



# CALIFORNIA<sup>®</sup> SAFE ROADS

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## Spring Virtual Workshops Statewide Crash Data Fact Sheet

**2025**



# Statewide

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



**63%**

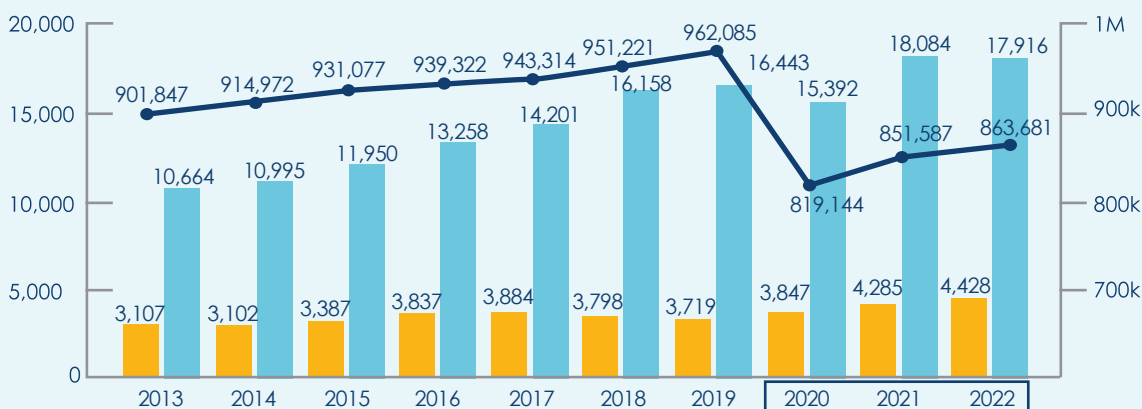
increase in  
California total FSI  
Victims since 2013

 Fatalities\*

 Serious Injuries

 DVMT

### FSI Victims



**Pandemic Years**

\*Fatalities 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

**10%↑**

increase in  
FSI crashes



+

### DVMT

**11%↓**

decrease  
in DVMT



=

### FSI Crash Rate

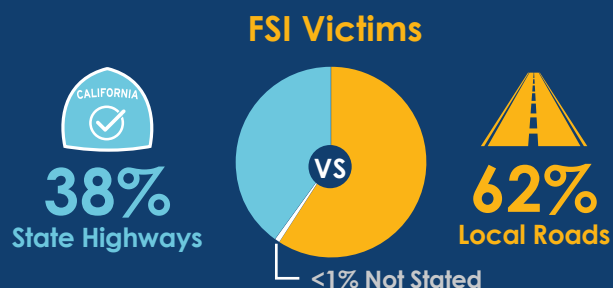
**25%↑**

increase in  
FSI crash rate



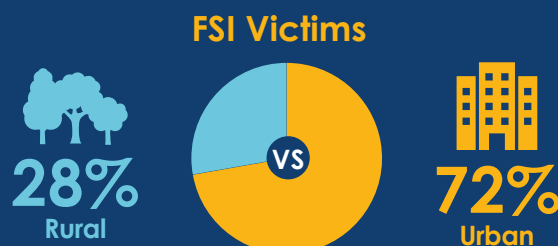
## State Highway vs. Local Roads

**More people were killed or seriously injured on local roadways versus state roadways** from 2013 to 2022, despite a majority of DVMT (55%) occurring on state highways.



## Rural Roads vs. Urban Roads

**More people were killed or seriously injured on roadways in urban areas\*** from 2013 to 2022. However, people were killed or seriously injured on roadways in rural areas at a higher rate per DVMT (17% of statewide DVMT occurred in rural areas).



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

1. DVMT Source: California Highway Performance Monitoring System  
2. All crash data is Statewide Integrated Traffic Records System (SWITRS) unless otherwise noted.

# Statewide

## Challenge Area Definitions

### High Priority Challenge Areas

Six (6) of the 16 Challenge Areas are identified as High Priority Areas. These High Priority Challenge Areas are identified as having the highest proportion of fatal and serious injury crashes, and therefore, these Challenge Areas show the greatest opportunity to achieve the SHSP goal of zero traffic fatalities and serious injuries on all of California's public roadways.

### Active Transportation



#### Bicyclists

The Bicyclists Challenge Area focuses on improving safety for people biking on public roads. This includes instances where a motor vehicle is involved in a crash with a bicyclist, including e-bikes and their riders.

- All fatal or seriously injured bicyclists and their riders (**Victims**)



#### Pedestrians

The Pedestrians Challenge Area focuses on improving pedestrian safety and reducing fatal and serious injury crashes that involve motor vehicles and a pedestrian. This includes people using wheelchairs, human-powered scooters, and non-motorized mobility devices other than bicycles and e-bikes.

- All fatal or seriously injured pedestrians (**Victims**)



#### Impaired Driving

The Impaired Driving Challenge Area focuses on the prevention, identification and intervention of drivers that are impaired by alcohol and/or drugs, both illegal and prescription. It includes crashes where any evidence of alcohol or drug use by the driver is present, even if the driver was not over the legal limit.

- All fatalities and serious injuries involved in a **Crash** related to this Challenge Area

#### Victim vs Crash definition

Challenge Areas use **crash** level or **victim** level data depending on the nature of the Challenge Area.



#### Intersections

The Intersections Challenge Area focuses on identifying issues that lead to fatal and serious injury crashes at or in the influence of intersections and the appropriate countermeasures. All types of roadway intersections are included, including interchanges and/or crashes involving a train or rail vehicle at an at-grade crossing.

- All fatalities and serious injuries involved in a **Crash** related to this Challenge Area



#### Lane Departures

The Lane Departures Challenge Area focuses on identifying strategies to reduce instances of vehicles leaving the roadway or deviating from their lane of travel into oncoming traffic. This includes head-on, hit object, and overturned crashes as well as instances where a vehicle runs off the road or crosses into the opposing lane prior to the crash.

- All fatalities and serious injuries involved in a **Crash** related to this Challenge Area



#### Speed Management/ Aggressive Driving

The Speed Management/Aggressive Driving Challenge Area focuses on identifying strategies and countermeasures that reduce instances of driving too fast, tailgating, and other reckless driving maneuvers as determined by a law enforcement officer on scene. Sideshows are also included in this Challenge Area, along with reducing the overall factors of speed and aggressive driving that lead to fatal and serious injury crashes.

- All fatalities and serious injuries involved in a **Crash** related to this Challenge Area

# Statewide

## Focus Areas



### Aging Drivers

The Aging Drivers Challenge Area focuses on improving safety for drivers 65 years and older by assisting in understanding how aging can affect driving safety and developing tools to help meet aging drivers' specific needs.

- All fatalities and serious injuries involved in a **Crash** related to this Challenge Area



### Commercial Vehicles

The Commercial Vehicles Challenge Area focuses on improving the safety of trucks, truck tractors, school buses and public/private coaches as well as the drivers of those vehicles on roadways.

- All fatalities and serious injuries involved in a **Crash** related to this Challenge Area



### Distracted Driving

The Distracted Driving Challenge Area focuses on strategies to reduce instances of distracted driving through education and awareness countermeasures. Distracted Driving describes any driver action that takes eyes or mind off of the task of driving, or hands off of the wheel.

- All fatalities and serious injuries involved in a **Crash** related to this Challenge Area



### Driver Licensing

The Driver Licensing Challenge Area focuses on reducing instances where an involved driver is unlicensed or does not carry a valid license for the vehicle that they are operating. Information on driver licensing is only currently available through the federal Fatality Analysis Reporting System (FARS) data; therefore, the data being reported for this Challenge Area only pertains to fatalities.

- All fatalities involved in a **Crash** related to this Challenge Area, per FARS data



### Motorcyclists

The Motorcyclists Challenge Area focuses on reducing fatal and serious injury crashes where a motorcyclist, motorized scooter, or moped rider is involved in a crash and identifying strategies to improve their overall safety on the roadway.

- All fatal or seriously injured motorcyclists, and motorized scooter or moped riders (**Victims**)



### Occupant Protection

The Occupant Protection Challenge Area focuses on increasing the proper use of occupant restraining devices (including seat belts and car seats) to reduce fatalities and serious injuries that can be attributed to lack of or improper use of restraining devices.

- All fatal or seriously injured persons not wearing seat belts, improperly wearing seat belts, or not properly using child restraints i.e. car seats (**Victims**)



### Work Zones

The Work Zones Challenge Area focuses on improving the safety in and near work zones for construction, maintenance, and/or roadway repairs to reduce fatal and serious injury crashes in those roadway conditions. This includes work zones that are temporary or long-term, regardless of the presence of workers.

- All fatalities and serious injuries involved in a **Crash** related to this Challenge Area



### Young Drivers

The Young Drivers Challenge Area focuses on improving the safety of drivers identified as being 15 to 20 years of age, mirroring the ages represented by the state's Graduated Drivers Licensing provisions.

- All fatalities and serious injuries involved in a **Crash** related to this Challenge Area

1. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not listed above.

# Statewide

## 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

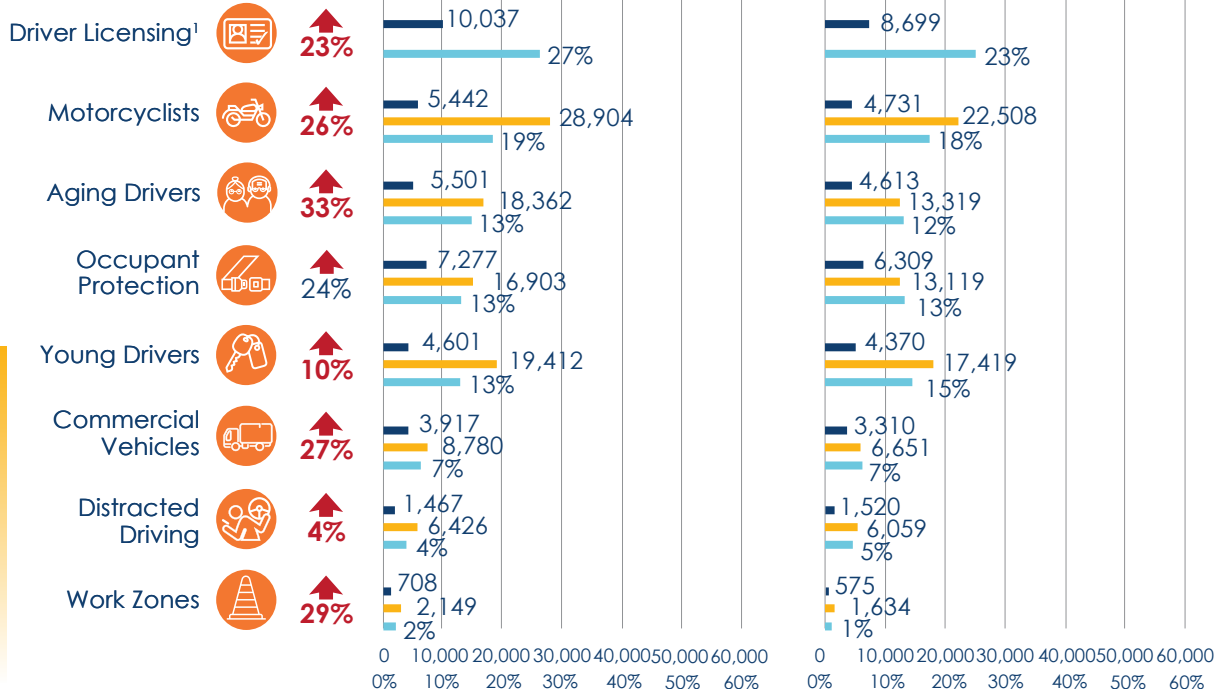
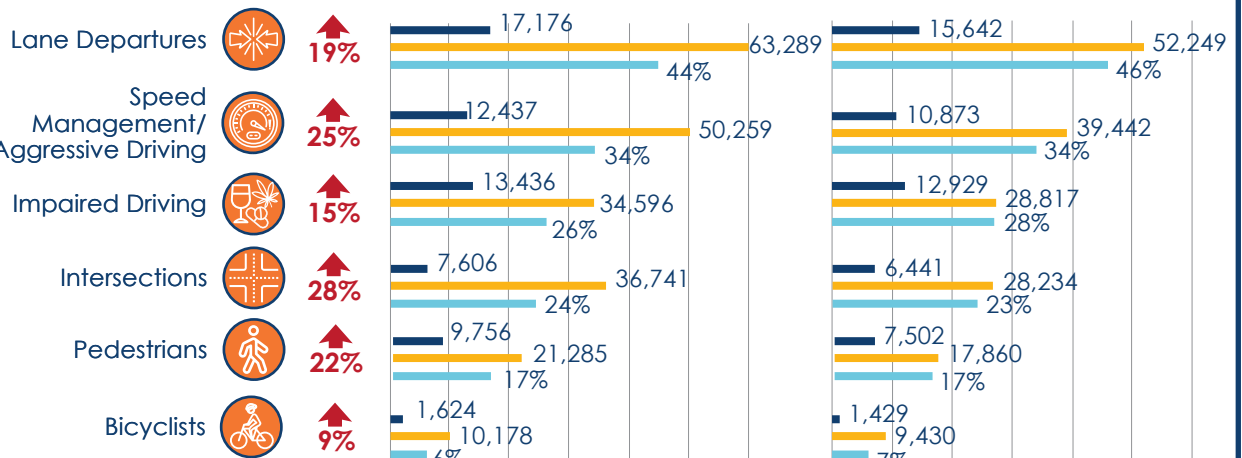
**2013–2022**

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:**



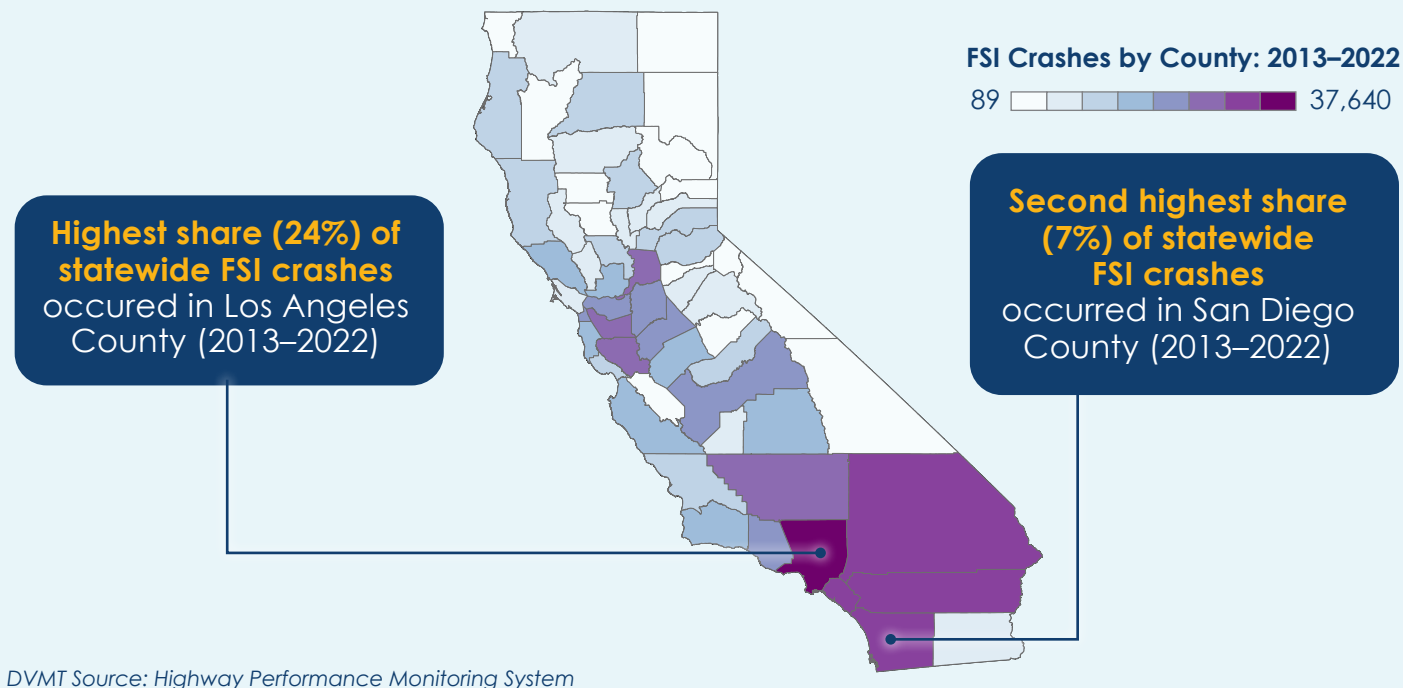
1. Driver Licensing information based on FARS, which does not include serious injury data.

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.

# Statewide

## Number of FSI Crashes by County



## FSI Crash Rate (FSI Crashes per 100K Daily Vehicle Miles Traveled)

From 2013–2022, the statewide **FSI crash rate was 4.81**, which is an increase from 2010–2019 period (4.13).

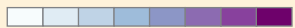
### Counties with highest FSI crash rates (2013–2022):

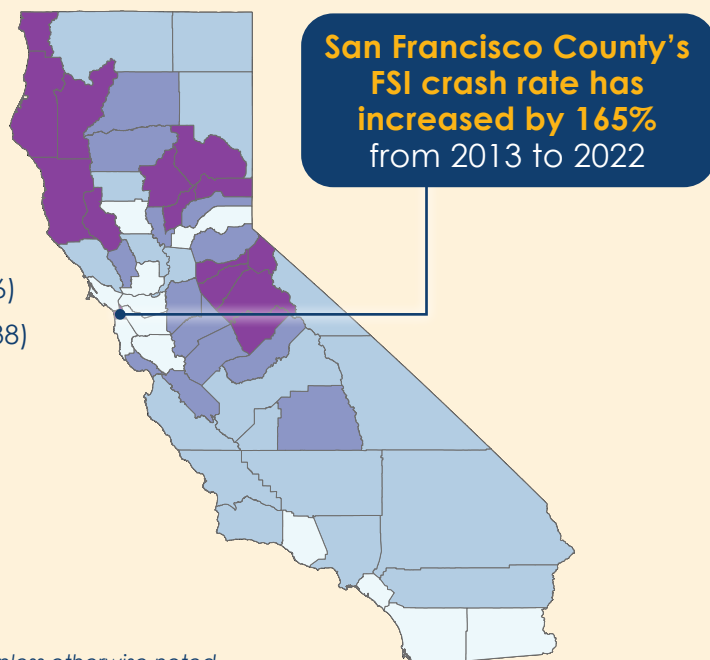
- Trinity County (12.79)
- Calaveras County (12.70)
- Alpine County (10.79)
- Lake County (10.49)
- Mariposa County (10.16)

### Counties with lowest FSI crash rates (2013–2022):

- Orange County (3.35)
- San Mateo County (3.36)
- Santa Clara County (3.38)
- Marin County (3.49)
- Imperial County (3.60)

### FSI Crash Rate by County: 2013–2022

3.35  12.79



FSI Crash Rate by County, 2013–2022

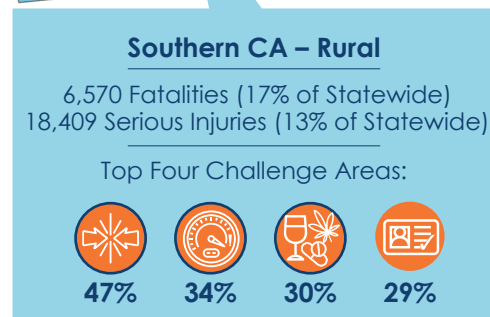
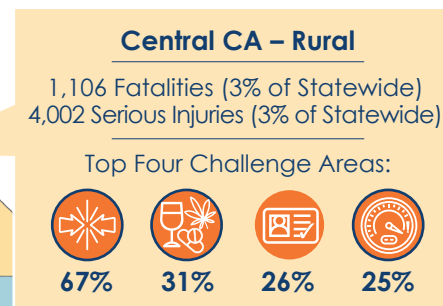
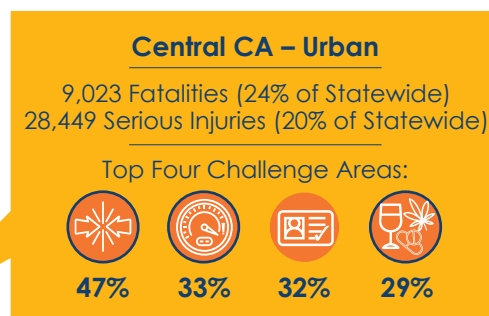
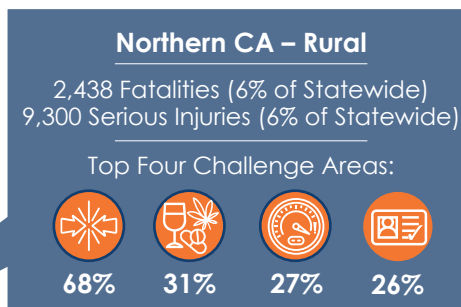
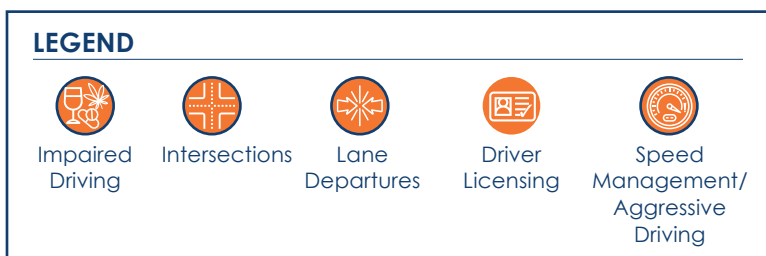
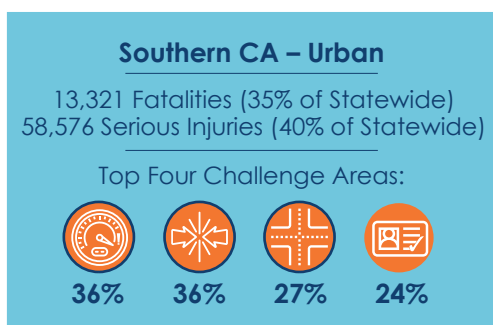
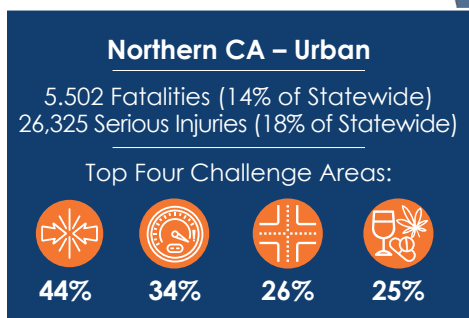
All crash data is Statewide Integrated Traffic Records System (SWITRS) unless otherwise noted.



# Statewide

## FSI Victim Summary by Region 2013–2022

See Region-Specific Fact Sheets for additional information.

















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%.

1. All crash data is Statewide Integrated Traffic Records System (SWITRS) unless otherwise noted.  
2. Driver Licensing information is sourced from FARS, which does not include serious injury data.

# Statewide

## FSI Victim Summary by Challenge Area

Statewide 2013–2022

	Challenge Area	Statewide %	Central CA - Rural	Central CA - Urban	Northern CA - Rural	Northern CA - Urban	Southern CA - Rural	Southern CA - Urban
High Priority Area	 Lane Departures	<b>44%</b>	67%	47%	68%	44%	47%	36%
	 Speed Management/Aggressive Driving	<b>34%</b>	25%	33%	27%	34%	34%	36%
	 Impaired Driving	<b>26%</b>	31%	29%	31%	25%	30%	23%
	 Intersections	<b>24%</b>	17%	24%	15%	26%	21%	27%
	 Pedestrians	<b>17%</b>	5%	14%	8%	19%	13%	21%
	 Bicyclists	<b>6%</b>	3%	5%	4%	10%	3%	7%
Focus Area	 Motorcyclists	<b>19%</b>	21%	15%	18%	18%	17%	21%
	 Aging Drivers	<b>13%</b>	19%	13%	16%	13%	13%	13%
	 Occupant Protection	<b>13%</b>	17%	16%	19%	12%	18%	10%
	 Young Drivers	<b>13%</b>	12%	15%	12%	12%	14%	13%
	 Commercial Vehicles	<b>7%</b>	8%	9%	7%	5%	10%	6%
	 Distracted Driving	<b>4%</b>	4%	4%	5%	5%	4%	4%
	 Work Zones	<b>2%</b>	2%	1%	1%	1%	3%	1%
	 Driver Licensing <sup>1</sup>	<b>27%</b>	26%	32%	26%	24%	29%	24%

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.

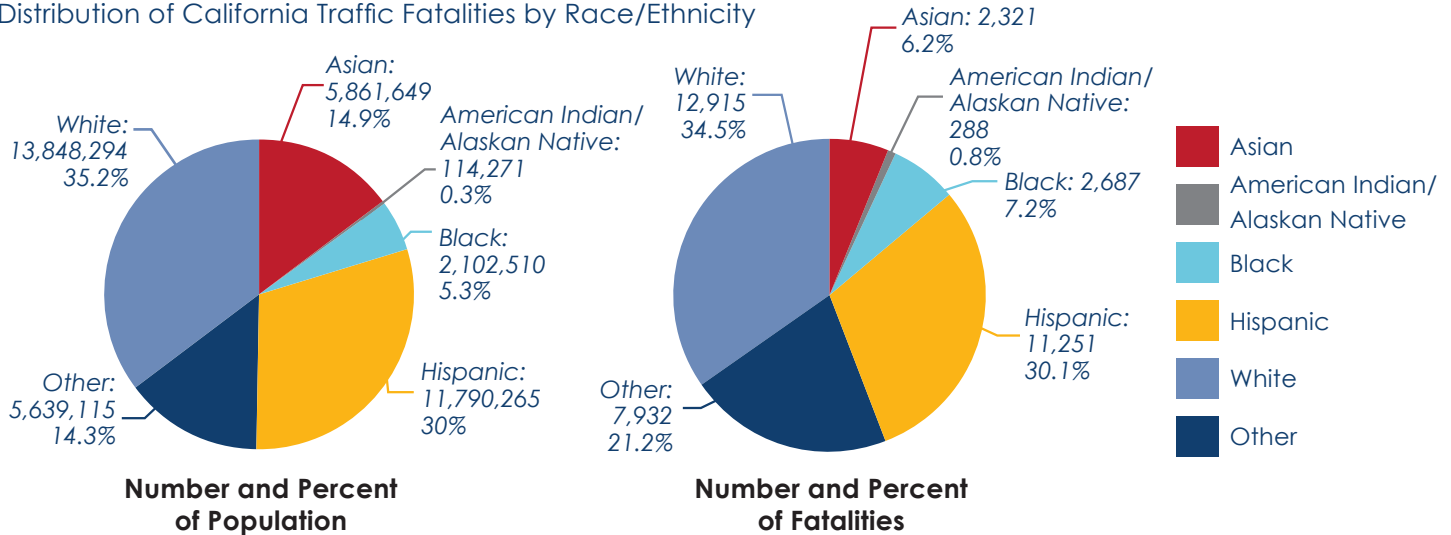
Data Source: Statewide Integrated Reporting System (SWITRS)



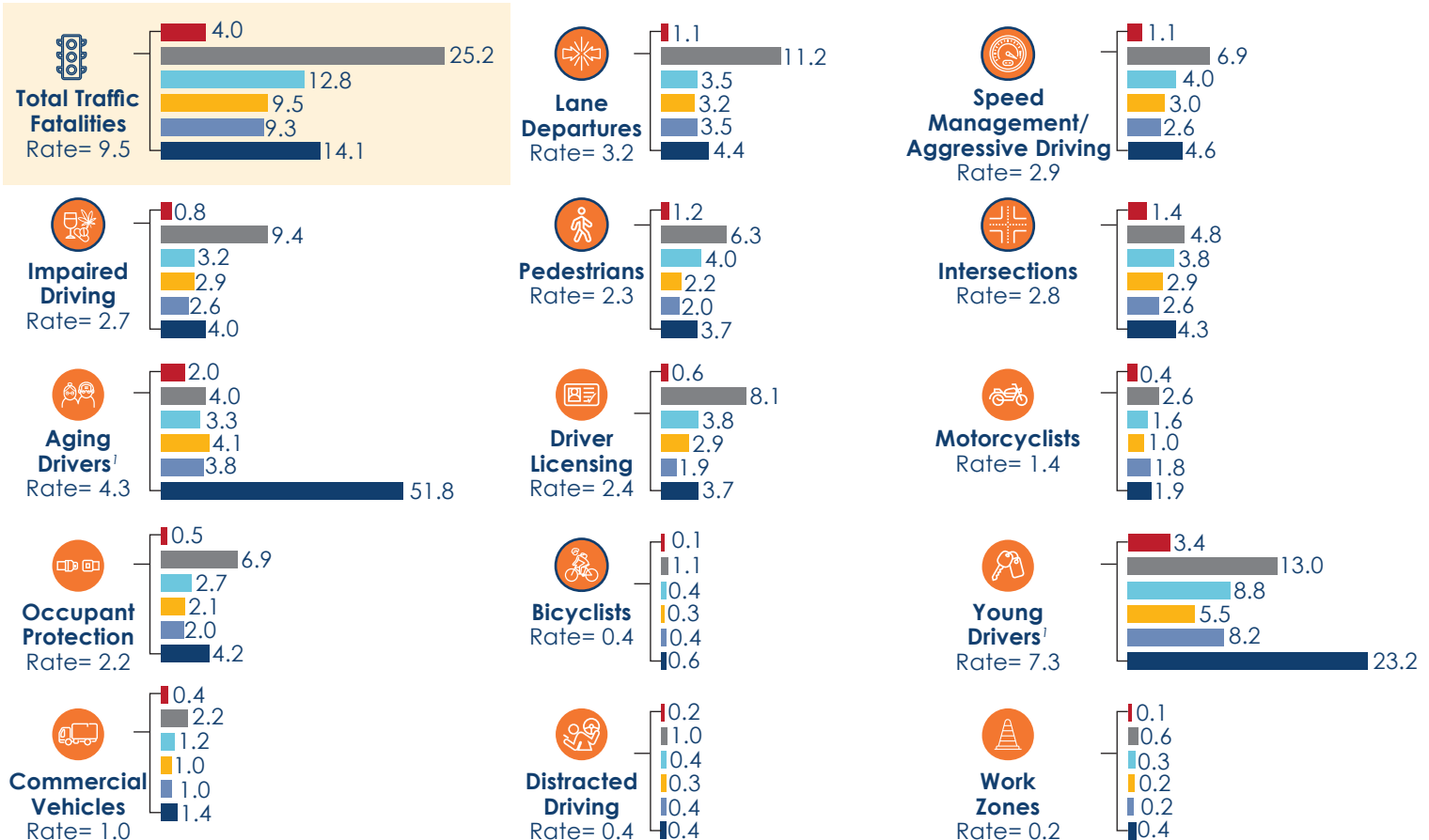
# Statewide

## Race/Ethnicity in Traffic Fatalities

Distribution of California Traffic Fatalities by Race/Ethnicity



## Fatality Rate by Race/Ethnicity (Fatality Rate per 100,000 Population)



Source: US Census Bureau 2022 ACS 5-Year Estimate data and Fatality Analysis Reporting System (FARS 2013-2022)

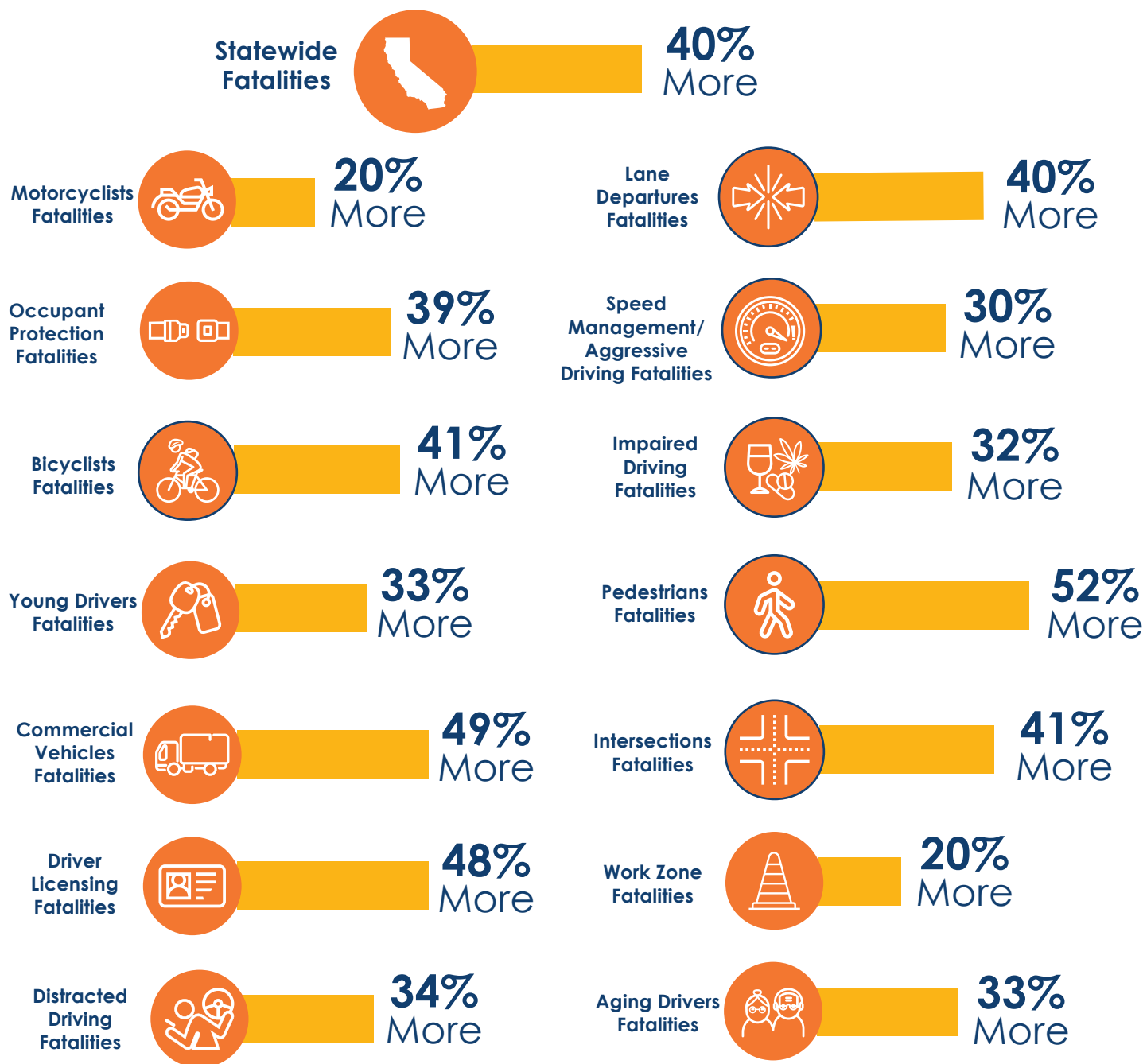
1. Aging Drivers and Young Drivers fatality rate calculated using statewide population estimates for equivalent population groups.

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

# Statewide

## Income Impact in Traffic Fatalities

*Increased Rate of Fatalities in Disadvantaged Communities versus non-Disadvantaged Communities<sup>3</sup>*



Source: US Census Bureau 2022 ACS 5-Year Estimate data and Fatality Analysis Reporting System (FARS 2013–2022)

1. Income data is available for the Census Tracts where a traffic fatality occurs and not the individual (i.e. this data represents the income information of the Census Tracts where the crash occurred and not the income of the crash victim.)
2. Disadvantaged communities determined using 2022 ACS 5-Year estimate data for median household income at Census Tract level. The 2022 ACS 5-Year Estimate data was used to determine fatality rates per 100,000 population.
3. AB 1550 stipulates that 80% of statewide median household income to be used as threshold for disadvantaged community. 2022 threshold is \$73,524.
4. Emergency Response and Emerging Technologies Challenge Areas do not have reported crash data and are not represented in this chart.

# California SHSP Tribal Data

**CRASH DATA DATES: 2013–2022**



# Statewide

## Challenge Areas: Comparing Share of FSI Victims in Tribal Areas and Statewide

Fatalities and Serious Injuries, 2013–2022

### Challenge Areas Disproportionately Impacting Tribal Areas



Lane Departures



Impaired Driving

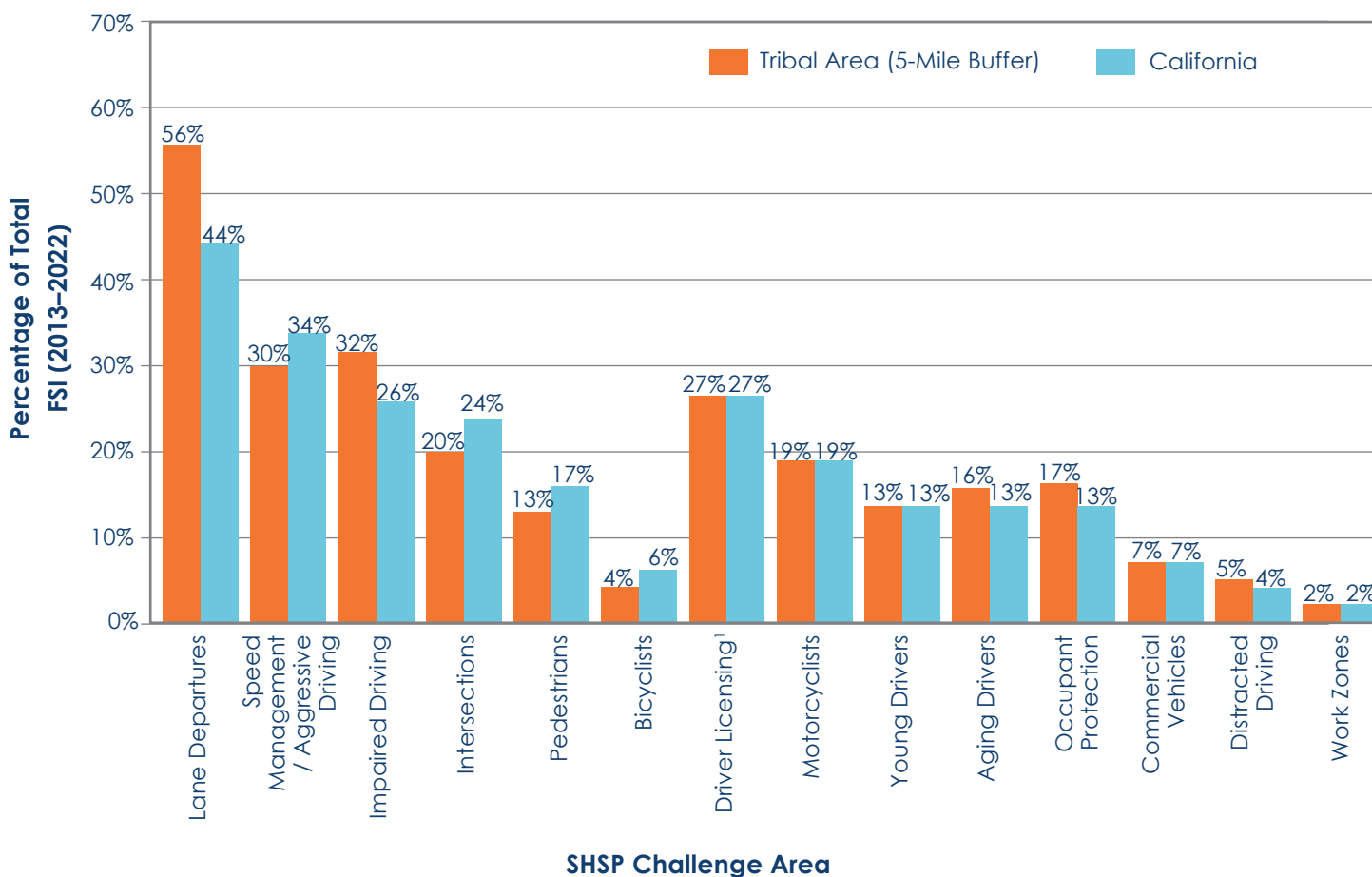


Occupant Protection



Aging Drivers

Challenge Areas with higher percentage of crashes in Tribal Areas compared to statewide, listed in descending order (highest to lowest)



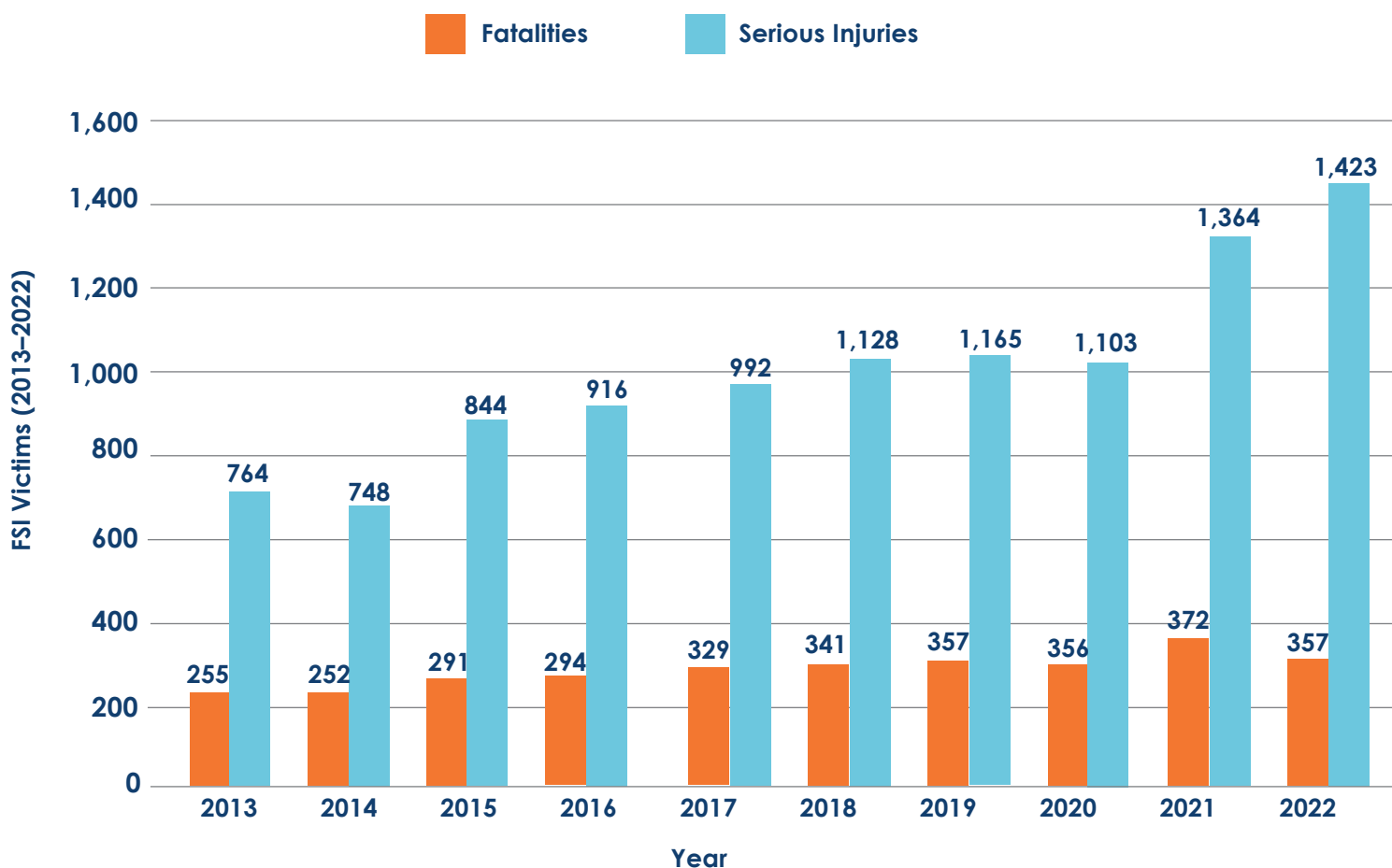
Source: University of California, Berkeley's Safe Transportation Research and Education Center (SWITRS 2013–2022)

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.

# Statewide

## Yearly Trend for FSI Victims in Tribal Areas 2013–2022



Since 2013, FSI victims in tribal areas increased by **79%**, versus the overall statewide increase of **63%**.

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