



# CALIFORNIA<sup>®</sup> SAFE ROADS

Virtual Fall Regional Workshops  
Statewide Crash Data Fact Sheets  
Fall 2022

All crash data is available on the  
California Crash Data Dashboard:

*[shsp.dot.ca.gov](https://shsp.dot.ca.gov)*



# Statewide



## California Fatalities and Serious Injuries by Year

Since 2010, California fatalities and serious injuries increased by

# 46%

**Data Source:** Fatality Analysis Reporting System (FARS) 2010-2020 for Fatalities and Statewide Integrated Traffic Records System (SWITRS) 2010-2020 for Serious Injuries



In the 2017 National Household Travel Survey,

**12.6%** of California's **mode share** per trip are **pedestrians**

**WHEREAS**

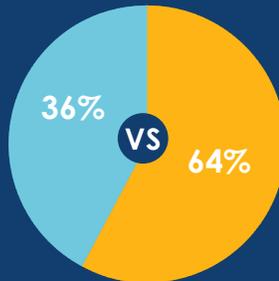
**25%** of statewide **fatalities** are pedestrians



From 2010 to 2019, **64%** of fatal and serious injuries were on local roadways, yet these roadways only account for **45%** of California's annual vehicle miles traveled in 2019.



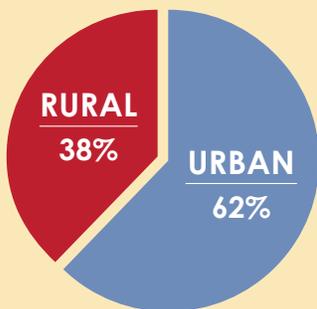
2010 to 2019  
**36%** of fatal and serious injuries are on state highways



2010 to 2019  
**64%** of fatal and serious injuries are on local roadways

In 2020, fatalities and serious injuries increased to **38%** on state highways

Data Source: California Public Roads (2019) statistical information derived from the highway performance monitoring system



**38%** of fatalities and serious injuries occur in rural areas



**WHEREAS**

**1%** of the state is considered **rural** as defined by population size. In 2019, **rural areas** contribute **17%** of daily vehicle miles traveled

In 2020, fatalities and serious injuries increased to **40%** in rural areas

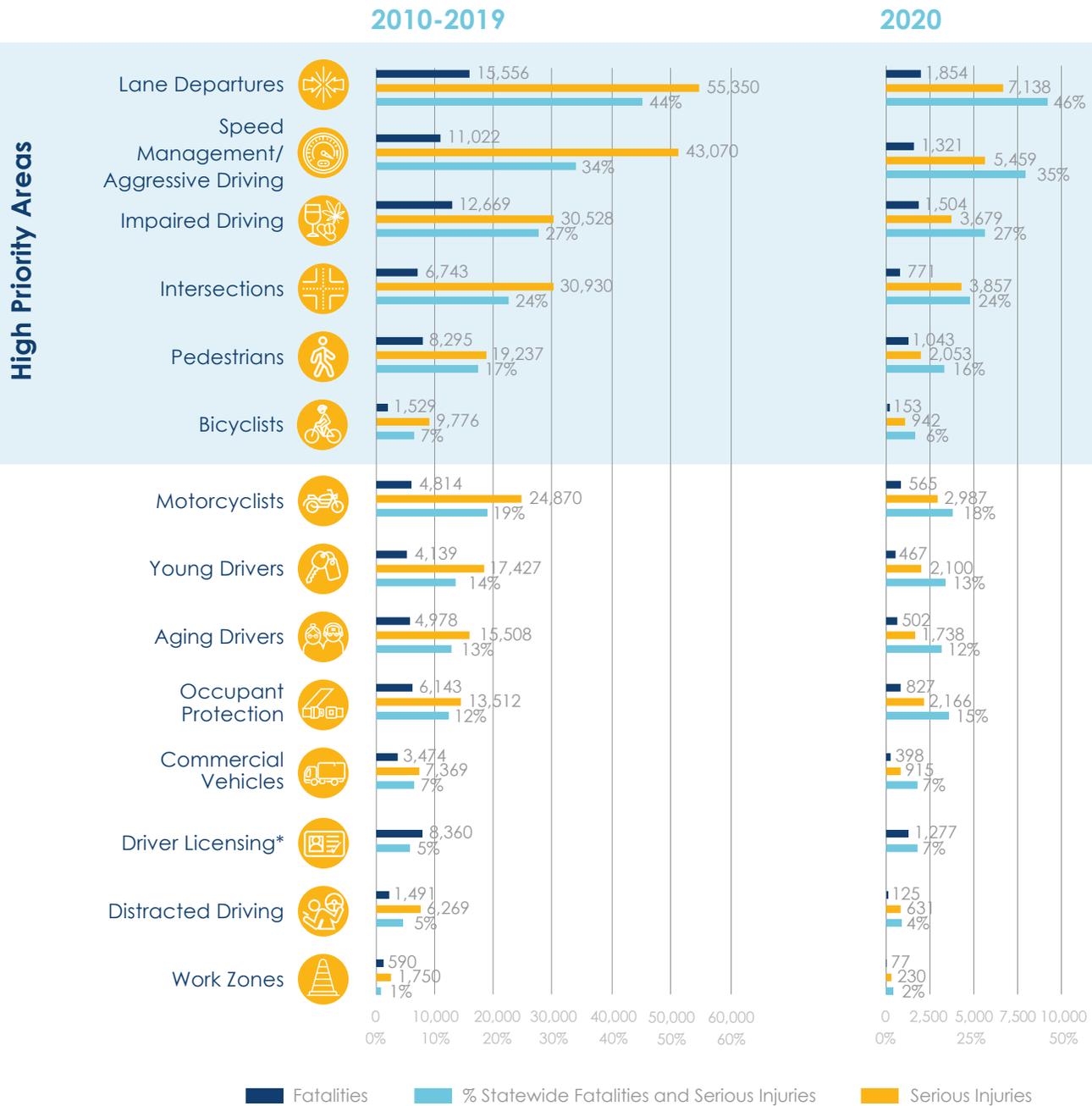
Data Source: California Public Roads (2019) statistical information derived from the highway performance monitoring system

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

# Statewide



## Fatalities and Serious Injuries by Challenge Area



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

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%.

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

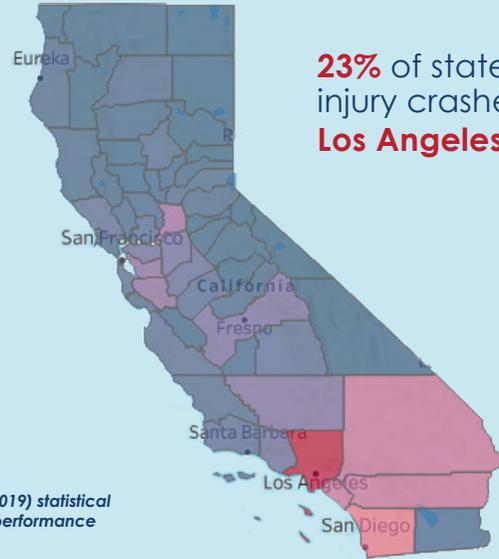
All crash data is Statewide Integrated Traffic Records System (SWITRS) unless otherwise noted.



**Number of Fatal and Serious Injury Crashes by County**

In 2019, Los Angeles County made up **26%** of the state's *population* and **22%** of the state's *daily vehicle miles traveled*

**23%** of state fatal and serious injury crashes occurred in **Los Angeles County** (2010-2019)



Data Source: California Public Roads (2019) statistical information derived from the highway performance monitoring system



**Fatal and Serious Injury Crash Rate  
(Crashes per 100M Vehicle Miles Traveled)**

From 2010 to 2019, the statewide fatal and serious injury crash rate was **4.13** fatal and serious injury crashes per 100M Vehicle Miles Traveled.

From 2010-2019, the counties with the highest fatal and serious injury crash rates were:

- Alpine County (13.07)
- Trinity County (12.93)
- Calaveras County (11.23)
- Del Norte County (9.76)
- Mariposa County (9.34)

Since 2010, fatal and serious injury crash rates in California have increased by **42%**



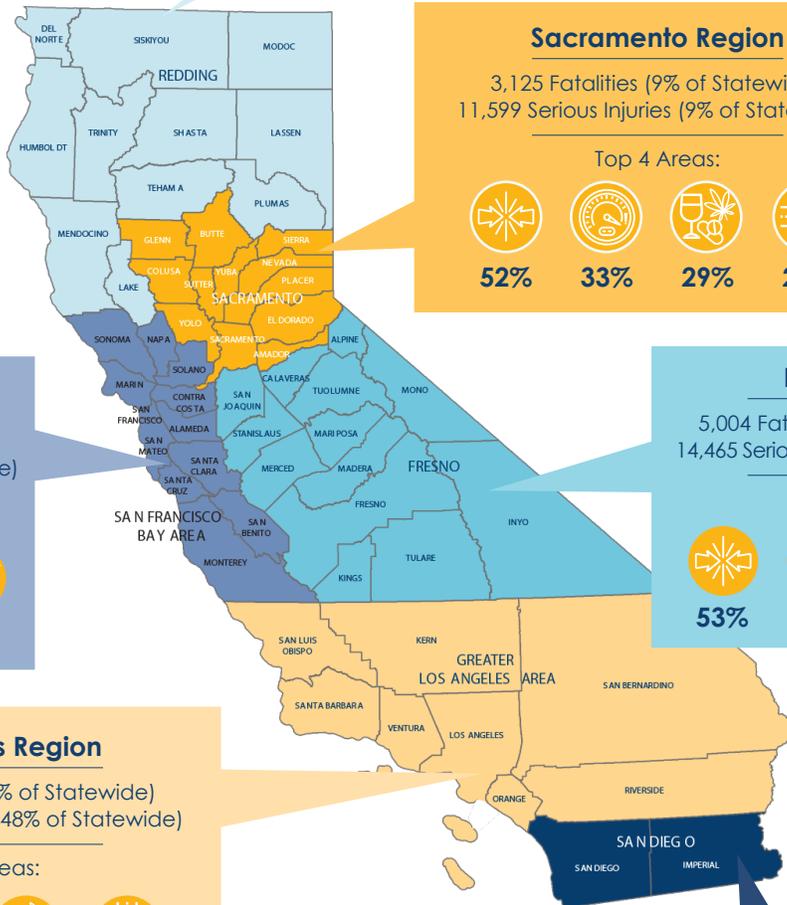
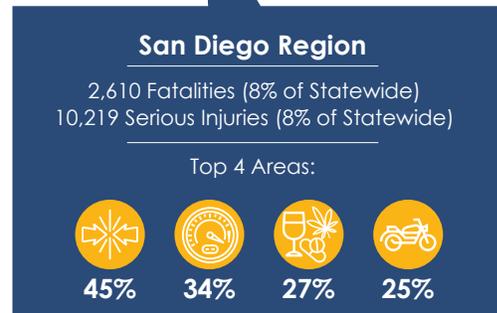
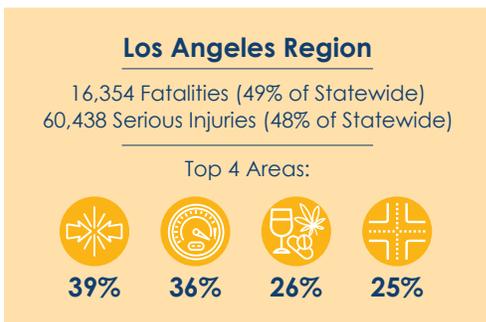
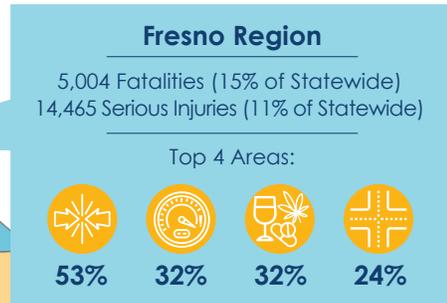
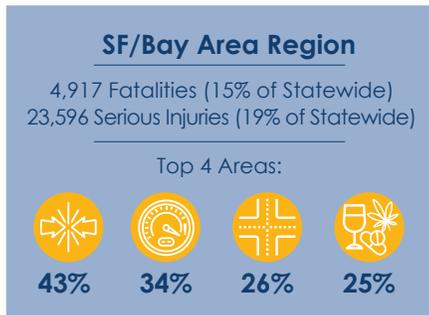
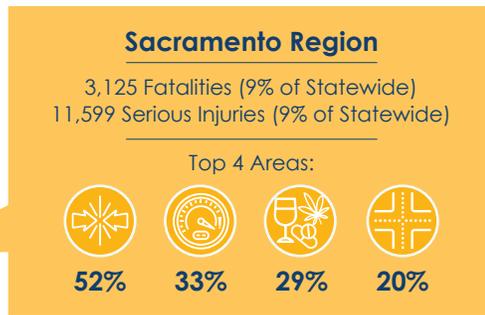
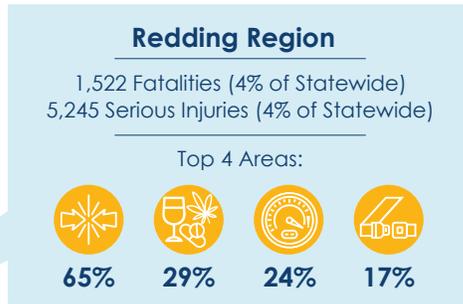
*Fatal and Serious Injury Crash Rate (Number of Crashes/100 Million Vehicle Miles Traveled)*

# Statewide



## Fatalities and Serious Injuries by Region 2010-2019

See Region-Specific Fact Sheets for additional information on a comparison with 2020.



### LEGEND

Impaired Driving	Intersections	Lane Departures	Motorcyclists	Speed Management/Aggressive Driving

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

# Statewide



## Fatalities and Serious Injuries Overview by Challenge Area Statewide 2010-2019

	Challenge Area	Statewide %	Fresno	Los Angeles	Redding	Sacramento	San Diego	SF/ Bay Area
<b>High Priority Areas</b>	 Lane Departures	<b>44%</b>	53%	39%	65%	52%	45%	43%
	 Speed Management/Aggressive Driving	<b>34%</b>	32%	36%	24%	33%	34%	34%
	 Impaired Driving	<b>27%</b>	32%	26%	29%	29%	27%	25%
	 Intersections	<b>24%</b>	24%	25%	10%	20%	18%	26%
	 Pedestrians	<b>17%</b>	11%	20%	7%	14%	18%	19%
	 Bicyclists	<b>7%</b>	4%	7%	4%	7%	7%	11%
 Motorcyclists	<b>19%</b>	15%	19%	16%	18%	25%	18%	
 Young Drivers	<b>14%</b>	15%	14%	10%	14%	12%	12%	
 Aging Drivers	<b>13%</b>	13%	12%	15%	15%	13%	13%	
 Occupant Protection	<b>12%</b>	16%	12%	17%	13%	11%	11%	
 Commercial Vehicles	<b>7%</b>	9%	7%	6%	6%	5%	5%	
 Driver Licensing*	<b>5%</b>	8%	5%	4%	5%	4%	0%	
 Distracted Driving	<b>5%</b>	5%	5%	5%	5%	5%	5%	
 Work Zones	<b>1%</b>	1%	2%	1%	1%	1%	1%	

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%. 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)



California SHSP  
Equity-Related Data  
Crash Data Dates: 2009-2018

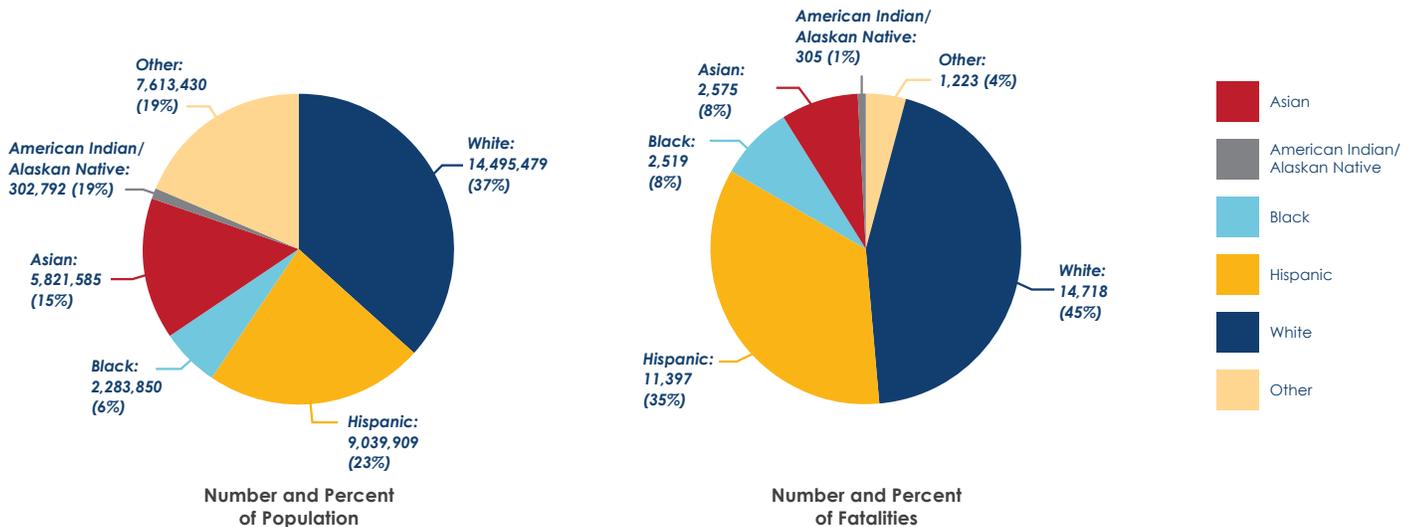


# Statewide

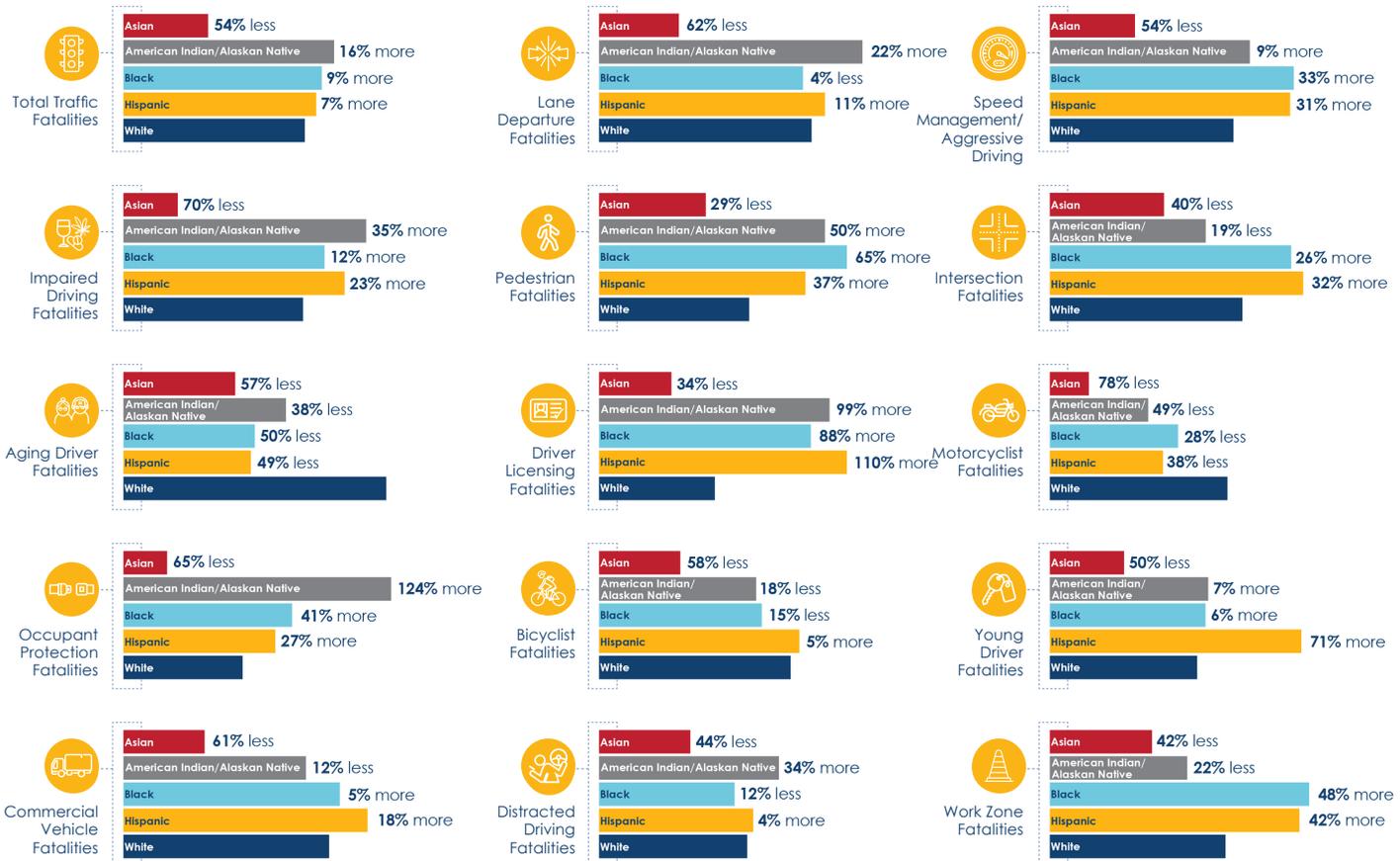
## Racial Equity in Traffic Fatalities



### Distribution of California Traffic Fatalities by Race/Ethnicity



### Fatality Rate by Race/Ethnicity Compared to White (Comparison of Fatality Rate by Population)



Data Source: US Census Bureau ACS and FARS (2009-2018)

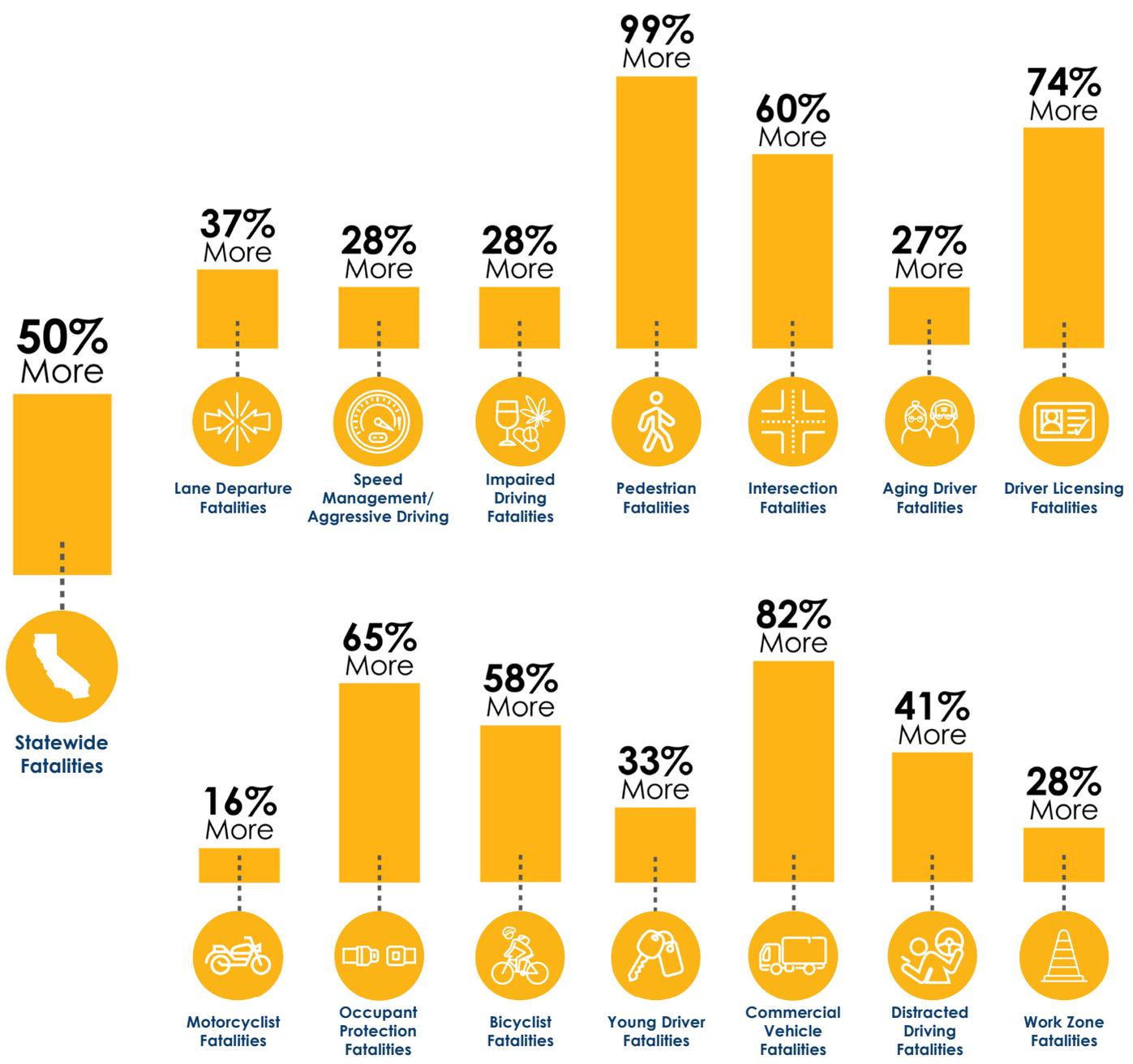
1. The race/ethnic groups presented above summarize groups that could be consistently compared across the different data sets.
2. Fatality data from FARS is used on this sheet because racial data in FARS is victim specificity (rather than SWITRS, which is at the party level).

# Statewide



## Income Equity in Traffic Fatalities

Increased Rate of Fatalities for Census Block Groups Locations with Household Income Less than \$50,000 Compared to Income Greater than \$50,000



Data Source: American Community Survey (ACS) collected by U.S. Census Bureau, FARS

1. Income data is available for the Census Block Groups where a traffic fatality occurs and not the individual (i.e. this data represents the income information of the Census Block Groups where the crash occurs and not the income of the crash victim.)

2. The ACS 1-Year Estimates for 2018 were used to determine per-capita fatality rates.

3. FARS data was used because it has a greater percentage of located crashes than SWITRS.



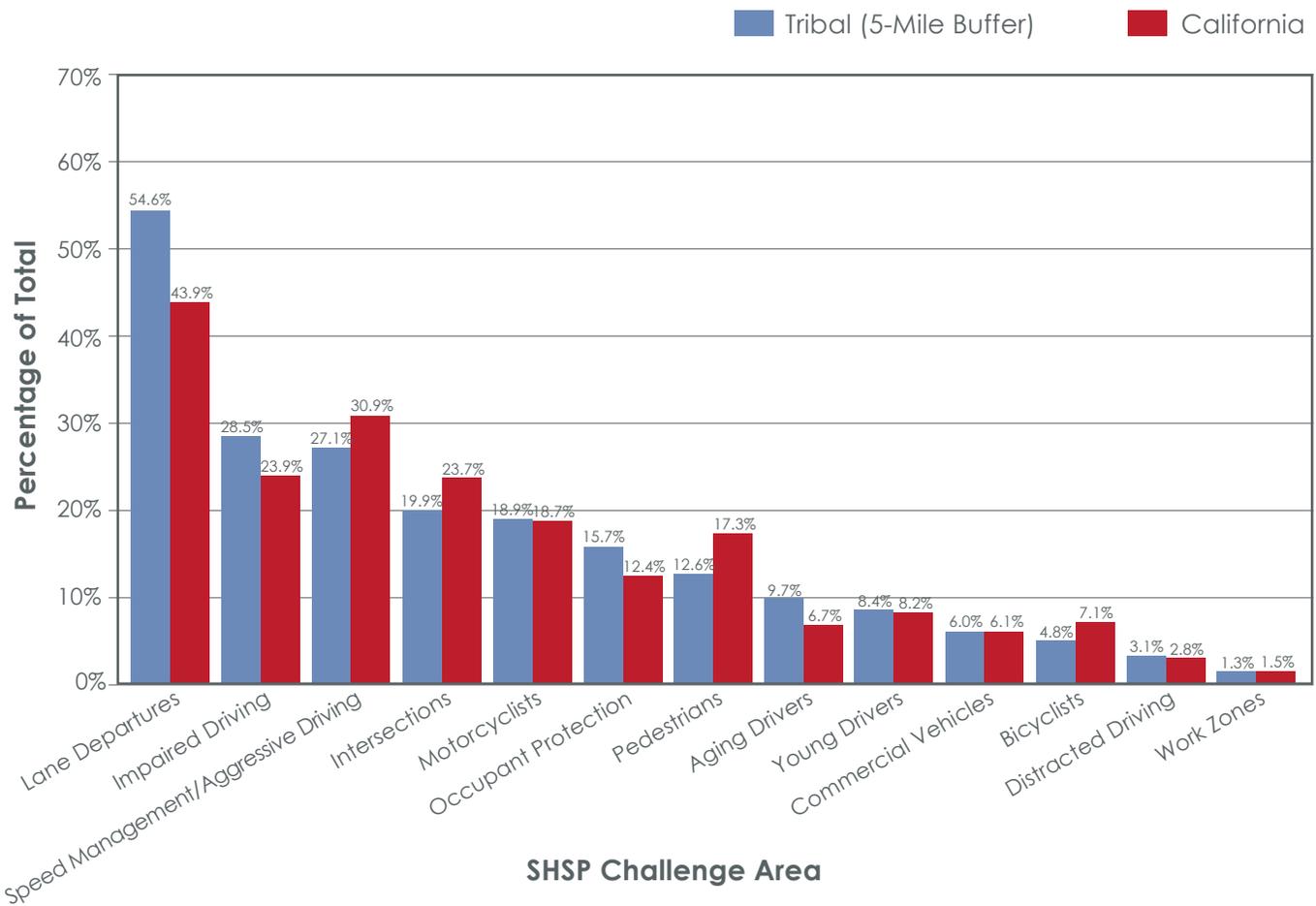
**California SHSP Tribal Data**  
**Crash Data Dates: 2010-2019**





Challenge Areas such as Lane Departures, Impaired Driving, Occupant Protection and Aging Drivers are a higher percentage of the total for Tribes.

**Challenge Areas Analysis Comparing Tribal Areas to California as a Whole**  
(Fatalities and Serious Injuries), 2010-2019



Source: University of California, Berkeley's Safe Transportation Research and Education Center (SWITRS 2010 - 2019)

NOTE:

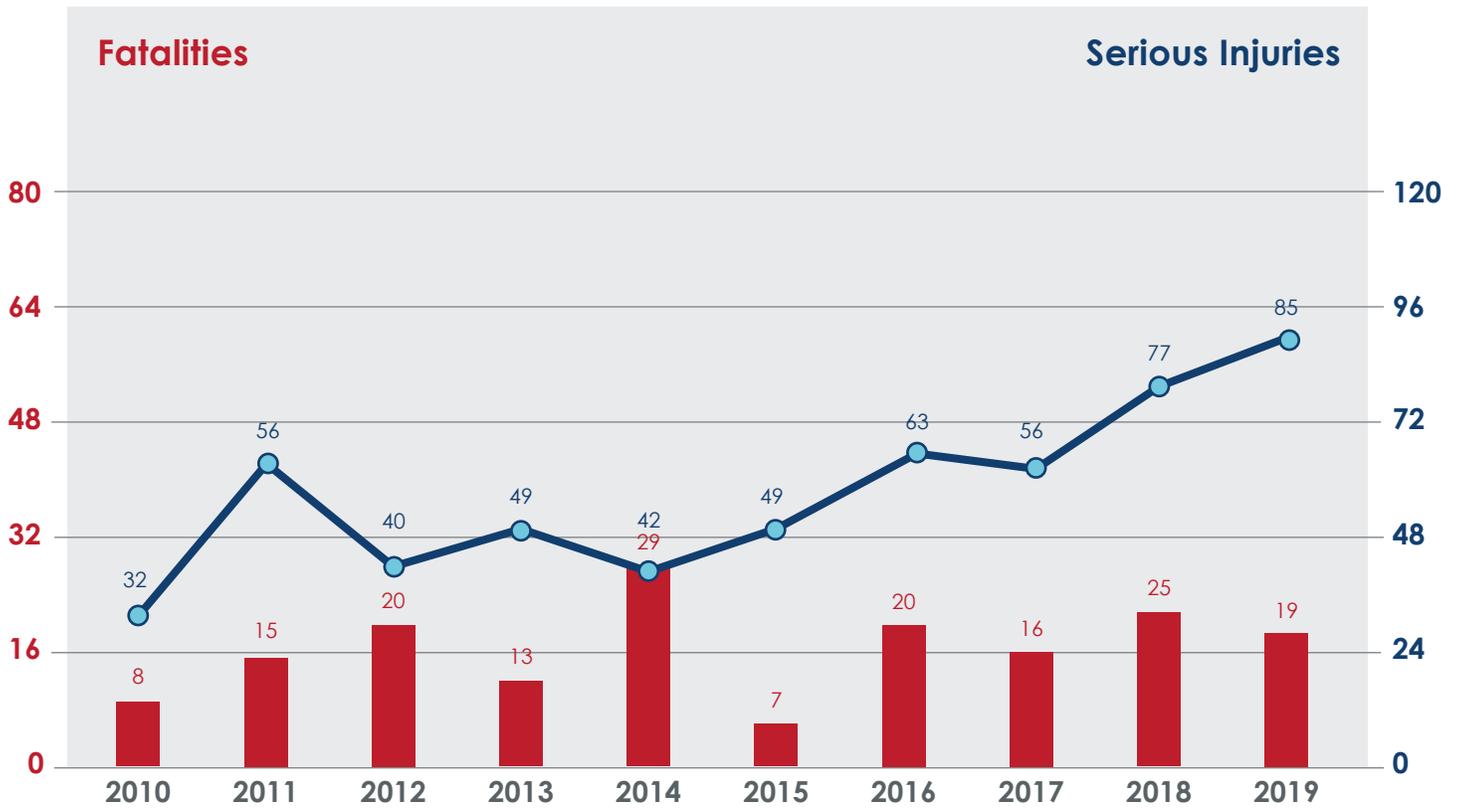
1. Note that for the period 2010-2019, there were 12,072 fatal and serious injuries (FSIs) within tribal 5-mile buffer areas and 159,063 FSIs in California.



The total annual fatal and serious injuries for Tribal areas has continued to increase since 2010.

**Yearly Trend for Fatal and Serious Injuries**

All Tribes, 2010-2019



Source: University of California, Berkeley's Safe Transportation Research and Education Center (SWITRS 2010-2019)