



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,

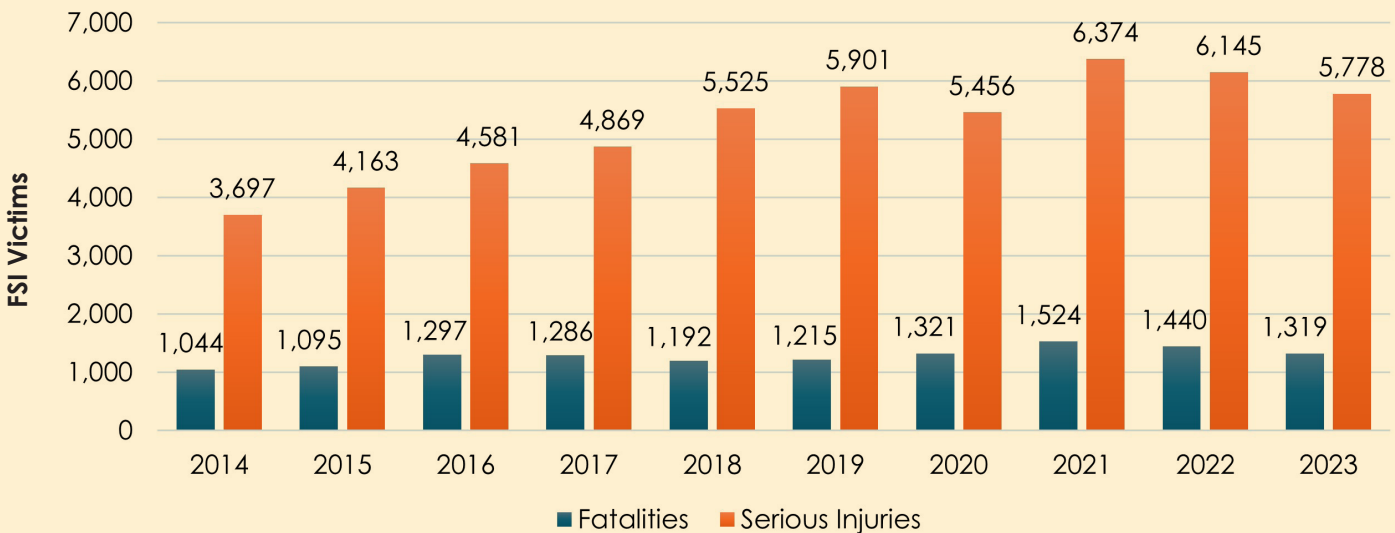
Defined as: All fatalities and serious injuries involved in a crash related to Speed Management/Aggressive Driving

Speed Management/Aggressive Driving Fatal and Serious Injury (FSI) Victims

65,222

34% of statewide FSI victims

FSI Victims by Year



Top Three Challenge Area Overlaps

Speed Management/Aggressive Driving FSI crashes also involve:



35%

Lane Departures



34%

Driver Licensing*



30%

Intersections

*Driver Licensing includes only fatal crashes (from FARS)

Crashes often involve more than one factor and overlap with multiple Challenge Areas. See related fact sheets for overlapping Challenge Areas, as addressing one Challenge Area can improve the safety outcomes of the others.

Share of FSI Victims: State Highways vs. Local Roads



38%
State
Highways

VS

62%
Local
Roads



Share of FSI Victims: Rural vs. Urban Roads¹



25%
Rural
Roads

VS

75%
Urban
Roads



Source: All crash data is from Statewide Integrated Reporting System (SWITRS) 2014–2023 unless otherwise noted.

1. Rural and urban data determined by 2020 US Census "Urban Areas" dataset. FSI crashes with unknown geolocation were excluded.

For more information,
visit the SHSP Crash
Data Dashboard:

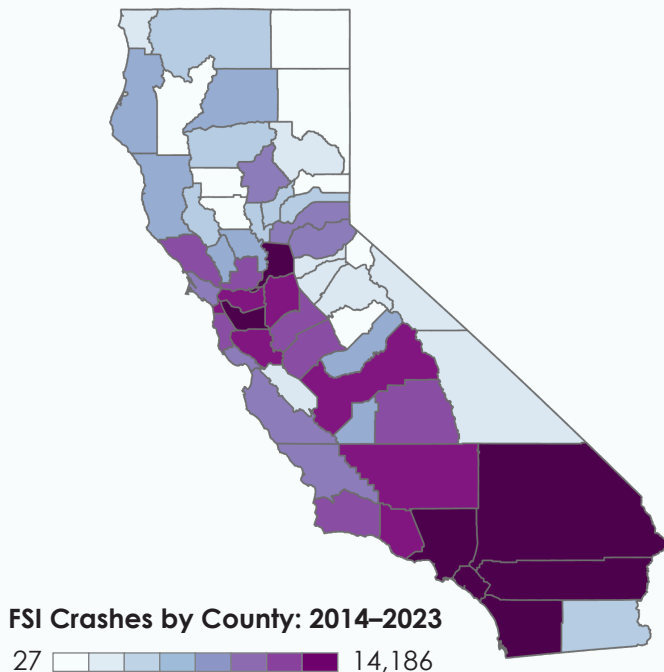




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FSI Crash Frequency and FSI Crash Rate by County

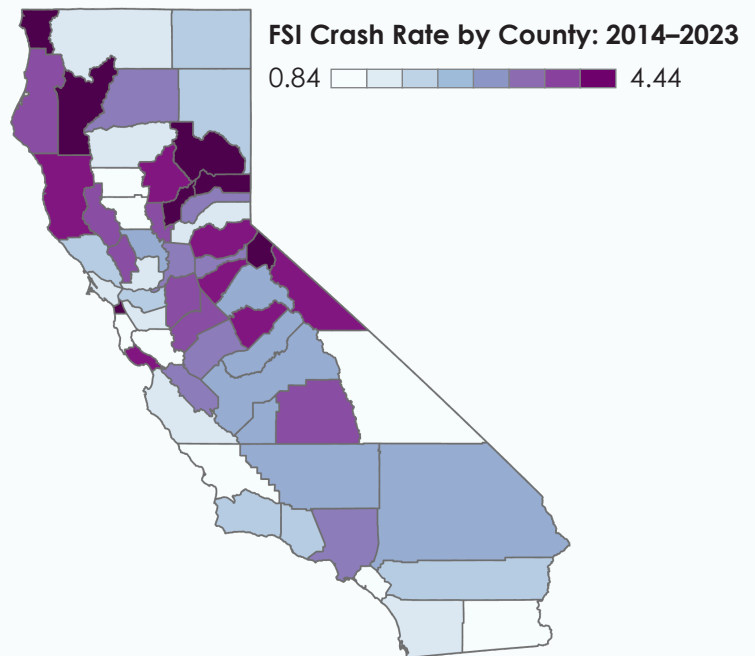
FSI Crash Frequency



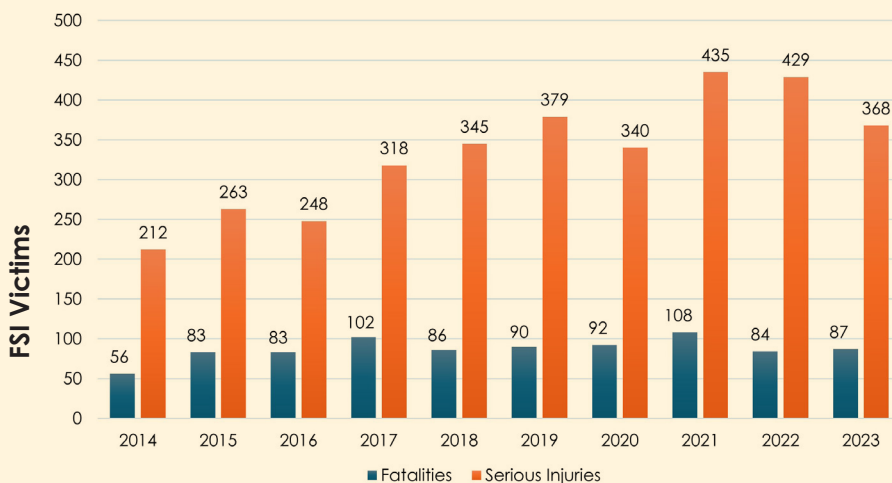
DVMT Source: Highway Performance Monitoring System

FSI Crash Rate

FSI Crashes per HMVMT (Hundred Million Vehicle Miles Traveled)



Yearly Trend for FSI Victims in Tribal Areas^{1,2}



**Speed Management/
Aggressive Driving** makes up
30% of tribal area FSI victims.

Since 2014, FSI victims in tribal
areas increased by **70%**,
versus the overall statewide
increase of **50%**.

Source: All crash data is from SWITRS (2014–2023) unless otherwise noted.

1. Tribal boundaries provided by University of California, Berkeley's Safe Transportation Research and Education Center.

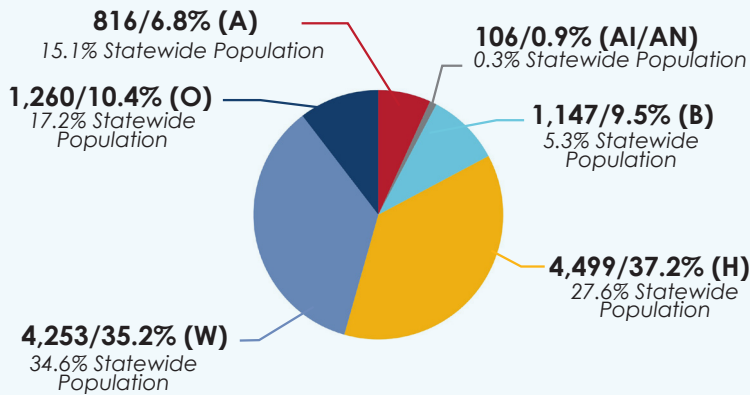
2. Tribal areas defined as areas within 5 miles of tribal boundaries.



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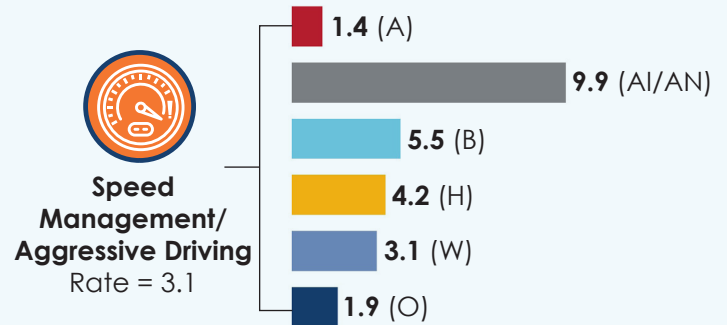
Race/Ethnicity in Traffic Fatalities

Distribution of California Traffic Fatalities by Race/Ethnicity



Fatality Rate by Race/Ethnicity

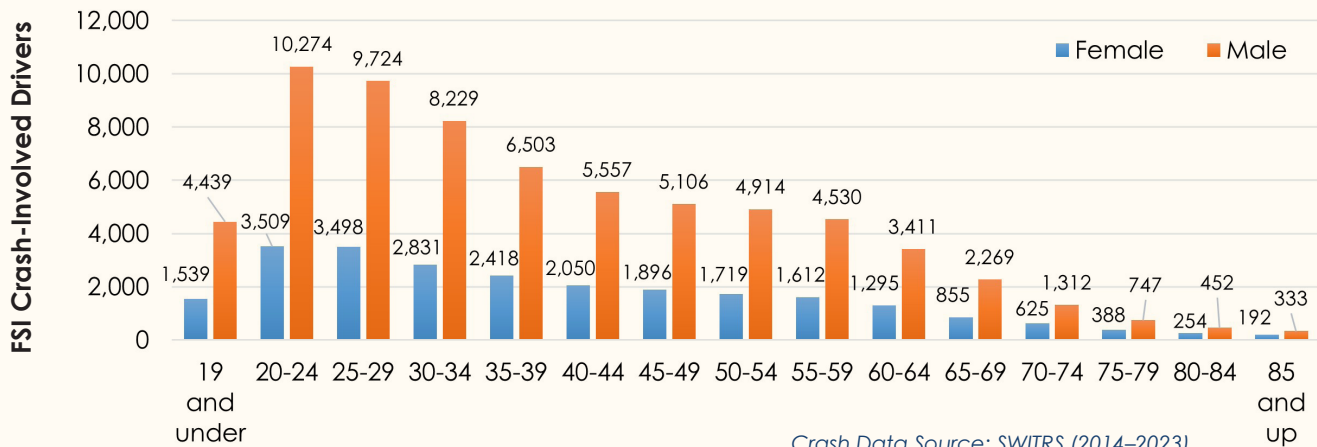
(Fatality Rate per 100,000 Population)



Asian (A) American Indian/Alaskan Native (AI/AN) Black (B) Hispanic (H) White (W) Other (O)

Comparison of Crash-Involved Drivers by Age and Sex

Male drivers are **2.8x** as likely to be involved in a Speed Management/Aggressive Driving FSI crash



Crash Data Source: SWITRS (2014–2023)

Income Impact in Traffic Fatalities^{1,2,3}

Increased Rate of Fatalities in Disadvantaged Communities Versus Non-Disadvantaged Communities

Statewide Fatalities  **40%** Higher

Speed Management/Aggressive Driving Fatalities  **29%** Higher

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 were determined using 2023 ACS 5-Year estimate data for median household income at Census Tract level. The 2023 ACS 5-Year Estimate data was used to determine fatality rates per 100,000 population.

3. Assembly Bill 1550 stipulates that 80% of statewide median household income to be used as threshold for disadvantaged communities. 2023 threshold is \$77,067.

Source: US Census Bureau 2023 ACS 5-Year Estimate data and FARS 2014–2023



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Top Three Crash Types*



28%
Rear End



23%
Broadside



19%
Hit Object

Top Three Primary Crash Factors*



56%
Unsafe
Speed



18%
Traffic Signals
and Signs



16%
Under the
Influence

Potential Countermeasures to Mitigate Speed Management/Aggressive Driving FSI Crashes

These countermeasures have been selected as data-backed strategies to improve traffic safety within the Speed Management/Aggressive Driving Challenge Area. See related fact sheets for overlapping Challenge Areas, as addressing one Challenge Area can improve the safety outcomes of other Challenge Areas.



**Dynamic Speed
Feedback Signs^{2,3}**



**Speed Safety
Cameras
(Dependent on
Legislation)^{1,2,3}**



**Roadway
Reconfiguration
(Road Diet)^{1,3}**



**Variable Speed
Limits^{1,2}**



**Driver's License
Suspensions (and
Increasing Penalties) for
Repeat Offenders²**



**Training and Education
for Local Agency
Decision-Makers on
Selecting Appropriate
Speed Limits^{1,2}**



**High-Visibility
Speeding
Enforcement²**



**Signal Hardware
Improvements^{1,3}**

Countermeasure References and Resources

- [1. 28 Proven Safety Countermeasures, supported by Caltrans and FHWA](#)
- [2. NHTSA Countermeasures that Work, 2023](#)
- [3. Caltrans Local Roadway Safety Manual \(Version 1.7, April 2024\)](#)

Source: All crash data is from SWITRS unless otherwise noted.

*Percentages are calculated based on a total of 55,511 Speed Management/Aggressive Driving FSI crashes.