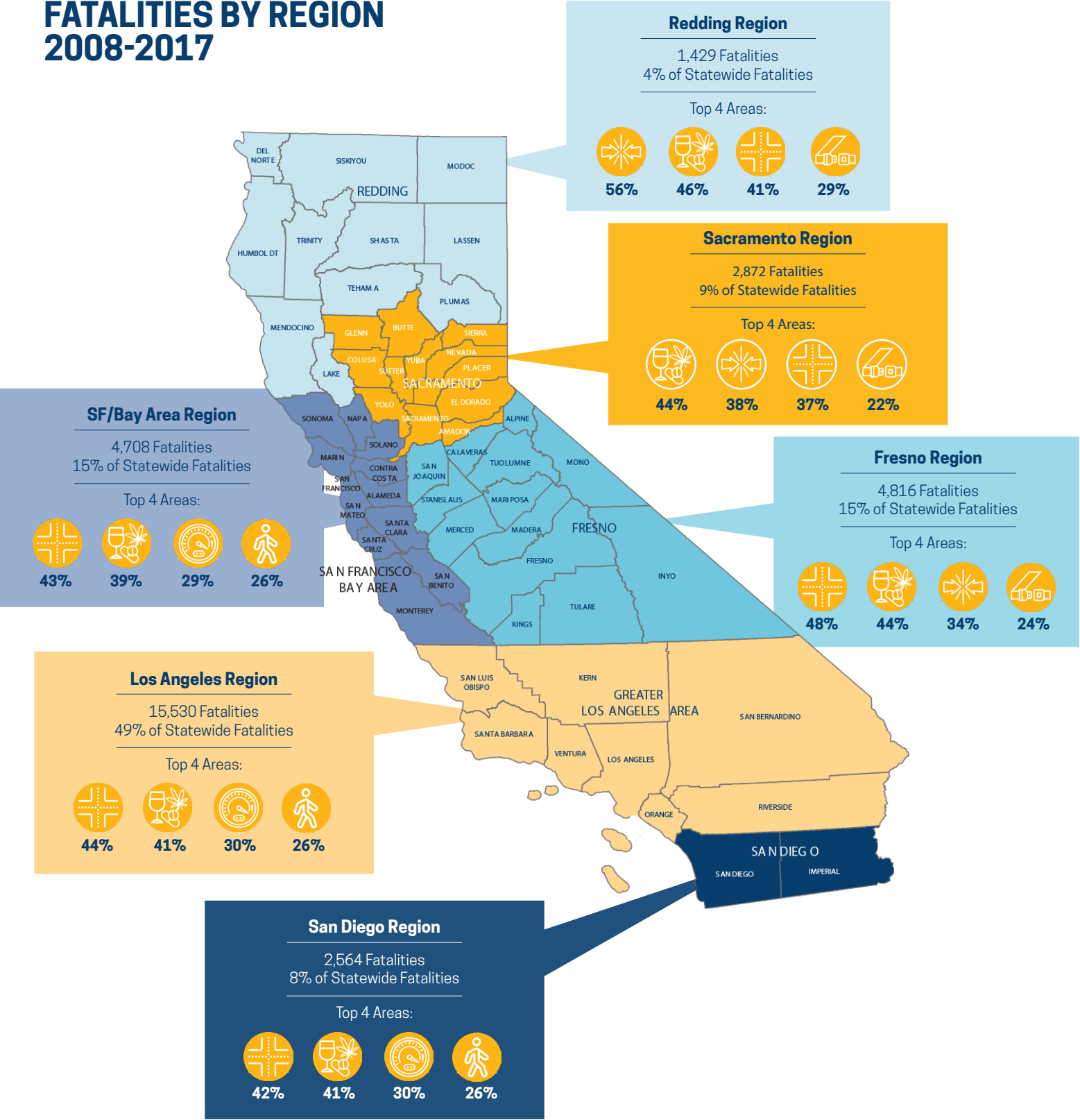


NATIONAL COMPARISON

California accounted for about **10% of traffic fatalities** in the United States in 2016. In comparison, California accounts for **12% of the total population, 12% of the total licensed drivers, and 11% of vehicle miles traveled** in the United States.

Source: 2016 State Traffic Data, NHTSA

FATALITIES BY REGION
2008-2017



CALIFORNIA SAFE ROADS

2020-2024 Strategic Highway Safety Plan

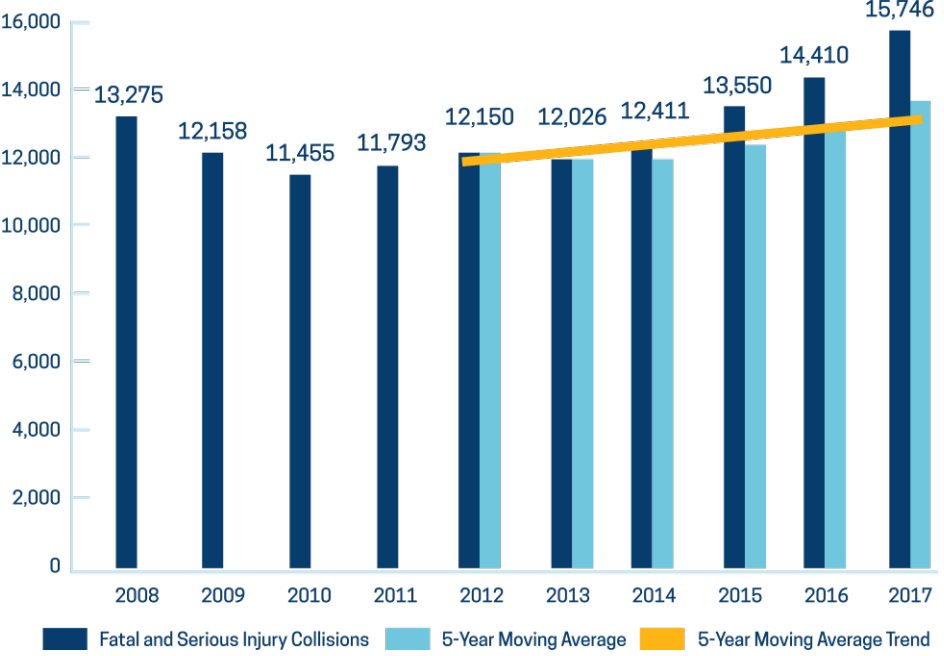
California Statewide
Collision Overview

The California Strategic Highway Safety Plan (SHSP) is a comprehensive, statewide transportation safety plan, which provides a framework for reducing highway fatalities and serious injuries on all public roads.

Between 2008 and 2017, **31,919** people lost their lives and **115,539** people were seriously injured in collisions on California roadways.

The SHSP identifies key safety needs and guides investment decisions toward strategies and measures with the greatest potential to save lives and prevent injuries. Development of the 2020 - 2024 California SHSP includes review of fatal and serious injury collisions across all roadways in California and partnership with federal, tribal, state, regional, local, and private sector safety stakeholders. This critical effort will result in a data-driven strategic safety plan to drive down fatalities and serious injuries on all California roadways.

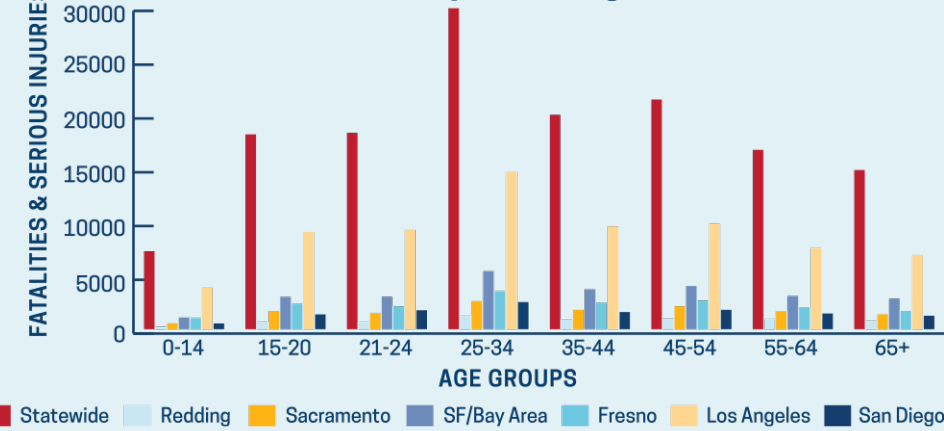
Statewide Collisions 2008-2017



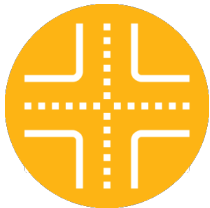
WHO?

Adults **25 to 34 years old** comprise the largest number of victims of fatal and serious injury collisions. The age group between **15 and 34 years old** represents nearly half of all fatal and serious injury collisions.

Collisions by Victim Age, 2017



Collision Overview - Statewide 2008-2017



Intersections, Interchanges, and Other Roadway Access
(Percent of fatalities)

Statewide 43%

Fresno 48%	Sacramento 37%
Los Angeles 44%	San Diego 42%
Redding 41%	SF/Bay Area 43%



Alcohol and Drug Impairment
(Percent of fatalities)

Statewide 42%

Fresno 44%	Sacramento 44%
Los Angeles 41%	San Diego 41%
Redding 46%	SF/Bay Area 39%



Speeding and Aggressive Driving
(Percent of fatalities)

Statewide 28%

Fresno 22%	Sacramento 26%
Los Angeles 30%	San Diego 30%
Redding 23%	SF/Bay Area 29%



Roadway Departure and Head-on Collisions
(Percent of fatalities)

Statewide 26%

Fresno 34%	Sacramento 38%
Los Angeles 20%	San Diego 21%
Redding 56%	SF/Bay Area 25%



Driver Licensing and Competency
(Percent of fatalities)

Statewide 25%

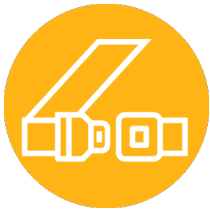
Fresno 33%	Sacramento 24%
Los Angeles 25%	San Diego 19%
Redding 21%	SF/Bay Area 24%



Pedestrians
(Percent of fatalities)

Statewide 23%

Fresno 15%	Sacramento 19%
Los Angeles 26%	San Diego 26%
Redding 12%	SF/Bay Area 26%



Occupant Protection
(Percent of fatalities)

Statewide 19%

Fresno 24%	Sacramento 22%
Los Angeles 18%	San Diego 17%
Redding 29%	SF/Bay Area 16%



Aging Drivers
(Percent of fatalities)

Statewide 14%

Fresno 14%	Sacramento 16%
Los Angeles 13%	San Diego 15%
Redding 19%	SF/Bay Area 14%



Motorcycles
(Percent of fatalities)

Statewide 14%

Fresno 11%	Sacramento 13%
Los Angeles 15%	San Diego 19%
Redding 12%	SF/Bay Area 14%



Young Drivers
(Percent of fatalities)

Statewide 13%

Fresno 15%	Sacramento 14%
Los Angeles 14%	San Diego 12%
Redding 10%	SF/Bay Area 13%



Commercial Vehicles
(Percent of fatalities)

Statewide 10%

Fresno 13%	Sacramento 9%
Los Angeles 10%	San Diego 8%
Redding 10%	SF/Bay Area 9%



Distracted Driving
(Percent of fatalities)

Statewide 5%

Fresno 5%	Sacramento 4%
Los Angeles 5%	San Diego 3%
Redding 5%	SF/Bay Area 5%



Bicycling
(Percent of fatalities)

Statewide 4%

Fresno 4%	Sacramento 5%
Los Angeles 4%	San Diego 3%
Redding 3%	SF/Bay Area 6%



Work Zones
(Percent of fatalities)

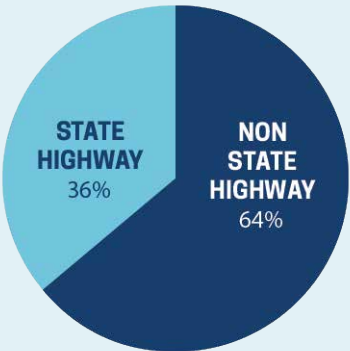
Statewide 2%

Fresno 2%	Sacramento 2%
Los Angeles 2%	San Diego 2%
Redding 1%	SF/Bay Area 2%

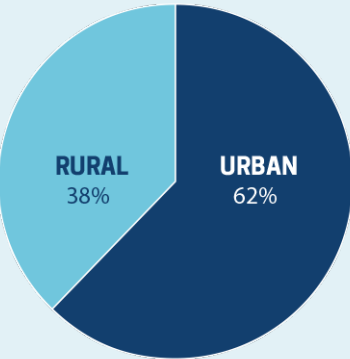
WHERE?

About two-thirds of fatal and serious collisions occur on non-State highways. Similarly, two-thirds of fatal and serious collisions occur in an urban setting.

State Highway System Collisions



Urban vs. Rural Collisions



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

Data Source: Statewide Integrated Reporting System (SWITRS)





Aging Drivers



Between 2008 and 2017, 4,527 people lost their lives and 13,281 people were seriously injured in Aging Driver collisions on California roadways.

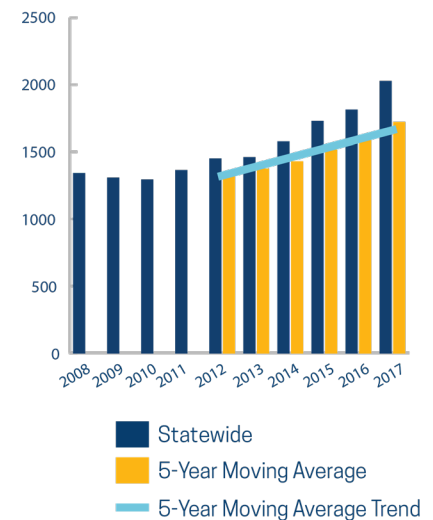
This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved Aging Drivers. For the purposes of this fact sheet, the term “aging” refers to people 65 and older. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Aging Driver collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

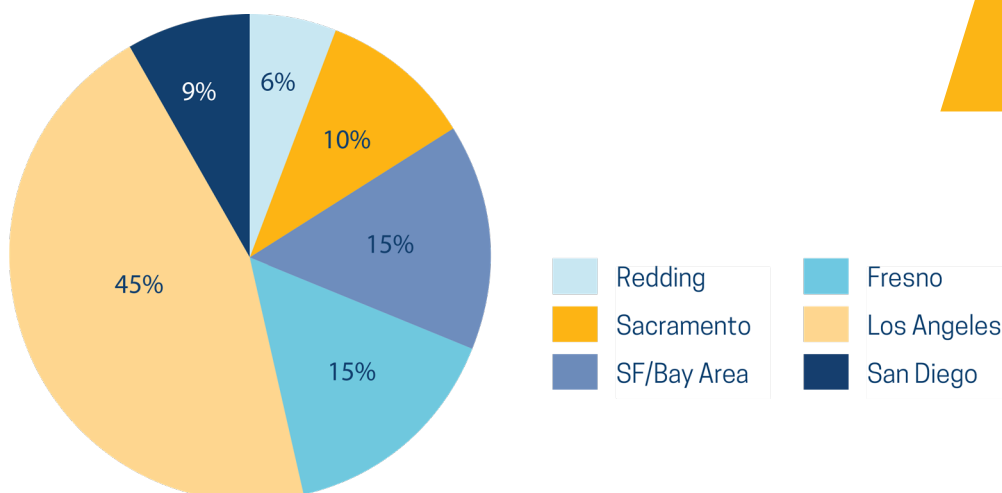
Aging Driver Fatalities Compared to Total Fatalities, Statewide & by Region



Aging Driver Related Collisions, 2008-2017



Percentage of Aging Driver Fatalities by Region

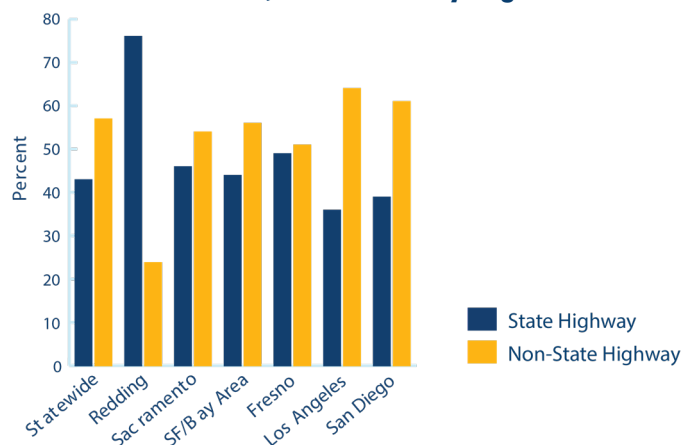


From 2008 to 2017, Aging Driver fatalities and serious injuries increased by 51 percent.

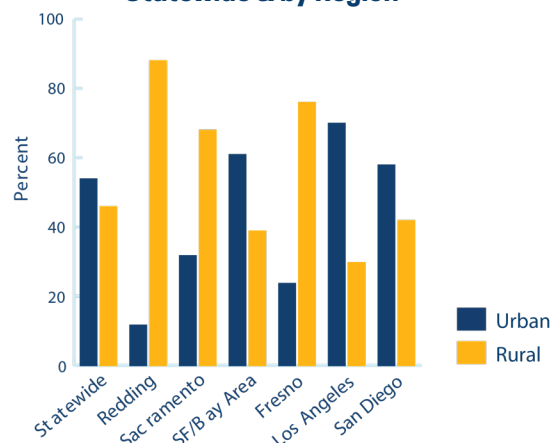
WHERE?

There does not appear to be a definitive trend toward any location or road type for Aging Drivers.

State Highway vs. Non-State Highway Collisions, Statewide & by Region



Urban vs. Rural Collisions, Statewide & by Region



WHY?

Improper Turning is the top factor for fatal and serious injury to Aging Driver collisions. Unsafe Speed and Automobile Right of Way were other notable contribution factors.

WHEN?

Afternoon hours between **11 AM and 5 PM** are the most dangerous time of day for Aging Drivers, with **55%** of fatal and serious injury collisions occurring during this time.

Top Primary Collision Factor Violations per Region for Aging Drivers (% of Total Aging Driver Collisions)

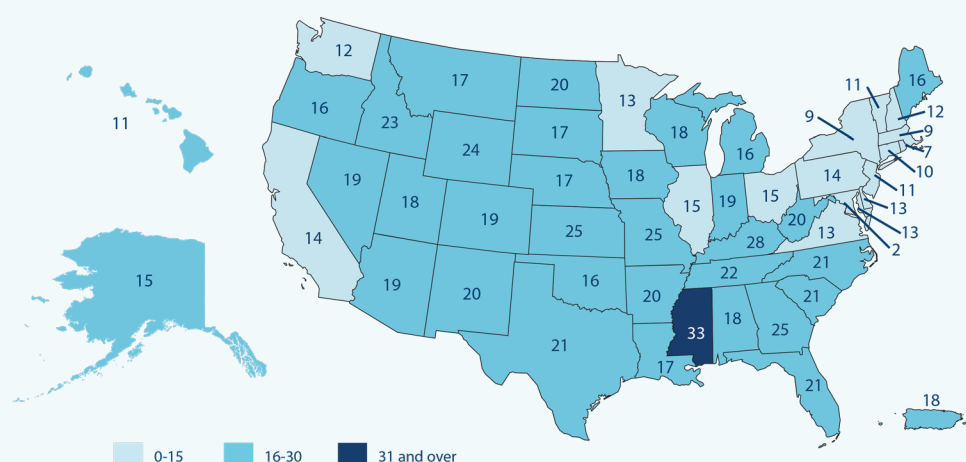
	Statewide	Redding	Sacramento	SF/Bay Area	Fresno	Los Angeles	San Diego
Improper Turning	9%	21%	11%	9%	14%	7%	7%
Unsafe Speed	8%	12%	10%	8%	9%	7%	6%
Automobile Right of Way	7%	6%	8%	5%	10%	8%	6%
Driving Under the Influence of Alcohol or Drug	4%	7%	6%	3%	6%	3%	2%
Traffic Signals and Signs	4%	1%	3%	3%	6%	4%	3%

NATIONAL COMPARISON

In 2016 there were 6,764 people 65 and older killed in motor vehicle traffic collisions. Older people made up 18 percent of all traffic fatalities during the year. Compared to 2015, there was a 3 percent increase in the number of fatalities in the older age group.

There were 41.7 million older drivers licensed in 2016. Older drivers made up 19 percent of all licensed drivers in 2016, compared to 15 percent in 2007. The map shows the rate of drivers involved in fatal collisions per 100,000 licensed drivers in 2016. **California had a driver involved rate of 14** for those 65 and older. The District of Columbia was the lowest with a rate of 2, Mississippi had the highest driver involved rate of 33.

Drivers Involved in Fatal Collisions, Age 65+, Rate Per 100,000 Licensed Drivers, 2016



Data Source:
Statewide Integrated Traffic Records System (SWITRS)

Map Data Source:
National Highway Traffic Safety Administration (NHTSA)



CALIFORNIA SAFE ROADS

2020–2024 Strategic Highway Safety Plan

Alcohol and Drug Impairment

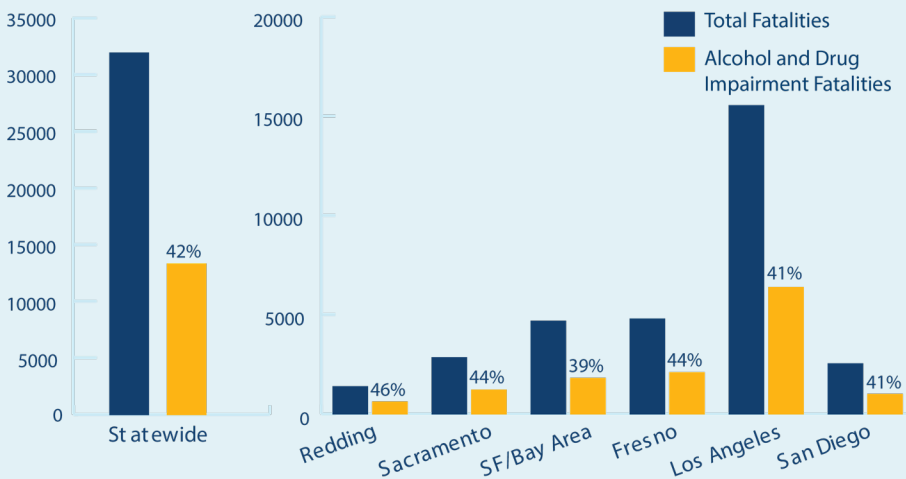


Between 2008 and 2017, 13,358 people lost their lives and 26,468 people were seriously injured in Alcohol and Drug Impairment collisions on California roadways.

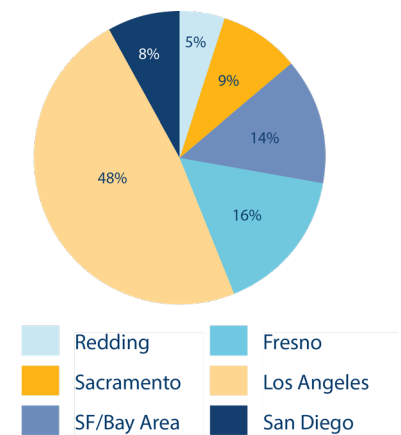
This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved Alcohol and Drug Impairment. Any fatal collision involving a driver with a BAC of 0.08 g/dL or higher is considered to be an alcohol-impaired-driving collision. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Alcohol and Drug Impairment collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

Alcohol and Drug Impairment Fatalities Compared to Total Fatalities, Statewide & by Region



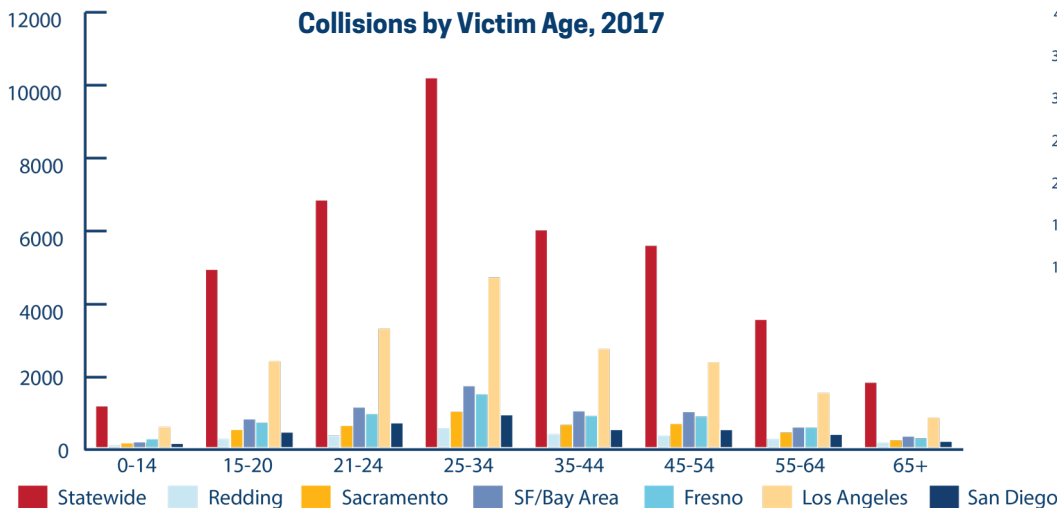
Percentage of Alcohol and Drug Impairment Fatalities by Region



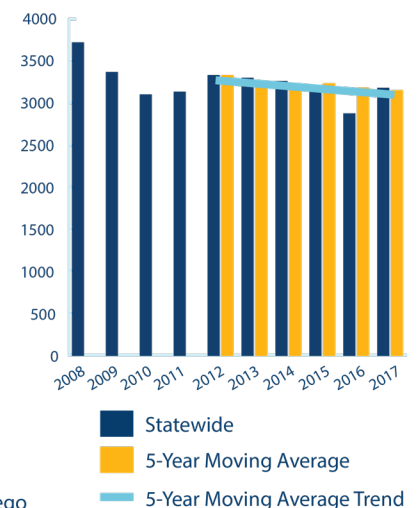
WHO?

Adults **25 to 34 years old** represent the largest number of serious injury or fatal collision victims associated with Alcohol and Drug Impairment collisions.

Collisions by Victim Age, 2017



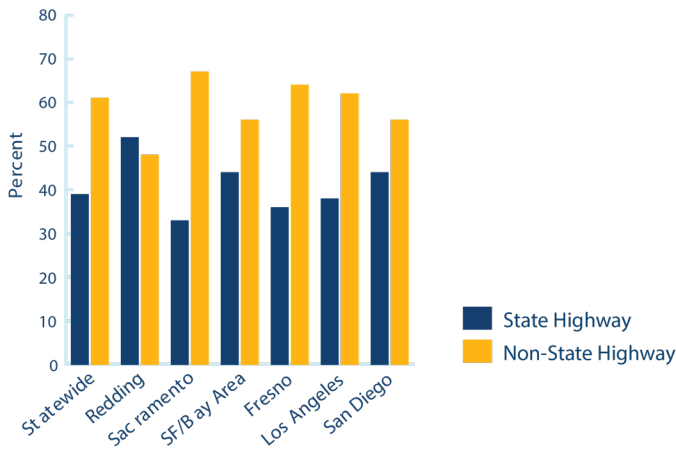
Alcohol and Drug Impairment Related Collisions, 2008-2017



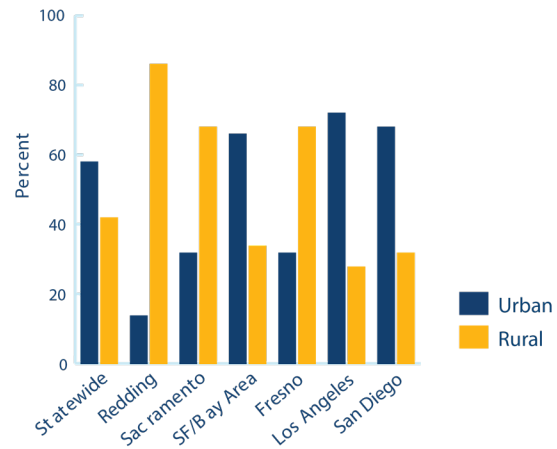
WHERE?

Most Alcohol and Drug Impairment collisions occurred in **urban settings** on **non-State highways**.

State Highway vs. Non-State Highway Collisions, Statewide & by Region



Urban vs. Rural Collisions, Statewide & by Region



WHY?

Aside from **Driving or Bicycling Under the Influence of Alcohol or Drugs**, Pedestrian Violations, Unsafe Speed, and Improper Turning violations are the top factors for fatal and serious injury for Alcohol and Drug Impairment collisions.

WHEN?

Alcohol and Drug Impairment collisions are more prone to happen on **weekends**, as there is a **48% increase** in collisions on Fridays, Saturdays, and Sundays. Additionally, **78%** of collisions occurred between **4 PM and 3 AM**.

Top Primary Collision Factor Violations per Region for Drug and Alcohol Impairment (% of Total Aging Driver Collisions)

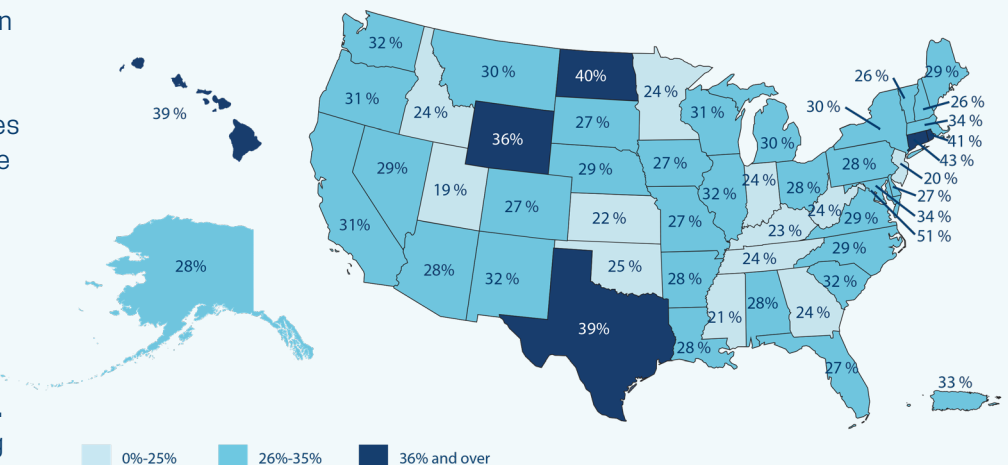
	Statewide	Redding	Sacramento	SF/Bay Area	Fresno	Los Angeles	San Diego
Driving or Bicycling Under the Influence of Alcohol or Drug	87%	80%	76%	73%	77%	68%	64%
Pedestrian Violation	11%	5%	7%	8%	8%	10%	11%
Unsafe Speed	6%	2%	3%	5%	3%	6%	7%
Improper Turning	6%	5%	5%	4%	4%	5%	8%
Automobile Right of Way	2%	1%	2%	1%	2%	2%	2%

NATIONAL COMPARISON

In 2017 there were 10,874 people killed in alcohol-impaired-driving collisions, an average of 1 alcohol-impaired-driving fatality occurred every 48 minutes. These alcohol-impaired-driving fatalities accounted for 29 % of all motor vehicle traffic fatalities in the United States in 2017.

The map contains the percentage of alcohol-impaired-driving fatalities by State in 2017. The percent of alcohol-impaired-driving fatalities among total traffic fatalities in California was **31%**. The number of alcohol-impaired-driving fatalities were highest in Texas (1,468), followed by California (1,120) and Florida (839).

Percent of Total Alcohol and Drug Impairment Traffic Fatalities, by State, 2017



0%-25% 26%-35% 36% and over

Data Source:
Statewide Integrated Traffic
Records System (SWITRS)

Map Data Source:
National Highway Traffic Safety
Administration (NHTSA)



Bicycling

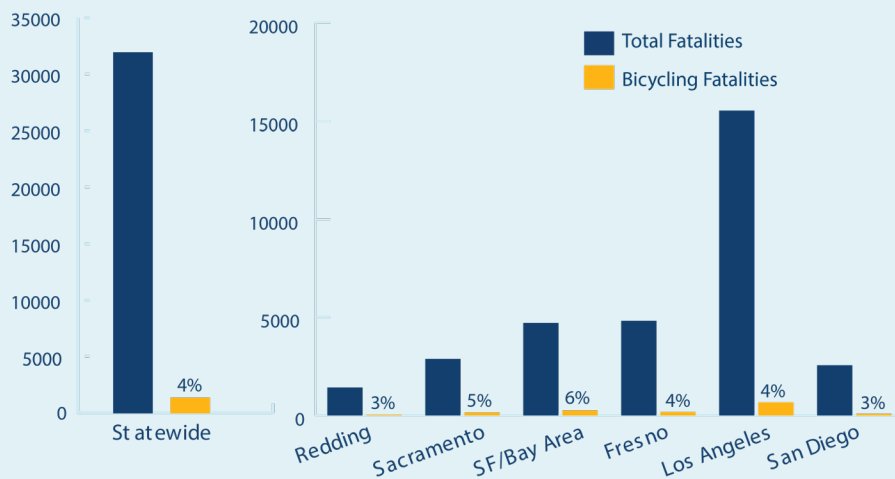


Between 2008 and 2017, 1,399 people lost their lives and 9,409 people were seriously injured in Bicycling collisions on California roadways.

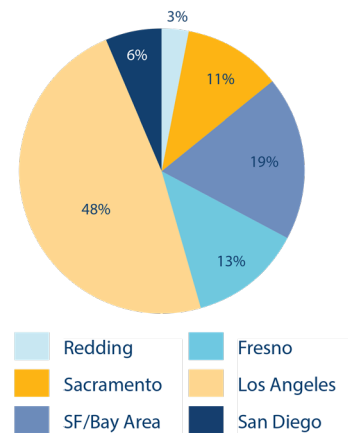
This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved Bicycling. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Bicycling collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

Bicycling Fatalities Compared to Total Fatalities, Statewide & by Region



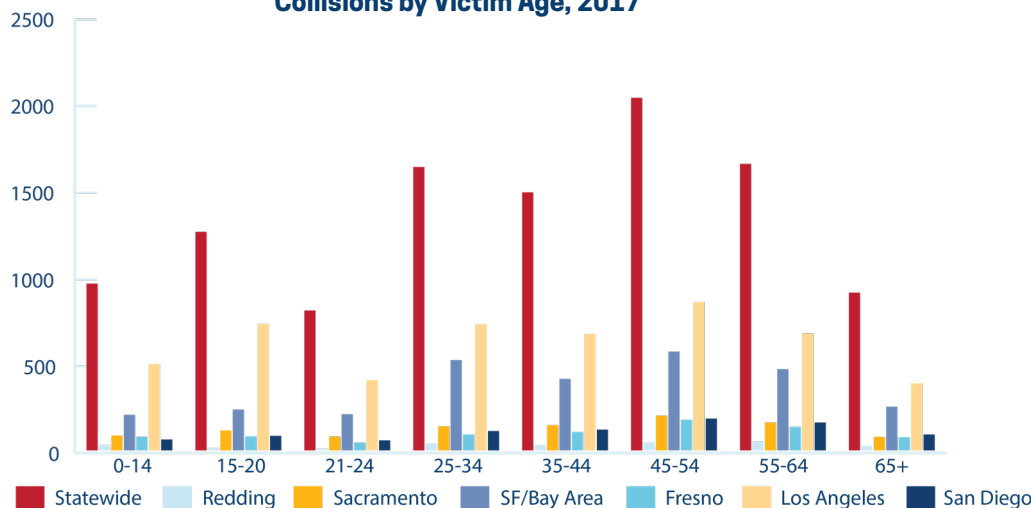
Percentage of Bicycling Fatalities by Region



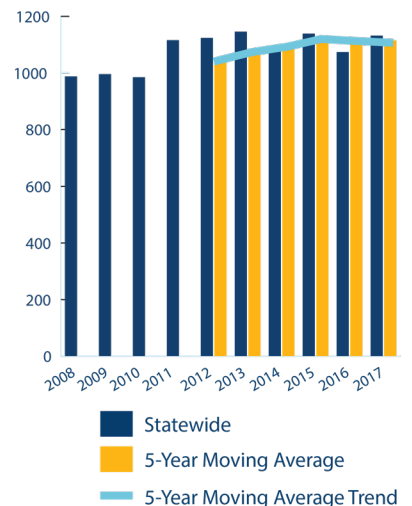
WHO?

Adults **45 to 54 years old** represent the largest number of serious injury or fatal collision victims associated with Bicycling collisions.

Collisions by Victim Age, 2017



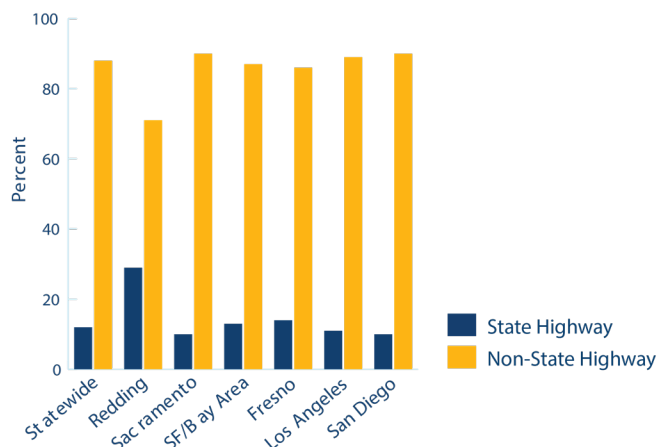
Bicycling Related Collisions, 2008-2017



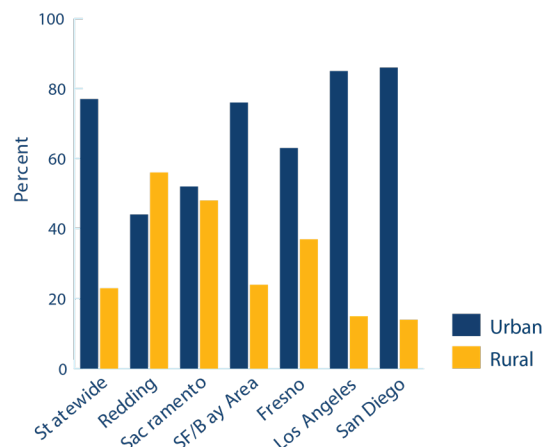
WHERE?

Most Bicycling collisions occurred in urban settings on non-State highways.

State Highway vs. Non-State Highway Collisions, Statewide & by Region



Urban vs. Rural Collisions, Statewide & by Region



WHY?

Automobile Right of Way violations is the top factor for fatal and serious injury collisions. Improper Turning was the next significant factor, with Wrong Side of Road, Unsafe Speed, and Traffic Signals and Signs as other notable contribution factors.

WHEN?

Evening hours between 3 PM and 7 PM are the most dangerous time of day for bicycling, with 38% of fatal and serious injury Bicycling collisions occurring during this time.

Top Primary Collision Factor Violations per Region for Bicyclist (% of Total Aging Driver Collisions)

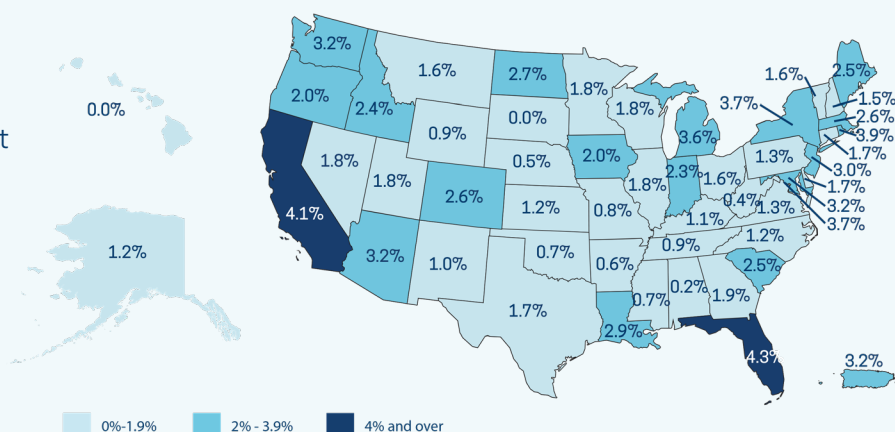
	Statewide	Redding	Sacramento	SF/Bay Area	Fresno	Los Angeles	San Diego
Automobile Right of Way	20%	13%	18%	17%	21%	22%	18%
Improper Turning	16%	26%	20%	18%	17%	14%	20%
Wrong Side of Road	14%	12%	18%	9%	17%	17%	9%
Unsafe Speed	14%	13%	10%	20%	11%	12%	19%
Traffic Signals and Signs	13%	5%	14%	12%	12%	14%	11%

NATIONAL COMPARISON

Bicyclists and other pedalcyclist deaths accounted for 2.2 percent of all motor vehicle traffic fatalities in the United States in 2016.

Ninety-five percent (800) of the pedalcyclists killed were involved in single-vehicle collisions. Light trucks were the most frequently involved vehicle in motor vehicle collisions in which a pedalcyclist was killed. In 2016, Bicyclist fatalities were highest in California (147), Florida (138), and Texas (65). Each other State had 50 or fewer Bicyclist fatalities. The percentage of Bicyclist fatalities among total fatalities in States ranged from a high of 4.3 % (Florida) to a low of 0.2 % (Alabama). California is on the higher end with 4.1% of total fatalities being Bicycle fatalities.

Percent of Total Bicycling Fatalities, by State, 2017



Data Source:
Statewide Integrated Traffic
Records System (SWITRS)

Map Data Source:
National Highway Traffic Safety
Administration (NHTSA)



Commercial Vehicles

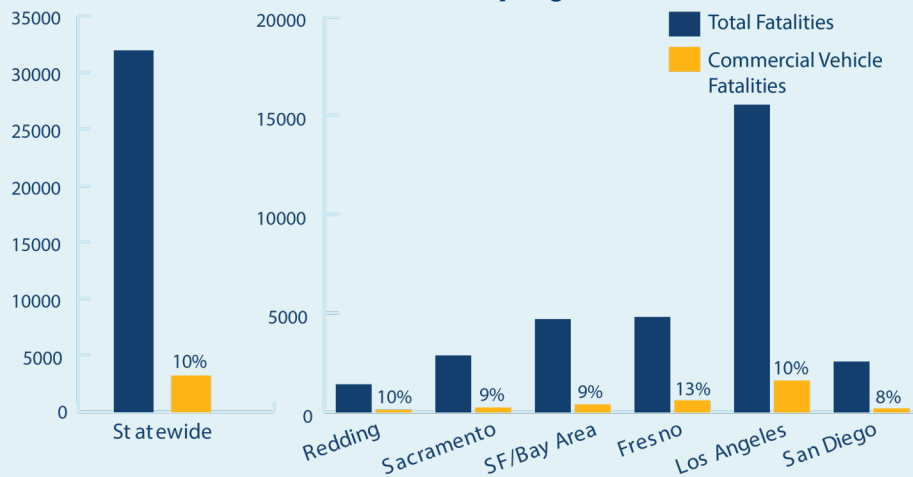


Between 2008 and 2017, 3,253 people lost their lives and 6,620 people were seriously injured in Commercial Vehicle collisions on California roadways.

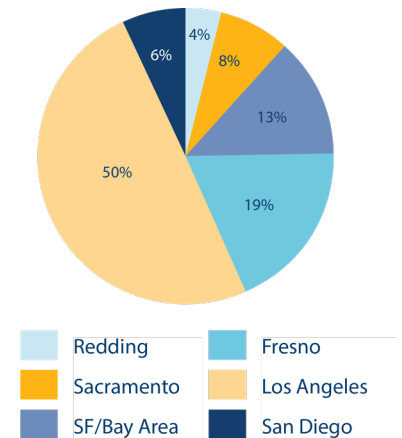
This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved Commercial Vehicles. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Commercial Vehicle collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

Commercial Vehicle Fatalities Compared to Total Fatalities, Statewide & by Region



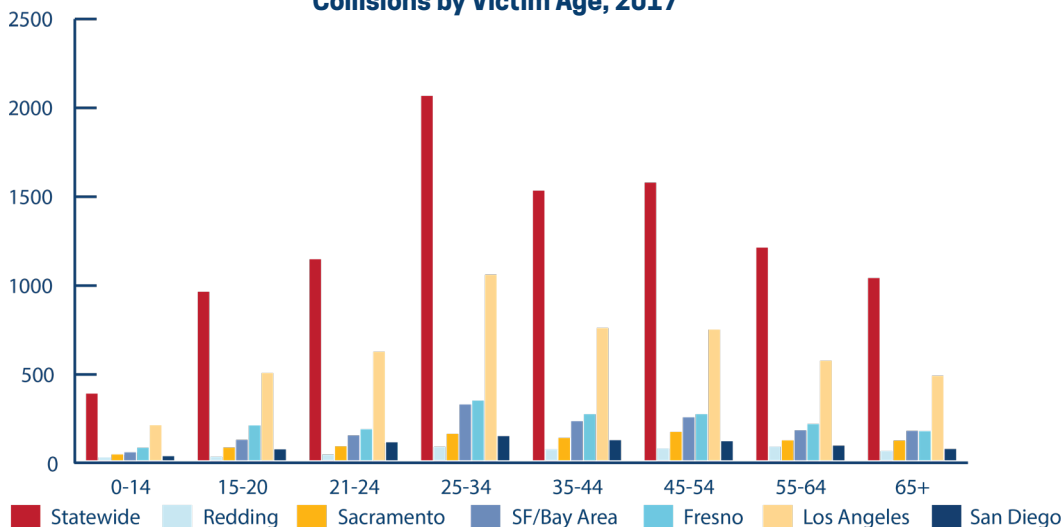
Percentage of Commercial Vehicle Fatalities by Region



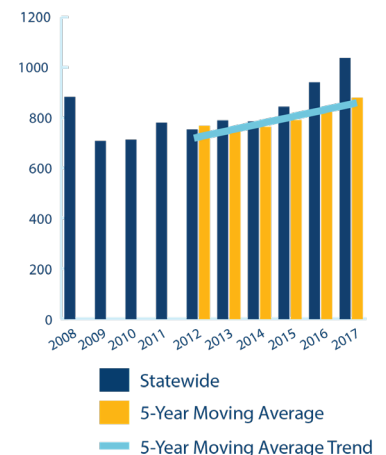
WHO?

Adults **25 to 34 years old** represent the largest number of serious injury or fatal collision victims associated with commercial vehicle collisions.

Collisions by Victim Age, 2017



Commercial Vehicle Related Collisions, 2008-2017

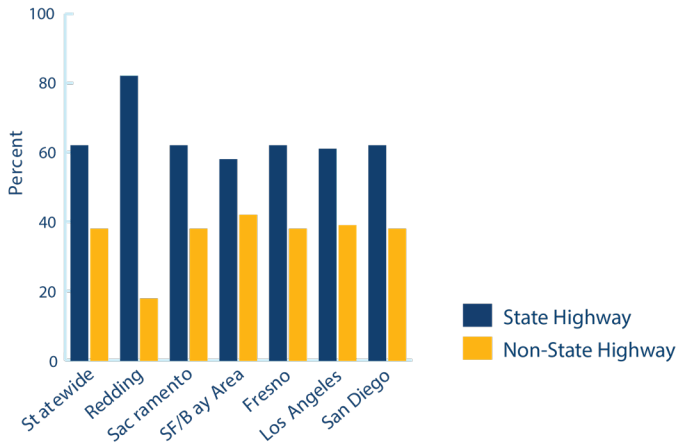


From 2008 to 2017, Commercial Vehicle fatalities and serious injuries increased by 17 percent.

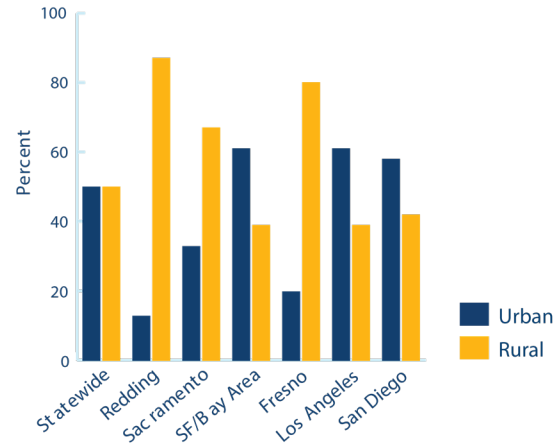
WHERE?

Most Commercial Vehicles collisions occurred on **State Highways**.

State Highway vs. Non-State Highway Collisions, Statewide & by Region



Urban vs. Rural Collisions, Statewide & by Region



WHY?

Unsafe Speed violations is the top factor for fatal and serious injury Commercial Vehicle collisions. Improper Turning and Driving Under the Influence were other notable contribution factors.

Top Primary Collision Factor Violations per Region for Commercial Vehicles (% of Total Commercial Vehicle Collisions)

	Statewide	Redding	Sacramento	SF/Bay Area	Fresno	Los Angeles	San Diego
Unsafe Speed	27%	30%	27%	32%	23%	29%	31%
Improper Turning	19%	22%	21%	18%	19%	18%	20%
Driving or Bicycling Under the Influence of Drugs or Alcohol	15%	13%	14%	12%	16%	15%	12%
Automobile Right of Way	8%	6%	9%	14%	12%	7%	10%
Wrong Side of Road	7%	15%	9%	4%	9%	6%	5%

WHEN?

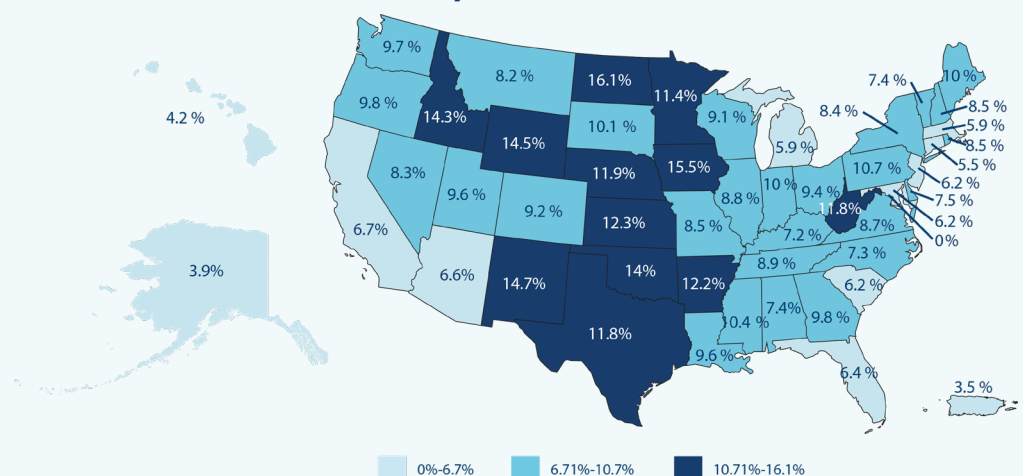
Weekdays are the most common time for Commercial Vehicle collisions. In particular, early morning from **6 AM – 8 AM** and early afternoon from **11 AM – 3 PM** have 43% of Commercial Vehicle fatal and serious injury collisions occurring during this time.

NATIONAL COMPARISON

The map displays the percentages of large trucks involved in fatal collisions in the United States. On average, large trucks made up 8.8% of all vehicles involved in fatal collisions. In California, **6.7%** of large trucks were involved in fatal motor vehicle traffic collisions.

Data Source:
Statewide Integrated Traffic Records System (SWITRS)
Map Data Source:
National Highway Traffic Safety Administration (NHTSA)

Percentages of Large Trucks Involved in Fatal Motor Vehicle Traffic Collisions, by State, 2017





Distracted Driving

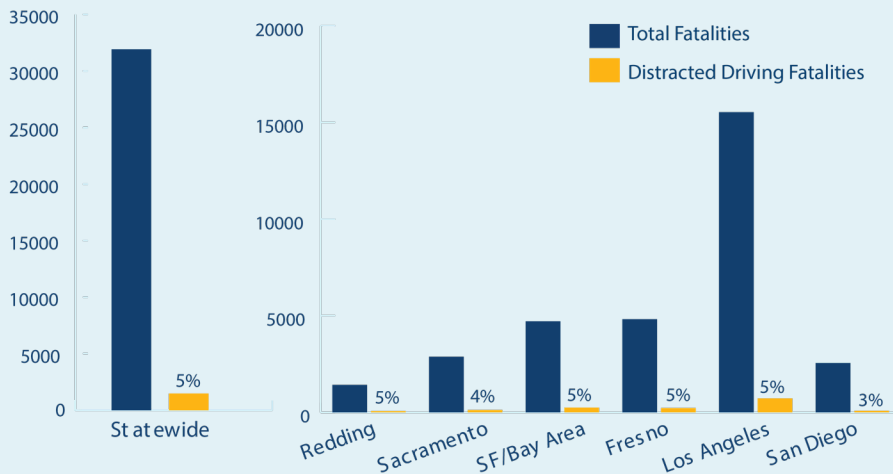


Between 2008 and 2017, 1,494 people lost their lives and 6,047 people were seriously injured in Distracted Driving collisions on California roadways.

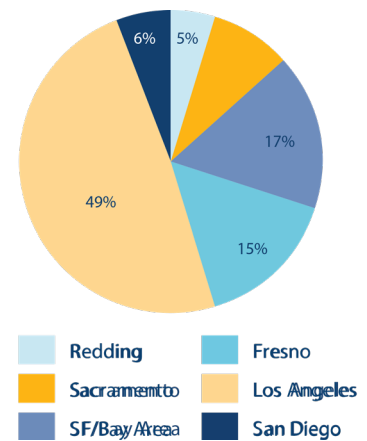
This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved distracted driving. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Distracted Driving collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

Distracted Driving Fatalities Compared to Total Fatalities, Statewide & by Region



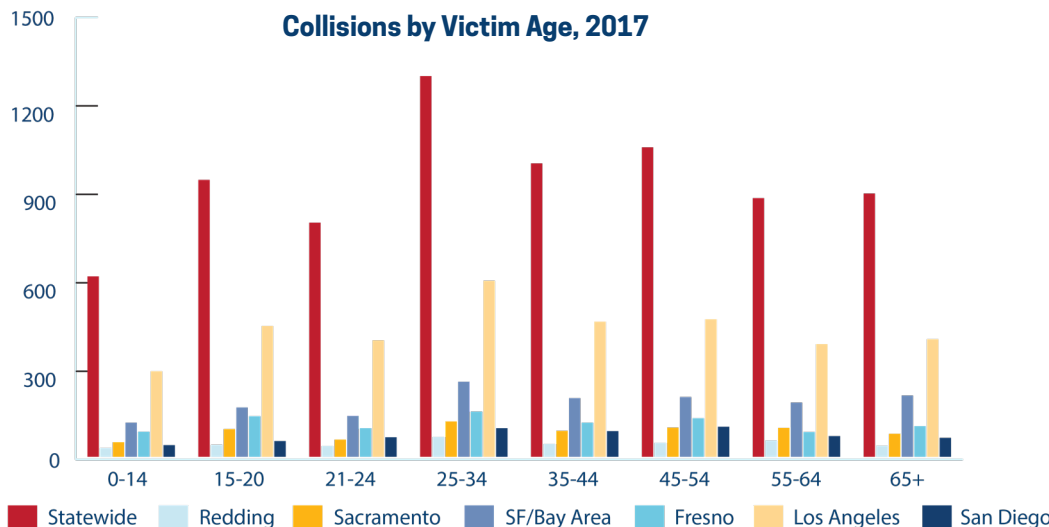
Percentage of Distracted Driving Fatalities by Region



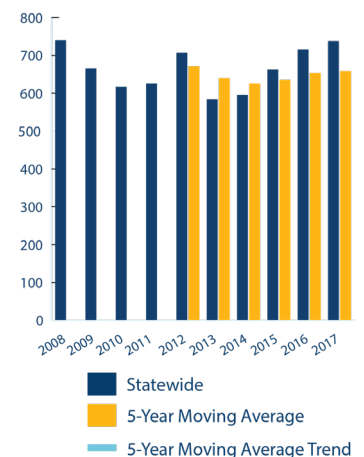
WHO?

Adults **25 to 34 years old** represent the largest number of serious injury or fatal collision victims associated with Distracted Driving collisions.

Collisions by Victim Age, 2017



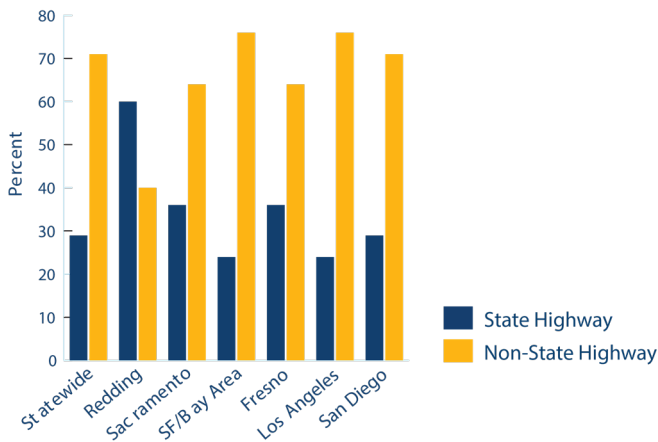
Distracted Driving Related Collisions, 2008-2017



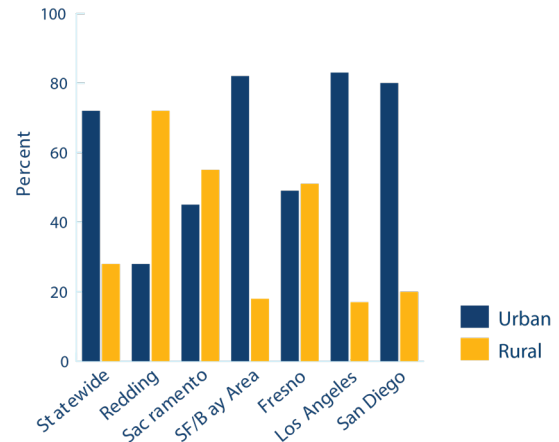
WHERE?

Most Distracted Driving collisions occurred on non-State highways.

State Highway vs. Non-State Highway Collisions, Statewide & by Region



Urban vs. Rural Collisions, Statewide & by Region



WHY?

Unsafe Speed is the top factor for fatal and serious injury for Distracted Driving collisions. Improper Turning was the next significant factor.

Top Primary Collision Factor Violations Per Region For Distracted Driving (% Of Total Distracted Driving Collisions)

	Statewide	Redding	Sacramento	SF/Bay Area	Fresno	Los Angeles	San Diego
Unsafe Speed	5%	4%	7%	5%	6%	5%	4%
Improper Turning	5%	10%	5%	4%	7%	4%	4%
Pedestrian Violation	3%	2%	2%	4%	3%	4%	2%
Driving Under the Influence of Alcohol or Drug	2%	3%	2%	2%	4%	2%	2%
Traffic Signals and Signs	2%	0%	1%	2%	2%	2%	2%

WHEN?

There does not appear to be a definitive trend toward any time of day or day of the week for Distracted Driving.

NATIONAL COMPARISON

In the United States, 3,450 people were killed and 3,210 Distracted Drivers were involved in distraction-affected collisions in 2016. Eight percent of the people who died in distraction-affected collisions in 2016 were teens 15 to 19 years old.



Data Source:
Statewide Integrated Traffic Records System (SWITRS)



Driver Licensing and Competency



Between 2008 and 2017, 8,091 people lost their lives in Driver Licensing and Competency collisions on California roadways.

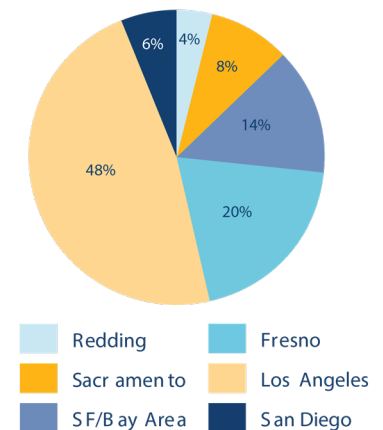
This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved Driver Licensing and Competency factors. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Driver Licensing and Competency related collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

Driver Licensing and Competency Fatalities Compared to Total Fatalities, Statewide & by Region



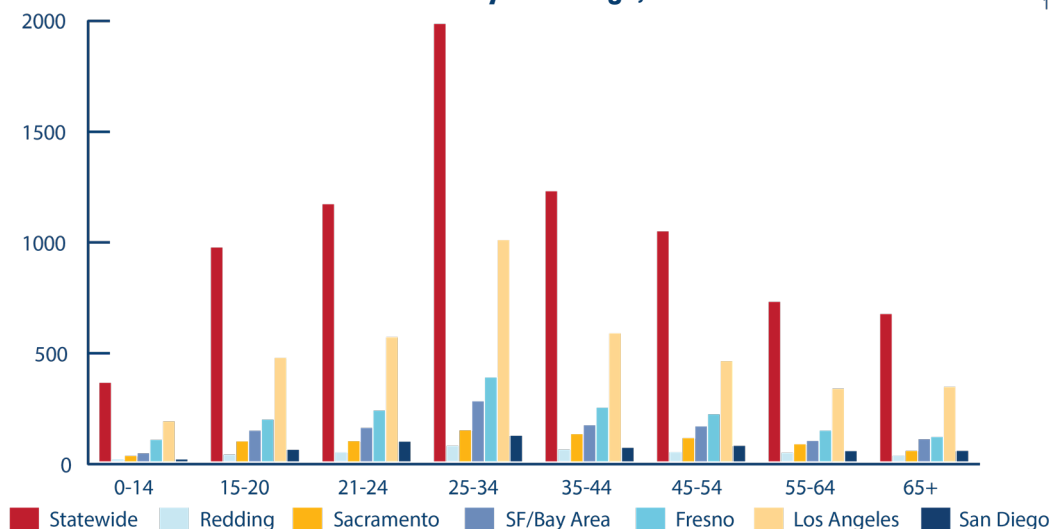
Percentage of Driver Licensing and Competency Fatalities by Region



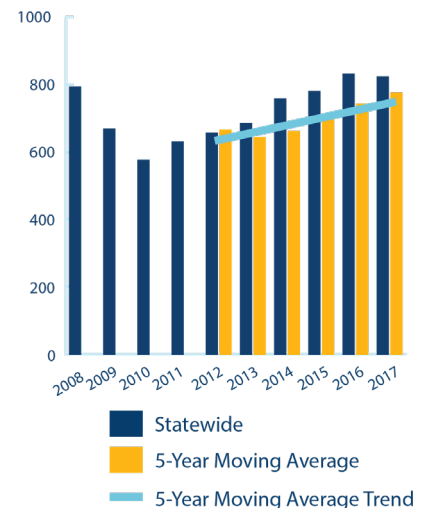
WHO?

Adults **25 to 34 years old** represent the largest number of serious injury or fatal collision victims associated with drivers' licensing and competency.

Collisions by Victim Age, 2017



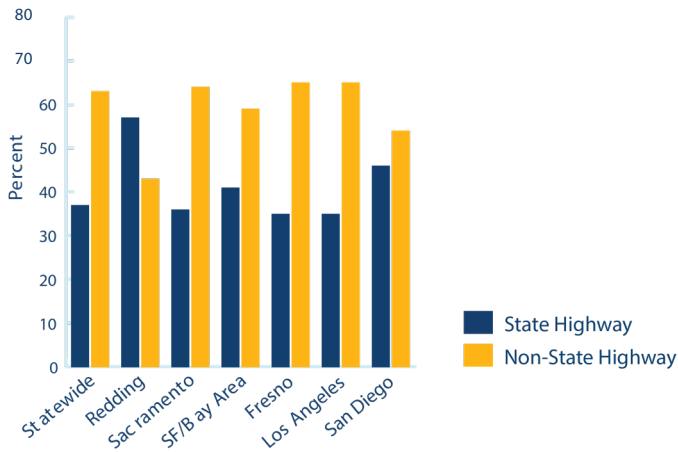
Driver Licensing and Competency Related Collisions, 2008-2017



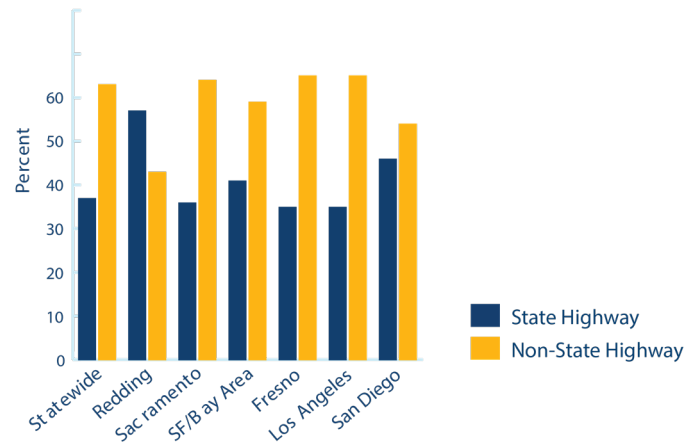
WHERE?

Most drivers' licensing and competency related collisions occur on **non-State highways**.

State Highway vs. Non-State Highway Collisions, Statewide & by Region



Urban vs. Rural Collisions, Statewide & by Region



WHEN?

Drivers' license and competency related collisions are more common on **weekends** than weekdays.

Data Source:
Fatality Analysis Reporting System (FARS)

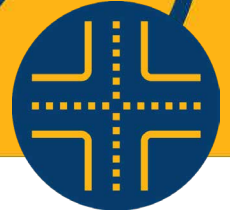




CALIFORNIA SAFE ROADS

2020–2024 Strategic Highway Safety Plan

Intersections, Interchanges, and Other Roadway Access



Between 2008 and 2017, 13,848 people lost their lives and 53,383 people were seriously injured in Intersections, Interchanges, and Other Roadway Access collisions on California roadways.

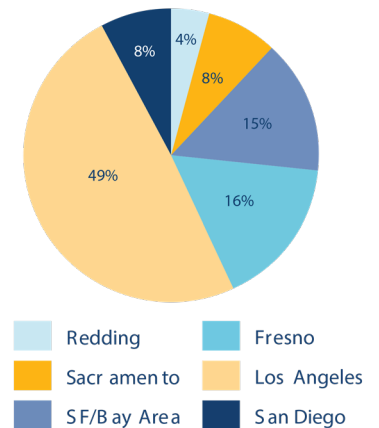
This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved Intersections, Interchanges, and Other Roadway Access. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Intersections, Interchanges, and Other Roadway Access collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

Intersections, Interchanges, and Other Roadway Access Fatalities Compared to Total Fatalities, Statewide & by Region



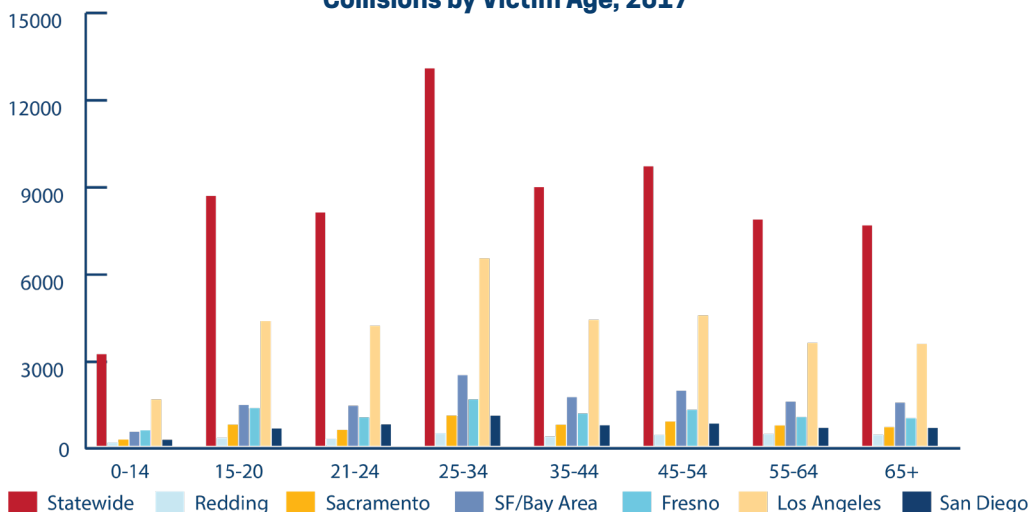
Percentage of Intersections, Interchanges, and Other Roadway Access Fatalities by Region



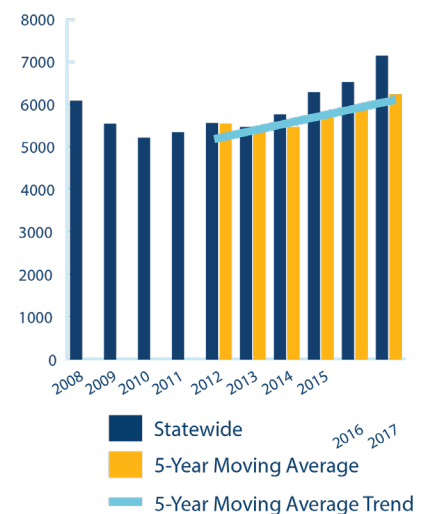
WHO?

Adults **25 to 34 years old** have the largest number of serious injury or fatal collision victims associated with Intersections, Interchanges, and Other Roadway Access locations.

Collisions by Victim Age, 2017



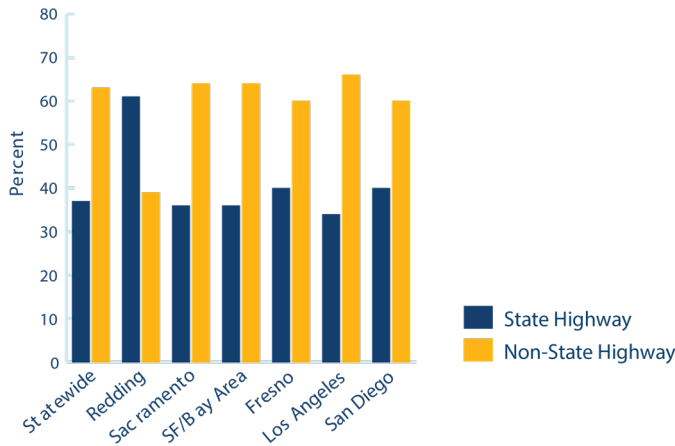
Intersections, Interchanges, and Other Roadway Access Related Collisions, 2008-2017



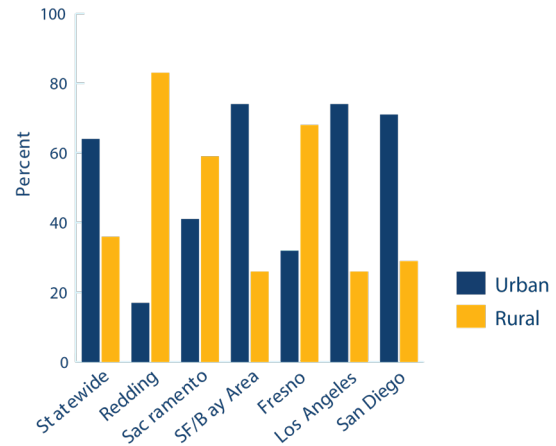
WHERE?

Statewide, more collisions at intersections and interchanges occurred on **non-state highways** and in **urban settings**. Regionally, the location of collisions varied between state highways and non-state highways as well as between urban and rural settings.

State Highway vs. Non-State Highway Collisions, Statewide & by Region



Urban vs. Rural Collisions, Statewide & by Region



WHY?

Improper Turning is by a large margin the most common primary collision factor violation for Intersections, Interchanges, and Other Roadway Access related collisions.

WHEN?

Intersections, Interchanges, and Other Roadway Access collisions are more prone to happen on **weekends**, as there is a **20% increase** in collisions on Fridays, Saturdays, and Sundays. Additionally, there are higher volumes of collisions between **3 PM and 7 PM**, so rush hours tend to be more prone to Intersections, Interchanges, and Other Roadway Access collisions.

Data Source:
Statewide Integrated Traffic Records
System (SWITRS)

Top Primary Collision Factor Violations Per Region For Intersections, Interchanges, and Other Roadway Access (% of Total Intersection, Interchange, and Other Roadway Access Collisions)

	Statewide	Redding	Sacramento	SF/ Bay Area	Fresno	Los Angeles	San Diego
Improper Turning	39%	69%	44%	35%	47%	35%	46%
Automobile Right of Way	14%	8%	13%	11%	15%	17%	12%
Traffic Signals and Signs	11%	3%	10%	9%	12%	12%	9%
Driving or Bicycling Under the Influence of Drugs or Alcohol	8%	5%	9%	7%	9%	8%	6%
Unsafe Speed	6%	4%	5%	7%	4%	5%	6%



Motorcycles

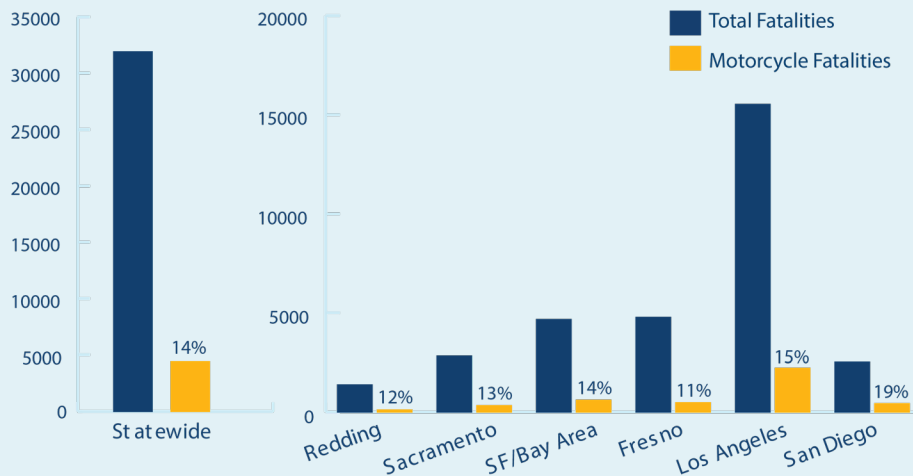


Between 2008 and 2017, 4,496 people lost their lives and 21,593 people were seriously injured in Motorcycle collisions on California roadways.

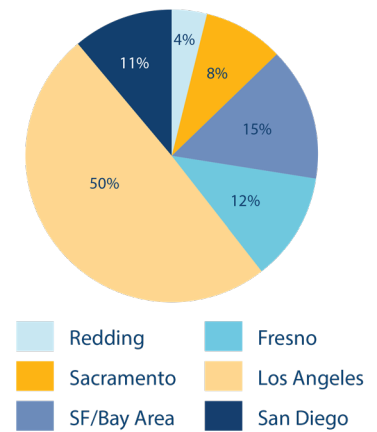
This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved Motorcycles. For the data presented below, Motorcycles include two- or three-wheeled motorcycles, mopeds, and scooters. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Motorcycle collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

Motorcycle Fatalities Compared to Total Fatalities, Statewide & by Region



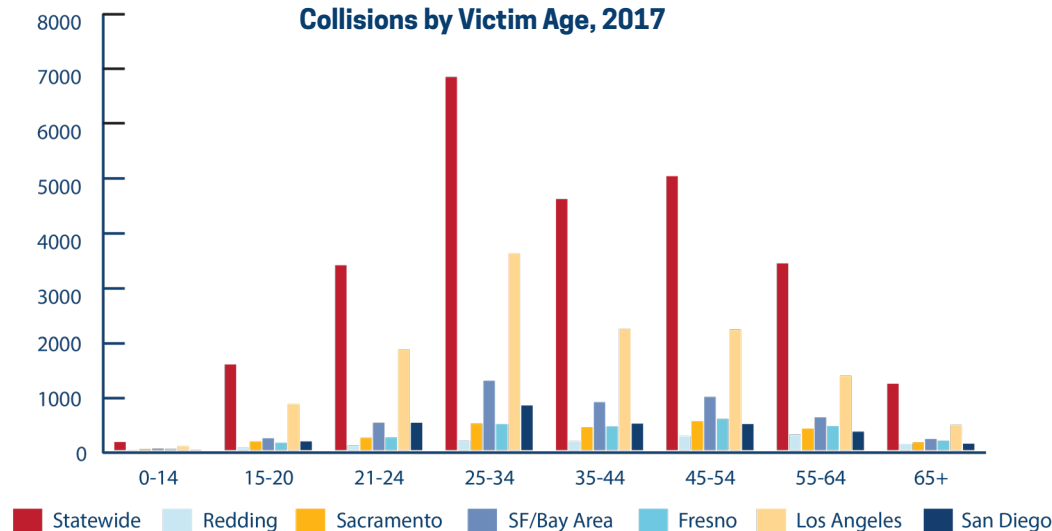
Percentage of Motorcycle Fatalities by Region



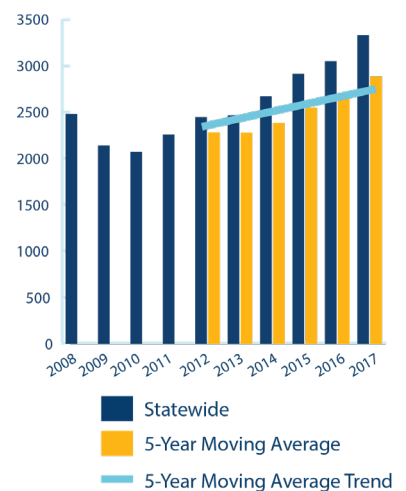
WHO?

Adults **25 to 34 years old** represent the largest number of serious injury or fatal collision victims associated with motorcycle collisions.

Collisions by Victim Age, 2017



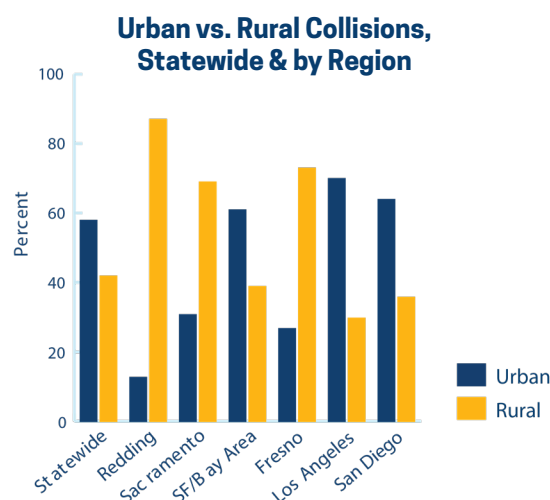
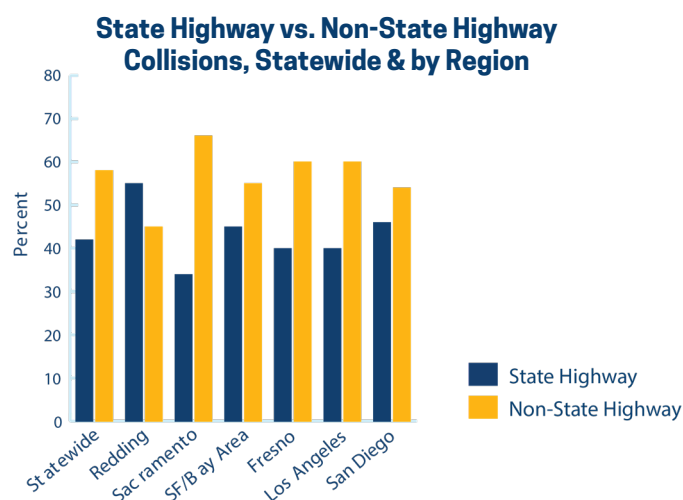
Motorcycle Related Collisions, 2008-2017



From 2008 to 2017, motorcyclist fatalities and serious injuries increased by 34 percent.

WHERE?

There does not appear to be a definitive trend toward any location or road type for Motorcycle collisions.



WHY?

Unsafe Speed violations is the top factor for fatal and serious injuries by Motorcycle collisions.

WHEN?

Motorcycle collisions are more prone to happen on **weekends**, as there is a **45% increase** in collisions on Fridays, Saturdays, and Sundays. Additionally, there are higher volumes of these types of collisions between **3 PM and 6 PM**.

Top Primary Collision Factor Violations per Region for Motorcycles (% of Total Motorcycle Collisions)

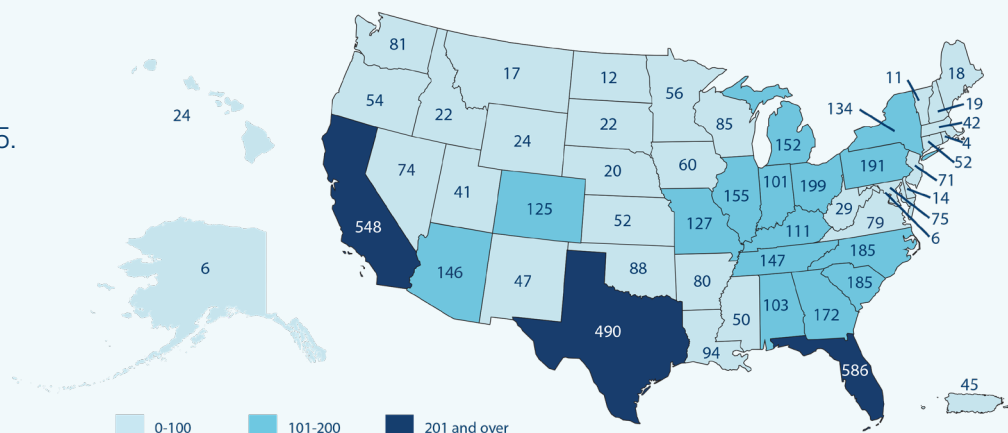
	Statewide	Redding	Sacramento	SF/Bay Area	Fresno	Los Angeles	San Diego
Unsafe Speed	29%	27%	28%	31%	24%	29%	34%
Improper Turning	18%	26%	16%	18%	23%	16%	18%
Automobile Right of Way	17%	8%	15%	13%	13%	21%	16%
Driving or Bicycling Under the Influence of Alcohol or Drug	10%	13%	15%	11%	14%	8%	10%
Unsafe Lane Change	5%	1%	3%	7%	2%	7%	5%

NATIONAL COMPARISON

In 2016 in the United States, there were 5,286 motorcyclists killed in motor vehicle traffic collisions. This was an increase of 5.1 percent from the 5,029 motorcyclists killed in 2015. Of the 5,286 motorcyclists killed in traffic collisions, 94 percent (4,950) were riders and 6 percent (336) were passengers.

In 2016 in the United States, motorcyclists accounted for 14 percent of all traffic fatalities and 17 percent of all occupant (driver and passenger) fatalities. In 2017 in California, motorcyclists accounted for **16 percent** of all traffic fatalities.

Total Number of Motorcyclist Fatalities, by State, 2016



Data Source:
Statewide Integrated Traffic
Records System (SWITRS)

Map Data Source:
National Highway Traffic Safety
Administration (NHTSA)



Occupant Protection

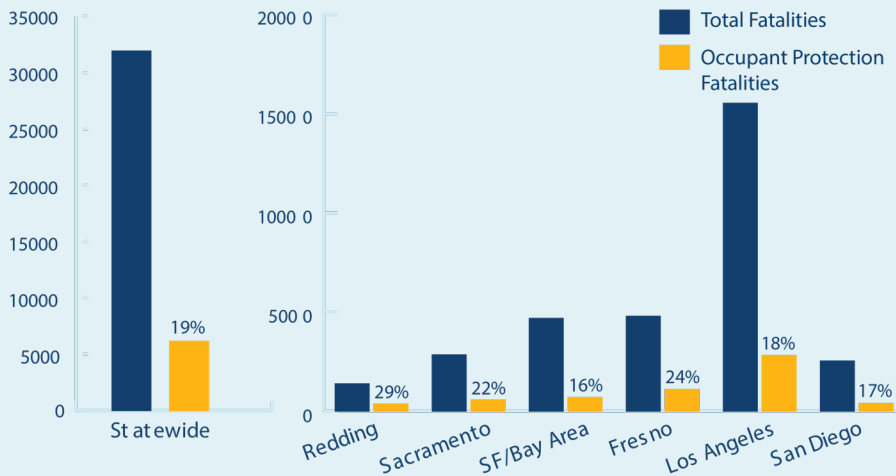


Between 2008 and 2017, 6,209 people lost their lives and 13,080 people were seriously injured in Occupant Protection collisions on California roadways.

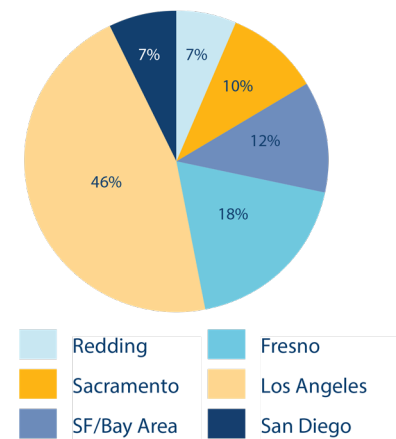
This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved Occupant Protection. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Occupant Protection related collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

Occupant Protection Fatalities Compared to Total Fatalities, Statewide & by Region



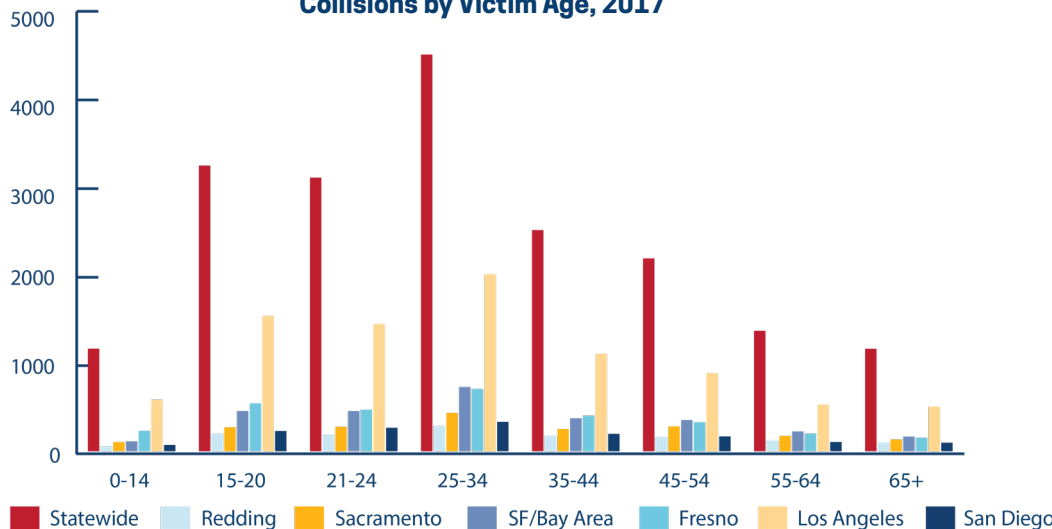
Percentage of Occupant Protection Fatalities by Region



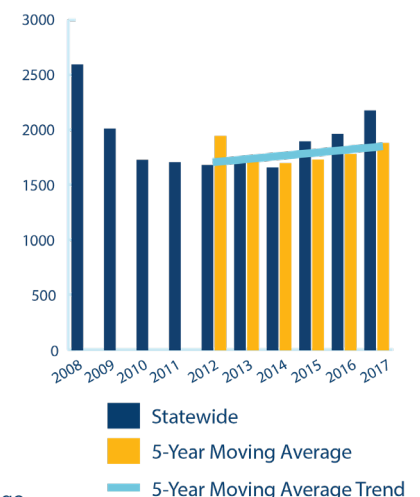
WHO?

Adults **25 to 34 years old** have the largest number of serious or fatal collision victims associated with Occupant Protection collisions.

Collisions by Victim Age, 2017

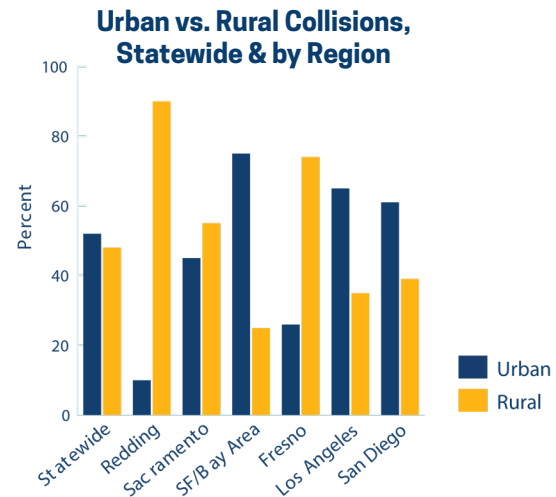
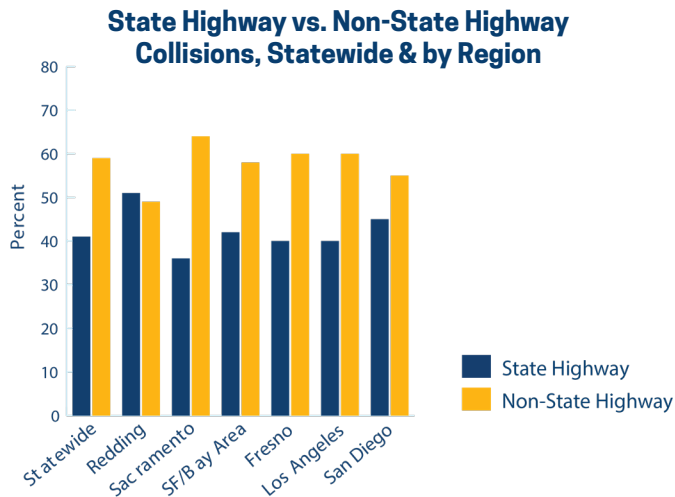


Occupant Protection Related Collisions, 2008-2017



WHERE?

Occupant Protection related collisions do not appear to trend toward any location or road type.



WHY?

Under the influence is by a large margin the most common primary collision factor involved in Occupant Protection collisions, with Improper Turning following second.

WHEN?

Occupant Protection related collisions are more prone to happen on **weekends**. Additionally, there are higher volumes of collisions **at night**, particularly between 10 PM and 2 AM.

Top Primary Collision Factor Violations per Region for Occupant Protection (% of Total Occupant Protection Collisions)

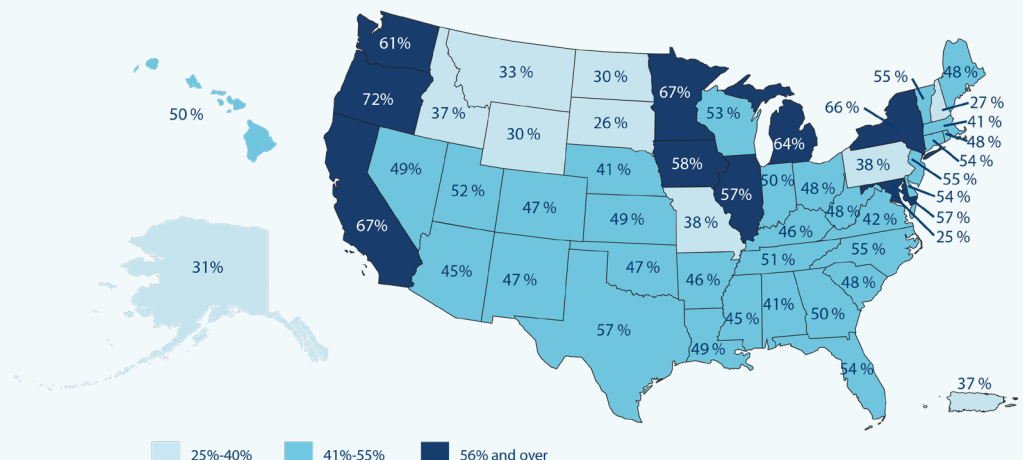
	Statewide	Redding	Sacramento	SF/Bay Area	Fresno	Los Angeles	San Diego
Driving or Bicycling Under the Influence of Drugs or Alcohol	35%	43%	39%	33%	39%	32%	31%
Improper Turning	24%	27%	22%	20%	26%	23%	27%
Unsafe Speed	16%	13%	14%	18%	11%	17%	18%
Automobile Right of Way	6%	3%	5%	5%	6%	7%	6%
Traffic Signals and Signs	5%	1%	4%	5%	6%	6%	4%

NATIONAL COMPARISON

California has high seat belt use statistics. Of the 1,942 passenger vehicle occupant fatalities in 2016, **67%** of them were restrained, the second highest percent in the nation (behind Oregon). Observed seat belt use in California also ranked near the top at **96.5%**.

Data Source:
Statewide Integrated Traffic Records System (SWITRS)
Map Data Source:
National Highway Traffic Safety Administration (NHTSA)

Percent of Total Occupant Protection Traffic Fatalities, by State, 2016





Pedestrians

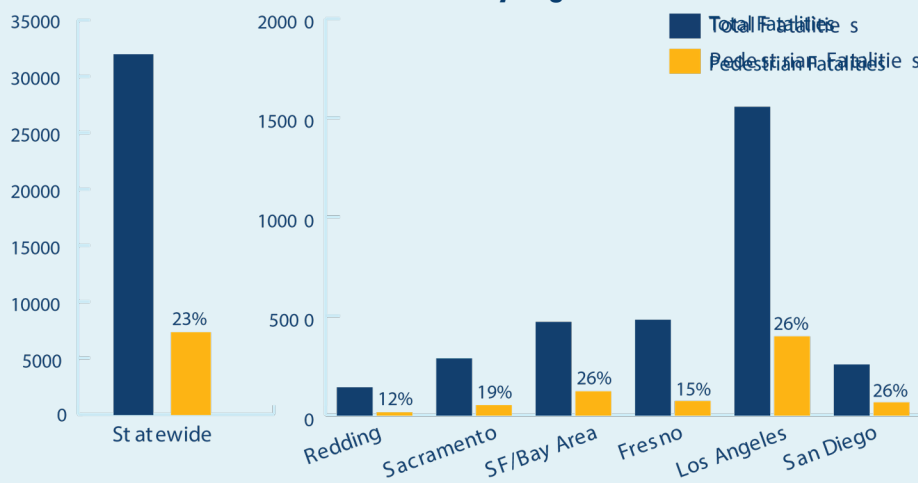


Between 2008 and 2017, 7,317 people lost their lives and 17,814 people were seriously injured in Pedestrian collisions on California roadways.

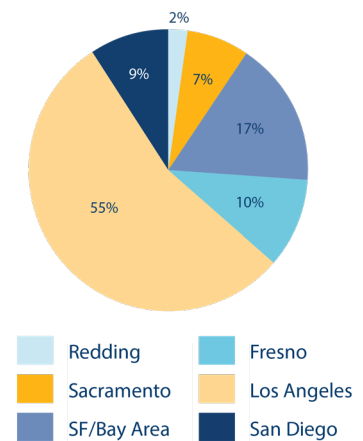
This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved a Pedestrian. For the data presented below, a Pedestrian is defined as any person on foot, walking, running, jogging, hiking, sitting, or lying down who is involved in a motor vehicle traffic collision. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Pedestrian collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

Pedestrian Fatalities Compared to Total Fatalities, Statewide & by Region



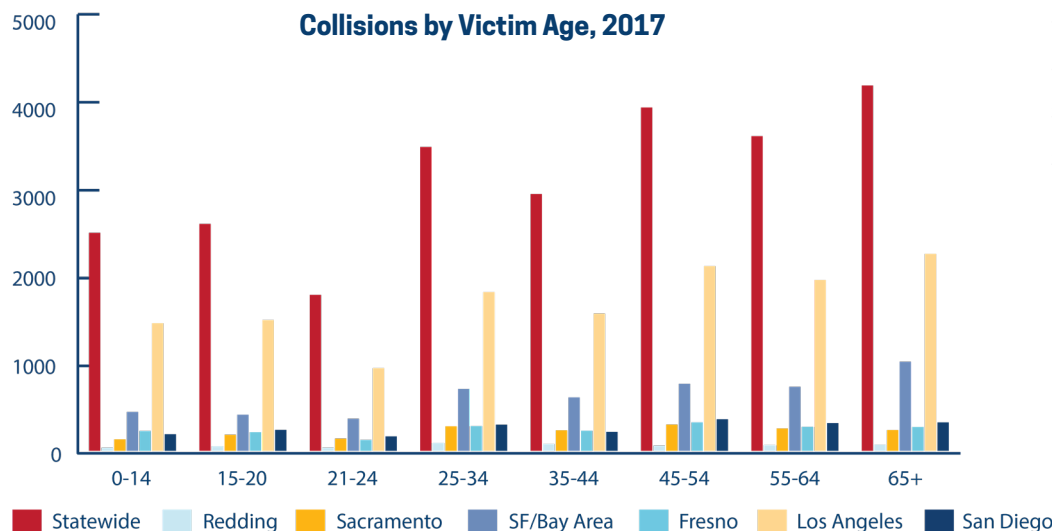
Percentage of Pedestrian Fatalities by Region



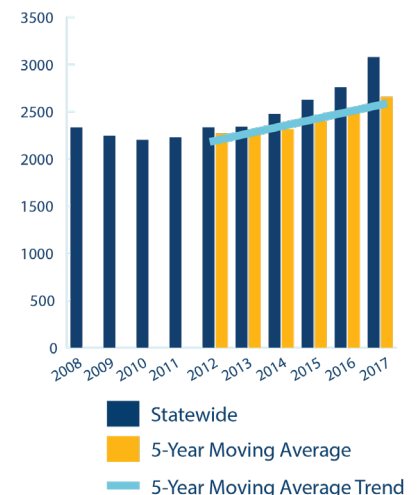
WHO?

Adults **65 years old and older** represent the largest number of serious injury or fatal collision victims associated with Pedestrian collisions.

Collisions by Victim Age, 2017

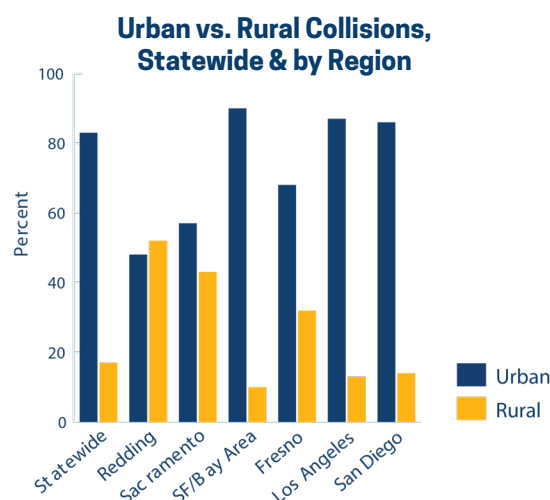
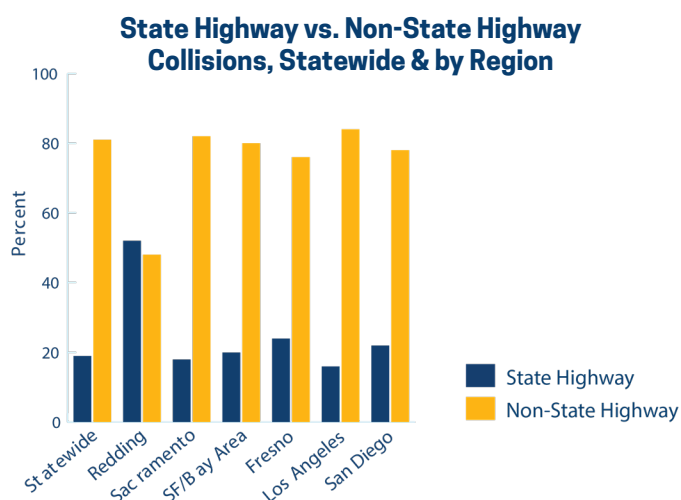


Pedestrian Related Collisions, 2008-2017



WHERE?

Most Pedestrian collisions occur in **urban settings** on **non-State highways**.



WHY?

Pedestrian Violations is the top factor for fatal and serious injury collisions. Pedestrian Right of Way was the next significant factor, with Driving Under the Influence and Unsafe Speed as other notable contribution factors.

WHEN?

Evening hours between **5 PM and 11 PM** are the most dangerous time of day for Pedestrians, with over half of fatal and serious injury Pedestrian collisions occurring during this time.

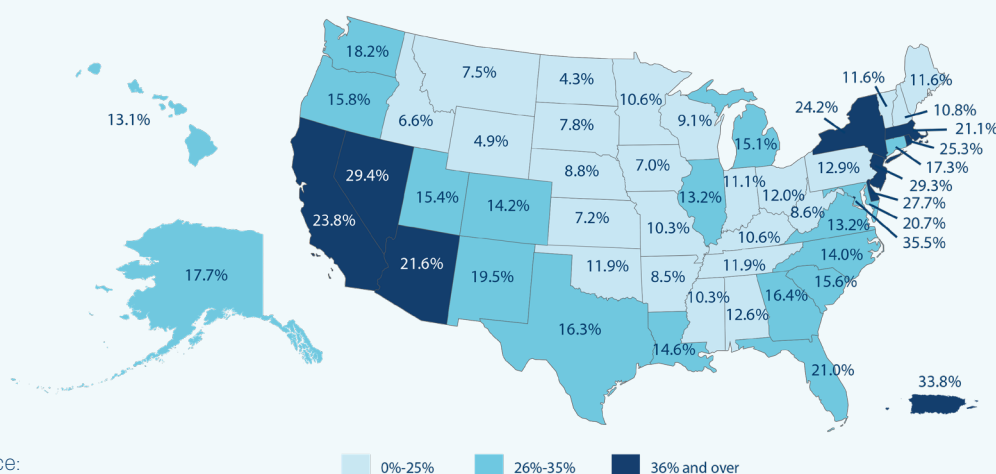
Top Primary Collision Factor Violations per Region for Pedestrians (% of Total Pedestrian Collisions)

	Statewide	Redding	Sacramento	SF/Bay Area	Fresno	Los Angeles	San Diego
Pedestrian Violation	50%	54%	55%	40%	55%	51%	55%
Pedestrian Right of Way	19%	13%	10%	26%	13%	19%	15%
Unsafe Speed	7%	9%	10%	8%	9%	7%	7%
Driving or Bicycling Under the Influence of Drugs or Alcohol	4%	5%	4%	4%	4%	3%	4%
Improper Turning	3%	5%	4%	3%	4%	4%	5%

NATIONAL COMPARISON

The percentages of Pedestrian fatalities (of total traffic fatalities) in the States ranged from a low of 4.3 percent (North Dakota) to a high of 35.5 percent (District of Columbia), compared to the national average of 16.1 percent. California is situated on the higher end with a percentage of **23.8 percent** (7.7 percent over the national average).

Percent of Total Pedestrian Traffic Fatalities, by State, 2017



Data Source:
Statewide Integrated Traffic
Records System (SWITRS)

Map Data Source:
National Highway Traffic Safety
Administration (NHTSA)



CALIFORNIA SAFE ROADS

2020–2024 Strategic Highway Safety Plan

Roadway Departure and Head-On Collisions

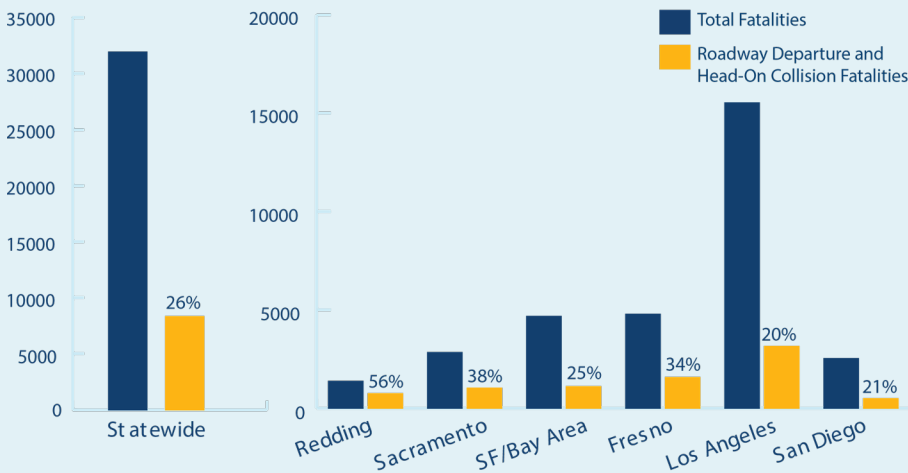


Between 2008 and 2017, 8,531 people lost their lives and 26,140 people were seriously injured in Roadway Departure and Head-On collisions on California roadways.

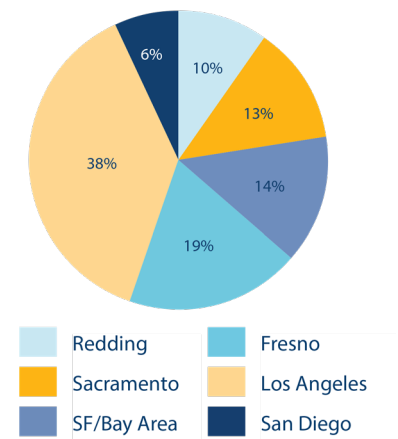
This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved Roadway Departure and Head-On Collisions. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Roadway Departure and Head-On Collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

Roadway Departure and Head-On Collision Fatalities Compared to Total Fatalities, Statewide & by Region



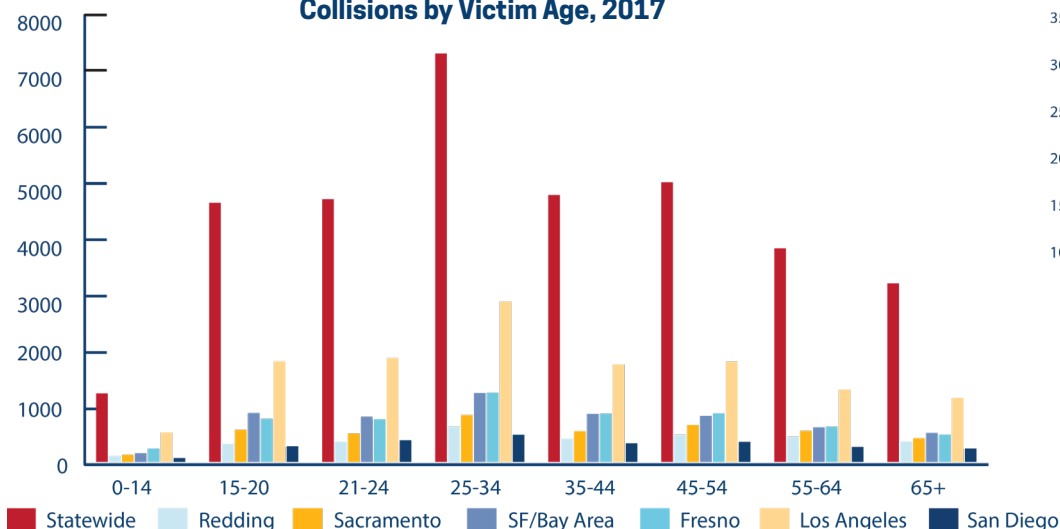
Percentage of Roadway Departure and Head-On Collision Fatalities by Region



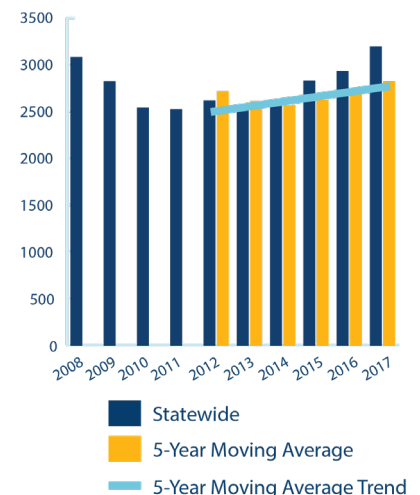
WHO?

Adults **25 to 34 years old** have the largest number of serious injury or fatal collision victims associated with Roadway Departure and Head-On Collisions.

Collisions by Victim Age, 2017



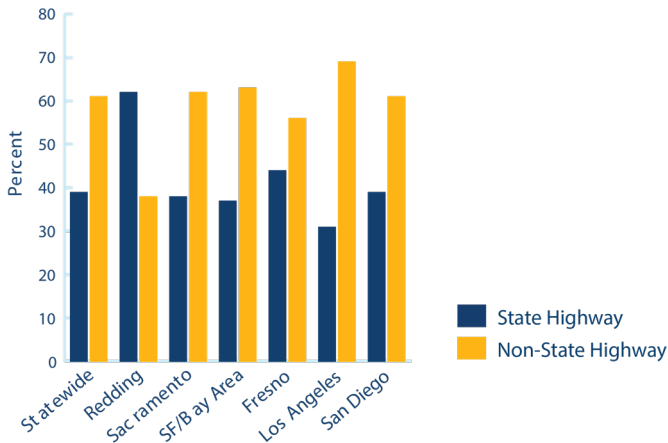
Roadway Departure and Head-On Collision Related Collisions, 2008-2017



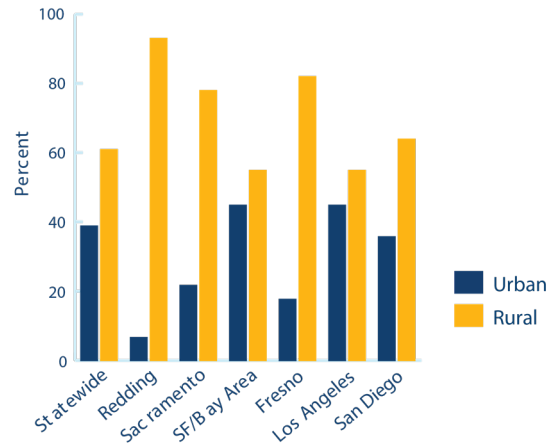
WHERE?

Roadway Departure and Head-On Collisions occur most often in **rural areas** and on **Non-State highways**.

State Highway vs. Non-State Highway Collisions, Statewide & by Region



Urban vs. Rural Collisions, Statewide & by Region



WHY?

Under the Influence and **Improper Turning** are the most common primary collision factor violations for roadway departure and head-on related collisions.

Top Primary Collision Factor Violations Per Region for Roadway Departure and Head-On Collisions (% of Total Roadway Departure and Head-On Collisions)

	Statewide	Redding	Sacramento	SF/Bay Area	Fresno	Los Angeles	San Diego
Driving or Bicycling Under the Influence of Drugs or Alcohol	29%	35%	32%	29%	34%	24%	28%
Improper Turning	26%	37%	24%	26%	33%	20%	24%
Wrong Side of the Road	15%	10%	18%	14%	13%	15%	18%
Unsafe Speed	14%	12%	13%	14%	8%	16%	16%
Automobile Right of Way	7%	2%	4%	5%	5%	11%	6%

WHEN?

Roadway Departure and Head-On Collisions are more prone to happen on **weekends**, as there is a **45% increase** in collisions on Fridays, Saturdays, and Sundays. Additionally, there are higher volumes of these types of collisions between **3 PM and 7 PM**.

Data Source:
Statewide Integrated Traffic Records
System (SWITRS)





CALIFORNIA SAFE ROADS

2020–2024 Strategic Highway Safety Plan

Speeding and Aggressive Driving

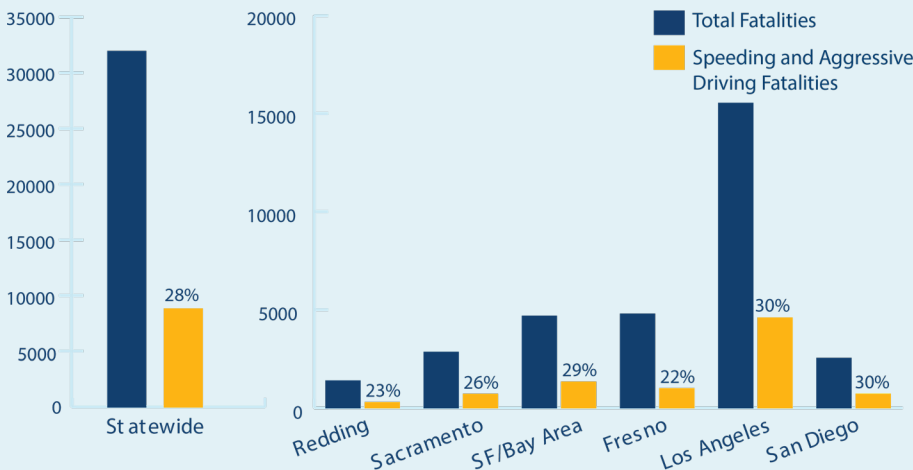


Between 2008 and 2017, 8,867 people lost their lives and 31,321 people were seriously injured in Speeding and Aggressive Driving collisions on California roadways.

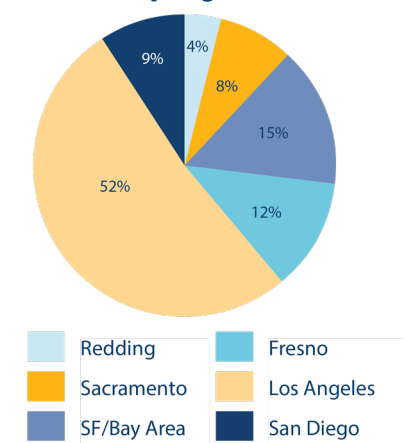
This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved Speeding and Aggressive Driving. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Speeding and Aggressive Driving collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

Speeding and Aggressive Driving Fatalities Compared to Total Fatalities, Statewide & by Region



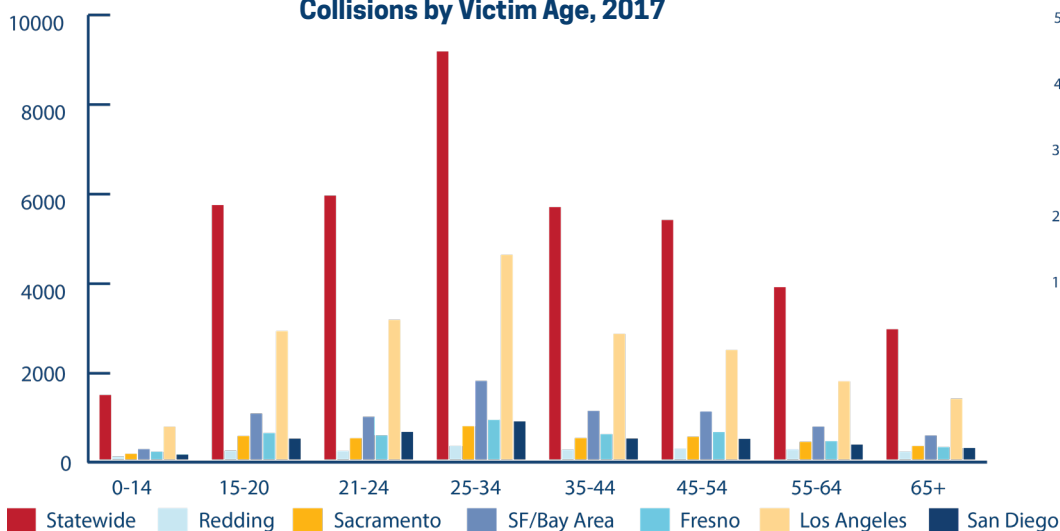
Percentage of Speeding and Aggressive Driving Fatalities by Region



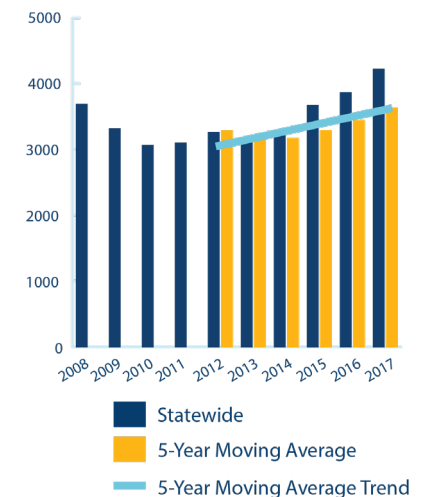
WHO?

Adults **25 to 34 years old** represent the largest number of serious injury or fatal collision victims associated with Speeding and Aggressive Driving collisions.

Collisions by Victim Age, 2017



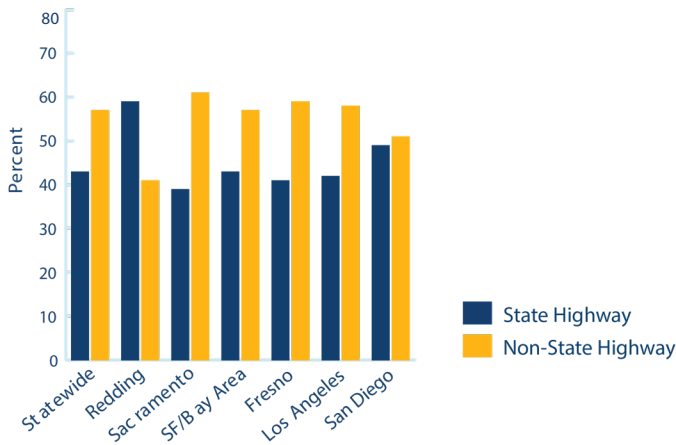
Speeding and Aggressive Driving Collisions, 2008-2017



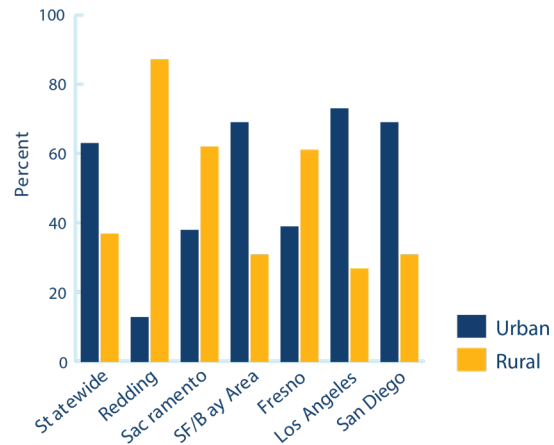
WHERE?

There does not appear to be a definitive trend toward any location or road type for speeding and aggressive driving collisions.

State Highway vs. Non-State Highway Collisions, Statewide & by Region



Urban vs. Rural Collisions, Statewide & by Region



WHY?

Aside from Unsafe Speed, Driving or Bicycling Under the Influence of Alcohol or Drug and Improper Turning are the top factors for fatal and serious injury for Speeding and Aggressive Driving collisions.

Top Primary Collision Factor Violations Per Region For Speeding and Aggressive Driving (% of Total Speeding and Aggressive Driving Collisions)

	Statewide	Redding	Sacramento	SF/Bay Area	Fresno	Los Angeles	San Diego
Unsafe Speed	87%	81%	86%	96%	85%	87%	77%
Driving or Bicycling Under the Influence of Alcohol or Drug	23%	21%	25%	22%	28%	23%	17%
Improper Turning	7%	10%	9%	7%	9%	6%	7%
Automobile Right of Way	2%	1%	2%	2%	2%	3%	2%
Wrong Side of Road	2%	3%	4%	2%	2%	2%	2%

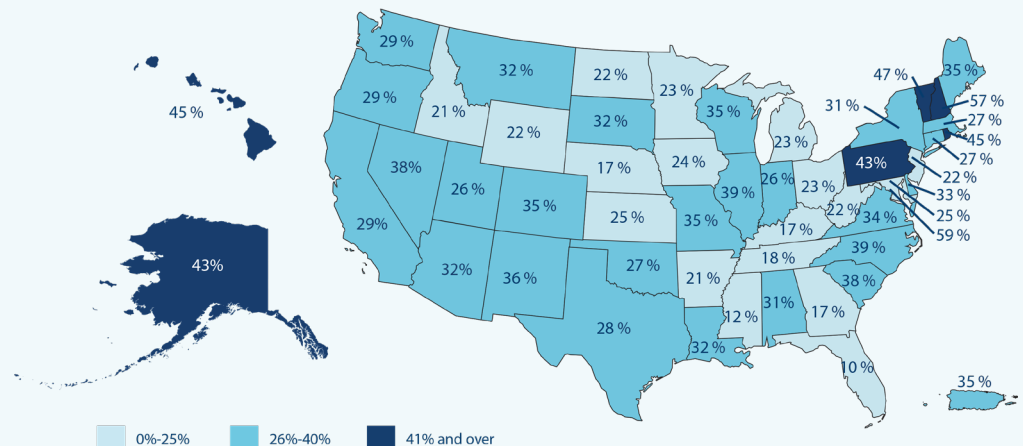
WHEN?

There does not appear to be a definitive trend toward any time of day or day of the week for Speeding and Aggressive Driving collisions.

NATIONAL COMPARISON

In 2016, there were 51,914 drivers involved in 34,439 fatal collisions, in which 37,461 people lost their lives in the United States. The map shows the number of speeding-related traffic fatalities in each state in 2016. Nationally, 27 percent of all traffic fatalities were speeding-related. California had **29% of the fatalities** as speeding-related. The states with the most speeding-related traffic fatalities in 2016 were Texas (1,069) and California (1,056).

Percent of Total Speeding and Aggressive Driving Fatalities, by State, 2016



Data Source:
Statewide Integrated Traffic
Records System (SWITRS)

Map Data Source:
National Highway Traffic Safety
Administration (NHTSA)



Work Zones

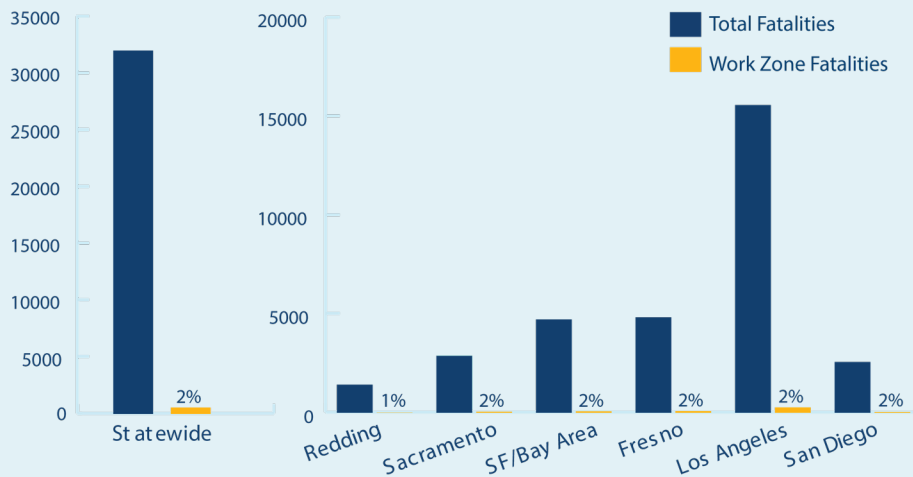


Between 2008 and 2017, 572 people lost their lives and 1,632 people were seriously injured in Work Zone collisions on California roadways.

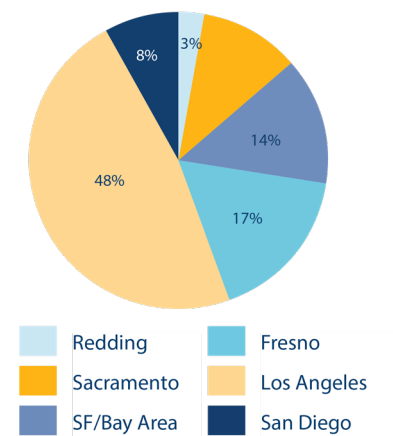
This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved Work Zones. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Work Zone collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

Work Zone Fatalities Compared to Total Fatalities, Statewide & by Region



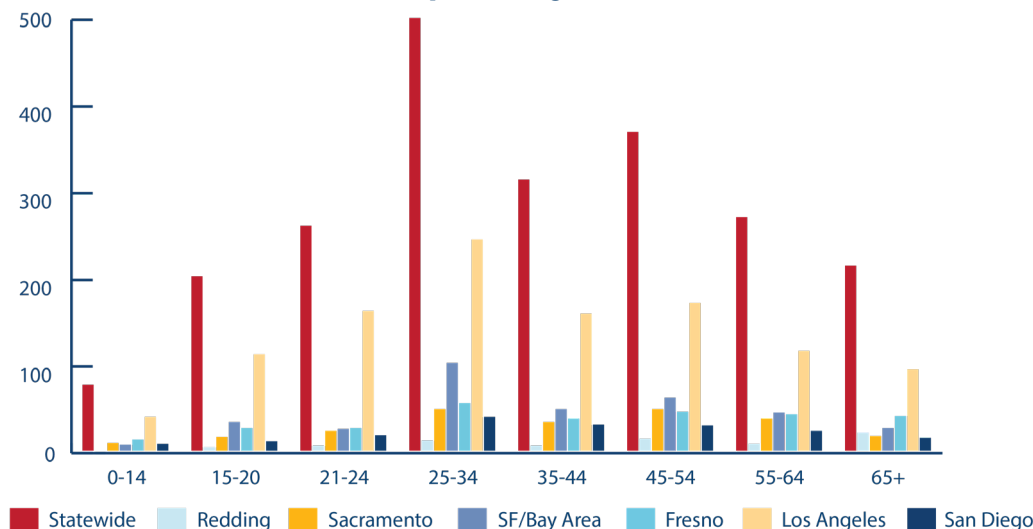
Percentage of Work Zone Fatalities by Region



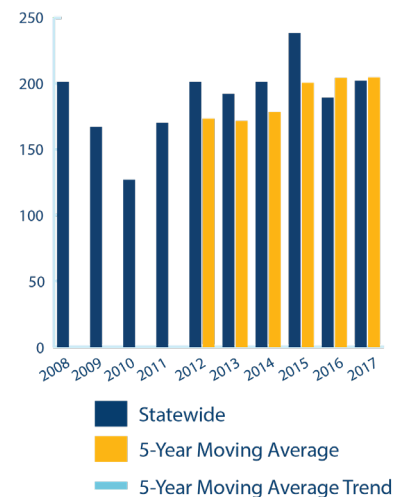
WHO?

Adults **25 to 34 years old** represent the largest number of serious or fatal collision victims associated with Work Zone collisions.

Collisions by Victim Age, 2017



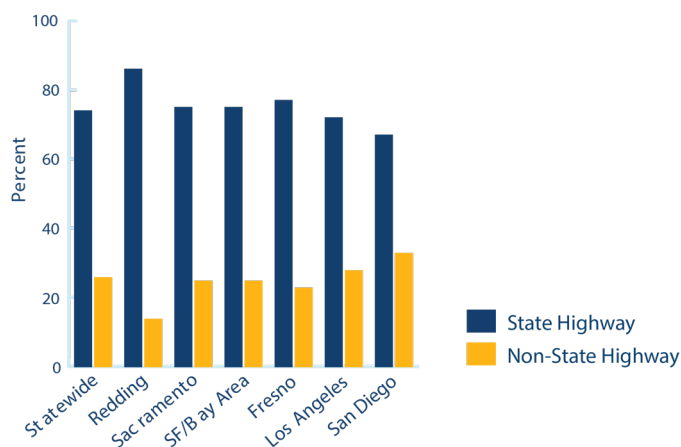
Work Zone Related Collisions, 2008-2017



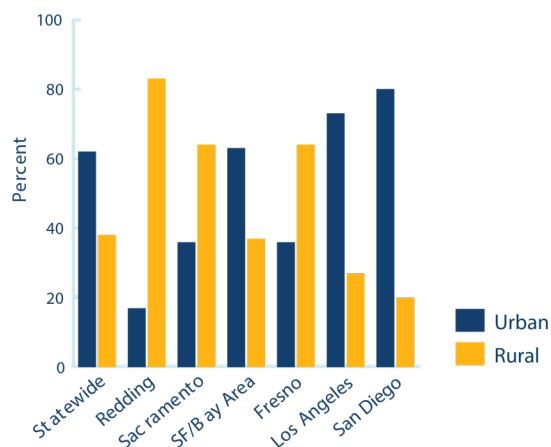
WHERE?

Work Zone related collisions are more common on **state highways** than non-state highways.

State Highway vs. Non-State Highway Collisions, Statewide & by Region



Urban vs. Rural Collisions, Statewide & by Region



WHY?

Unsafe speed is the most common primary collision factor involved in Work Zone collisions.

WHEN?

Work Zone related collisions do not appear to trend toward any time of day, day of week, or month of year.

Data Source:
Statewide Integrated Traffic Records
System (SWITRS)

Top Primary Collision Factor Violations per Region for Work Zones (% of Total Work Zone Collisions)

	Statewide	Redding	Sacramento	SF/ Bay Area	Fresno	Los Angeles	San Diego
Unsafe Speed	30%	44%	25%	29%	28%	31%	28%
Driving or Bicycling Under the Influence of Drugs or Alcohol	23%	8%	27%	22%	21%	23%	28%
Improper Turning	18%	19%	18%	14%	24%	18%	12%
Pedestrian Violation	5%	9%	5%	5%	4%	6%	7%
Unsafe Lane Change	5%	3%	3%	5%	3%	5%	3%





Young Drivers

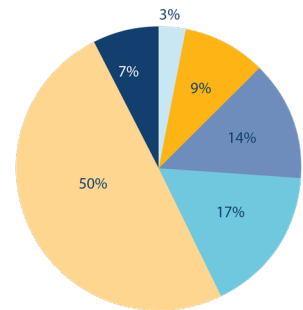


Between 2008 and 2017, 4,300 people lost their lives and 17,375 people were seriously injured in Young Driver collisions on California roadways.

This fact sheet provides information on fatal and serious injury collisions across all roadways in California that involved Young Drivers. The term Young Driver refers to a person 15 to 20 years old operating a motor vehicle. People in this age group generally obtain their licenses for the first time and many are under a graduated driver licensing program as they learn driving skills. The information presented reflects collision data documenting where and when these collisions occurred and why they happened.

The California Strategic Highway Safety Plan (SHSP) provides guidance and framework for reducing fatalities and serious injuries on all public roads. Strategies to reduce Young Driver collisions in efforts to reach the goals of the SHSP are being developed using information shown in this fact sheet.

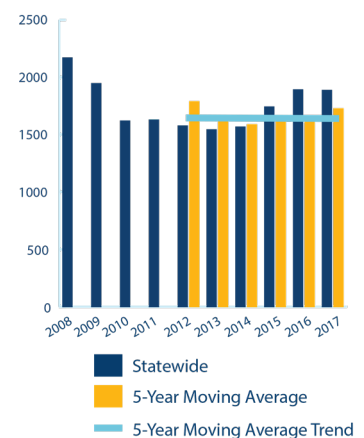
Percentage of Young Driver Fatalities by Region



Young Driver Fatalities Compared to Total Fatalities, Statewide & by Region



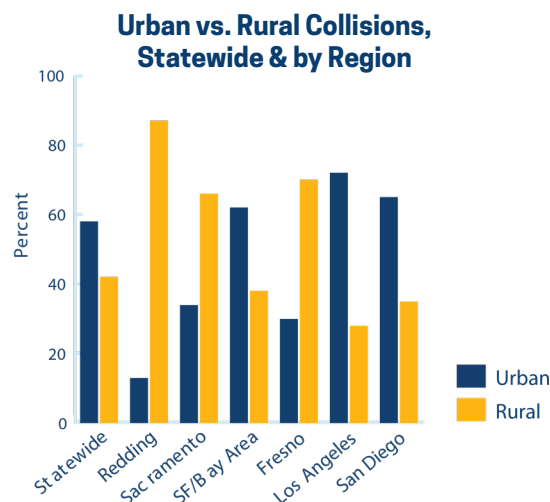
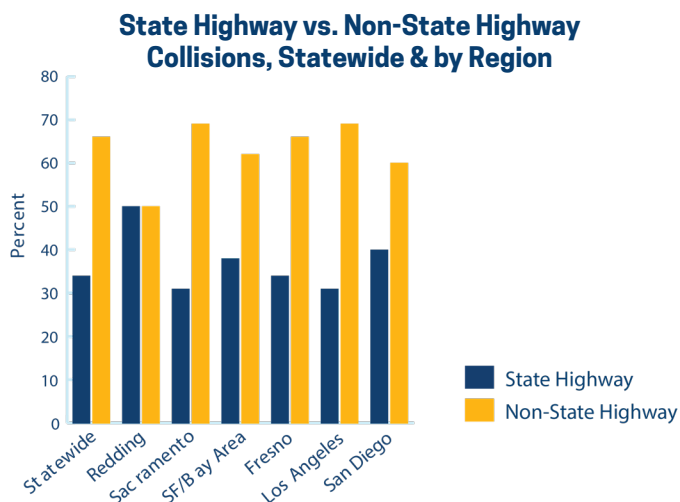
Young Driver Related Collisions, 2008-2017



Total fatalities and serious injury collisions with Young Drivers **decreased** over the 10-year period from 2008 to 2017, resulting in a 13 percent decrease in fatalities during that time. In 2015 and 2016, total fatalities and serious injury collisions with Young Drivers increased from the previous year, but 2017 shows a decrease again compared to 2016.

WHERE?

Most Young Driver collisions occur on **non-State highways** and just over half are within an **urban setting**.



WHY?

Improper Turning is the top factor for fatal and serious injury Young Driver collisions. Unsafe Speed was the next significant factor, with Driving Under the Influence, Automobile Right of Way, and Traffic Signals and Signs as other notable contribution factors.

Top Primary Collision Factor Violations per Region for Young Drivers (% of Total Young Driver Collisions)

	Statewide	Redding	Sacramento	SF/Bay Area	Fresno	Los Angeles	San Diego
Improper Turning	22%	31%	23%	23%	28%	19%	24%
Unsafe Speed	22%	22%	23%	24%	16%	22%	27%
Driving or Bicycling Under the Influence of Drugs or Alcohol	21%	27%	22%	23%	22%	20%	18%
Automobile Right of Way	13%	7%	10%	9%	13%	15%	12%
Traffic Signals and Signs	7%	2%	5%	6%	8%	8%	5%

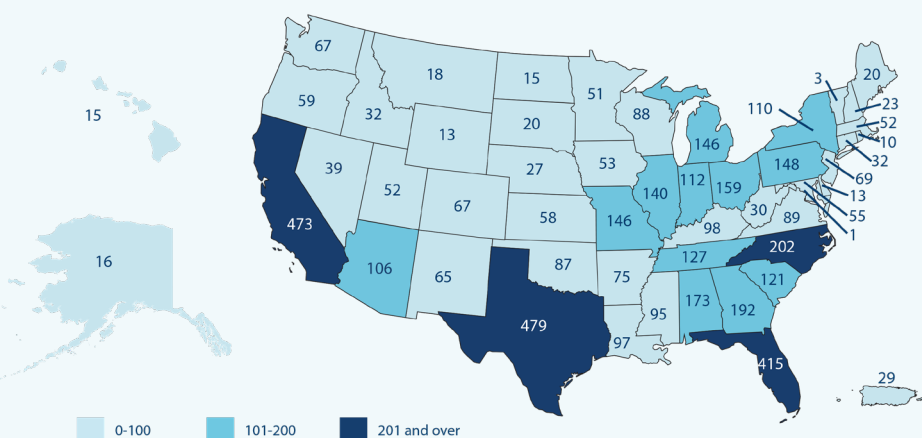
WHEN?

Evening hours from **3 PM -11 PM** have the most collisions with Young Drivers, with **49%** of fatal and serious injury collisions occurring during this time. Weekends also experience more collisions with Young Drivers involved.

NATIONAL COMPARISON

Young, inexperienced drivers have higher collision rates than older, more experienced drivers in the United States. Motor vehicle collisions are a leading cause of death for 15- to 20-year-olds, according to the National Center for Health Statistics. The map presents the number of Young Drivers killed, as well as the numbers of passengers of Young Drivers, occupants of other vehicles, and nonoccupants killed in young-driver collisions for each State and the District of Columbia in 2016. Traffic fatalities in collisions involving Young Drivers ranged from 1 in the District of Columbia to 479 in Texas. California had the **second highest number of fatalities** in collisions involving Young Drivers with **473**.

Fatalities in Collisions Involving Young Drivers Age 15 to 20, 2016



Data Source:
Statewide Integrated Traffic
Records System (SWITRS)

Map Data Source:
National Highway Traffic Safety
Administration (NHTSA)