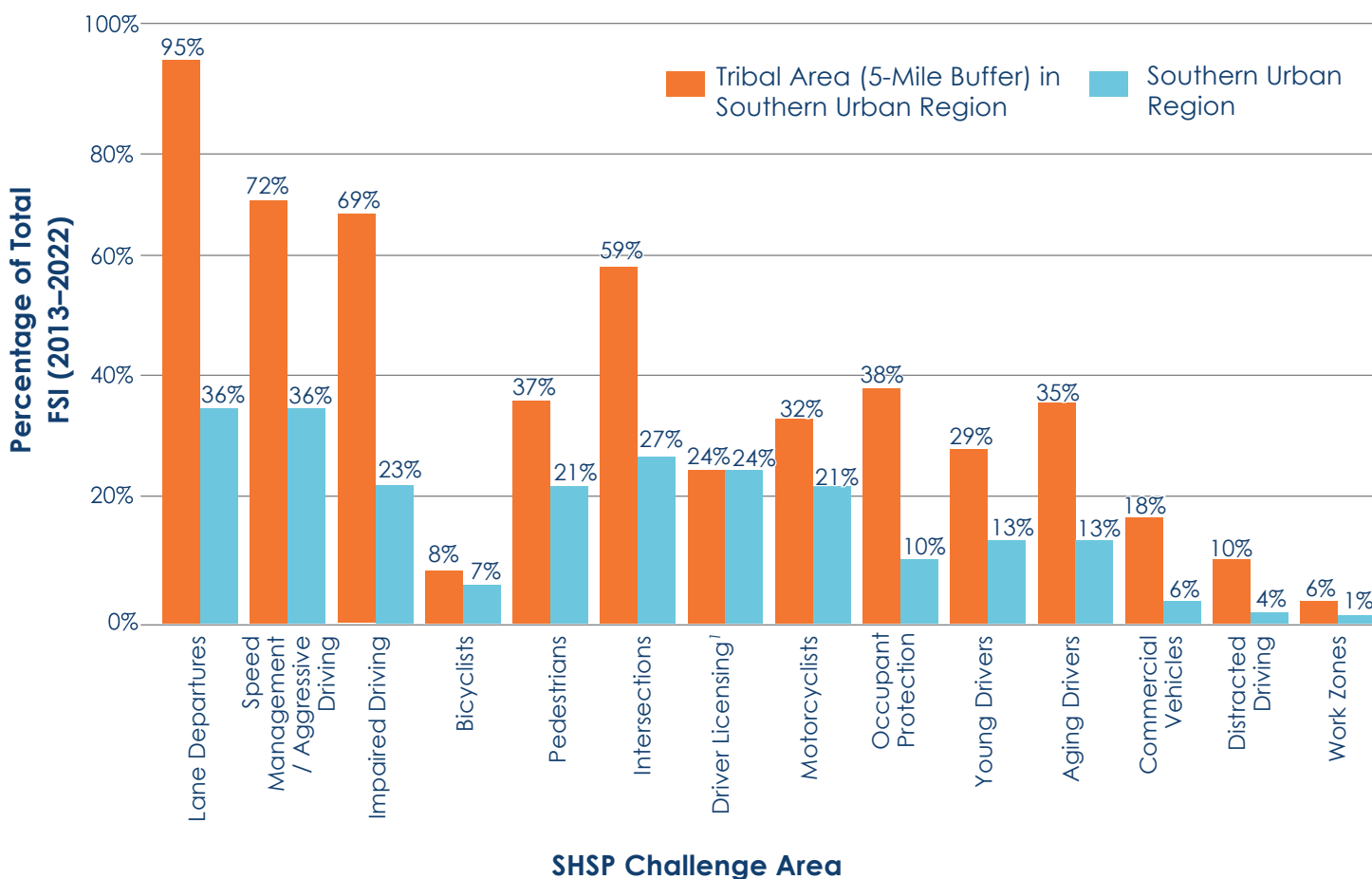
Southern Urban Region

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

Fatalities and Serious Injuries, 2013–2022

Challenge Areas Disproportionately Impacting Tribal Areas in Southern Urban Region

(Greater than 10% difference in FSI share)



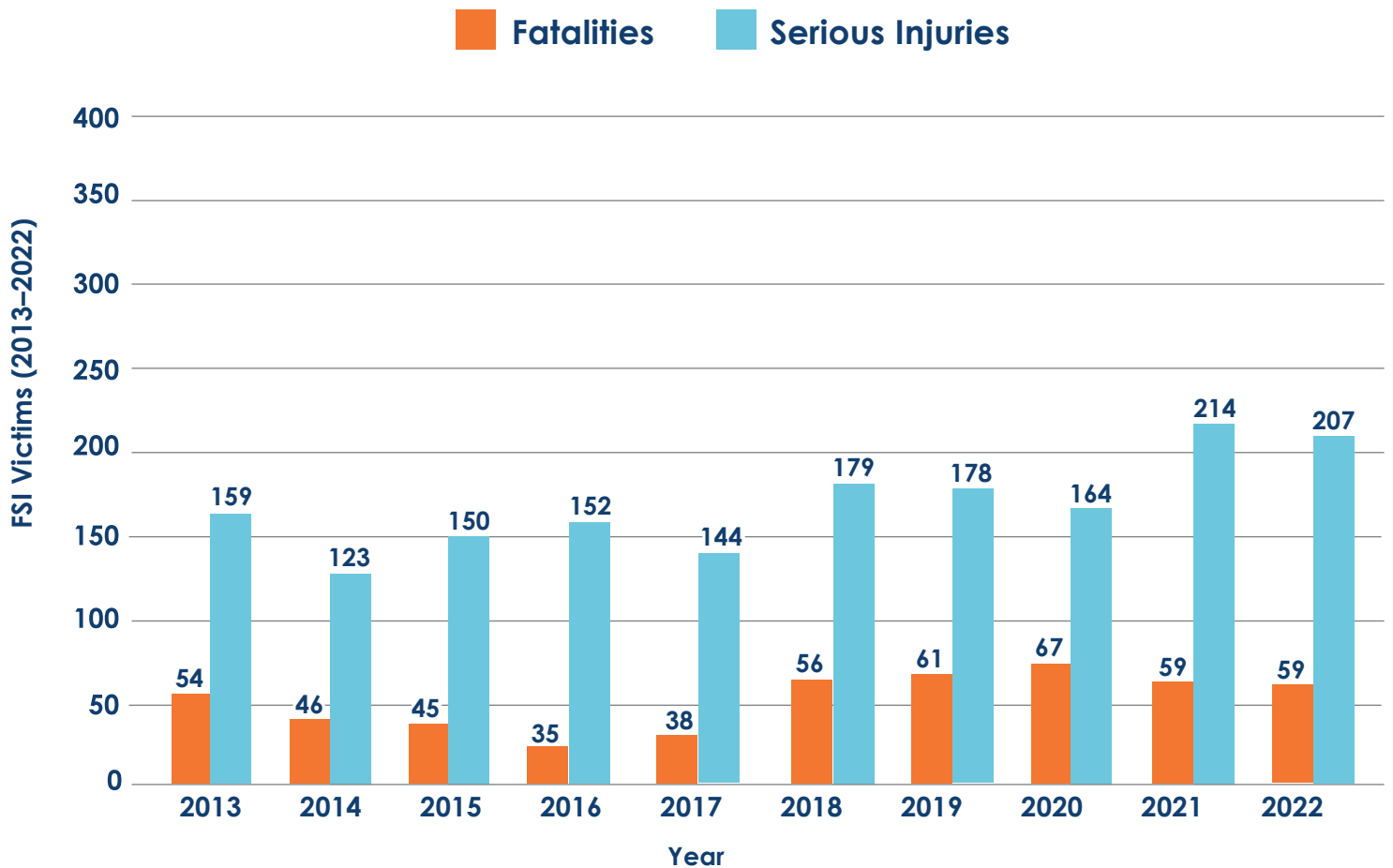
Source: University of California, Berkeley's Safe Transportation Research and Education Center (SWITRS 2013–2022)

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Southern Urban Region

Yearly Trend for FSI Victims in Southern Urban Region Tribal Areas 2013–2022



Since 2013, FSI victims in Southern Urban region tribal areas increased by **25%**, versus the overall regionwide increase of **48%**.

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