

Caltrans

GOALS



SAFETY



EQUITY



CLIMATE ACTION



PROSPERITY



EMPLOYEE EXCELLENCE

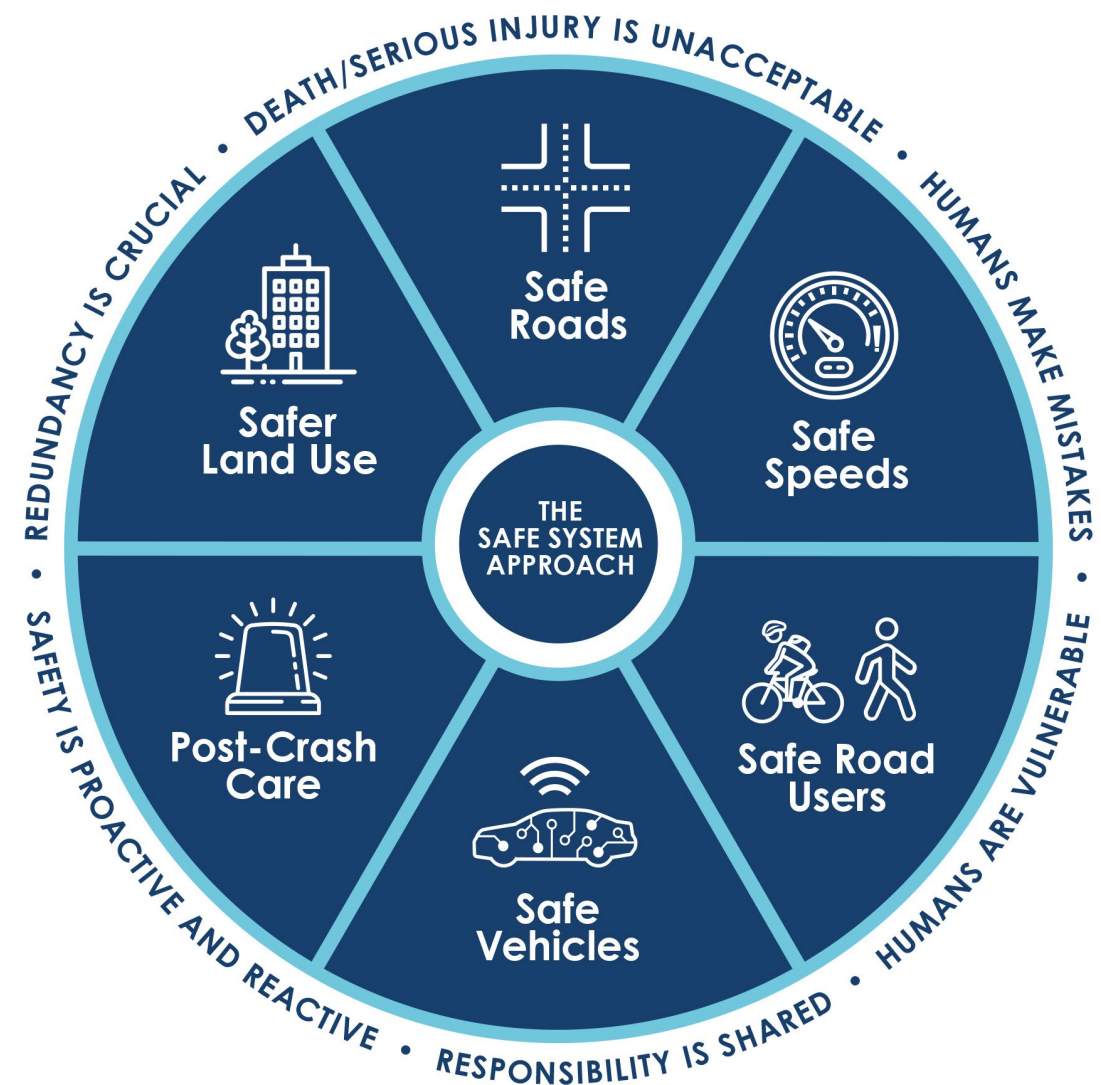


Caltrans 2024-2028

STRATEGIC PLAN










The Safe System Approach (SSA) for California's SHSP




SHSP Crash Data Dashboard

- <https://shsp.dot.ca.gov>

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California Strategic Highway Safety Plan (SHSP) Crash Data Dashboard

FATAL VICTIMS & CRASHES OVERVIEW:

All Challenge Areas

FATAL INJURIES (SWITRS)



Year	Fatal Injuries (SWITRS)
2011	2,835
2012	2,995
2013	3,104
2014	3,126
2015	3,435
2016	3,854
2017	3,904
2018	3,804
2019	3,737
2020	3,982

34,776
Total Fatalities (SWITRS)

Filters*:
Select one or more

Challenge Area

Year

Caltrans District

MPO

County

Welcome to the California SHSP Crash Data Dashboard

Welcome to the California Strategic Highway Safety Plan (SHSP) Crash Data Dashboard. The dashboard was developed to provide SHSP implementers with direct access to crash data to support data-driven implementation of the SHSP. The dashboard currently uses finalized crash data from the Fatality Analysis Reporting System (FARS) and the Statewide Integrated Traffic Records System (SWITRS).

The dashboard allows for filtering of the number and characteristics of fatal and serious injury crashes over the last 10 years. Some filtering options include:

- SHSP Challenge Area
- Crash Severity
- Location: District, County, Metropolitan Planning Organization (MPO), and City
- Crash Cause
- Crash Time
- Crash Party and Victim Demographics

The SHSP is excited to include provisional data within the Crash Data Dashboard for preliminary data review. Provisional data is an incomplete dataset that is being released sooner than the finalized data in order to provide our stakeholders with more timely information.

To use this site, you must [apply for an account](#). Registering only takes a few minutes.

Please provide us your feedback on the data that is being provided for the SHSP by [filling out a very brief survey](#).

[Guidebook and instructional videos in English and Spanish.](#)

This web site has been tested with Apple Safari, Microsoft Edge, Mozilla Firefox and Google Chrome. Your browser security settings must allow cookies and JavaScript for this site to work correctly.

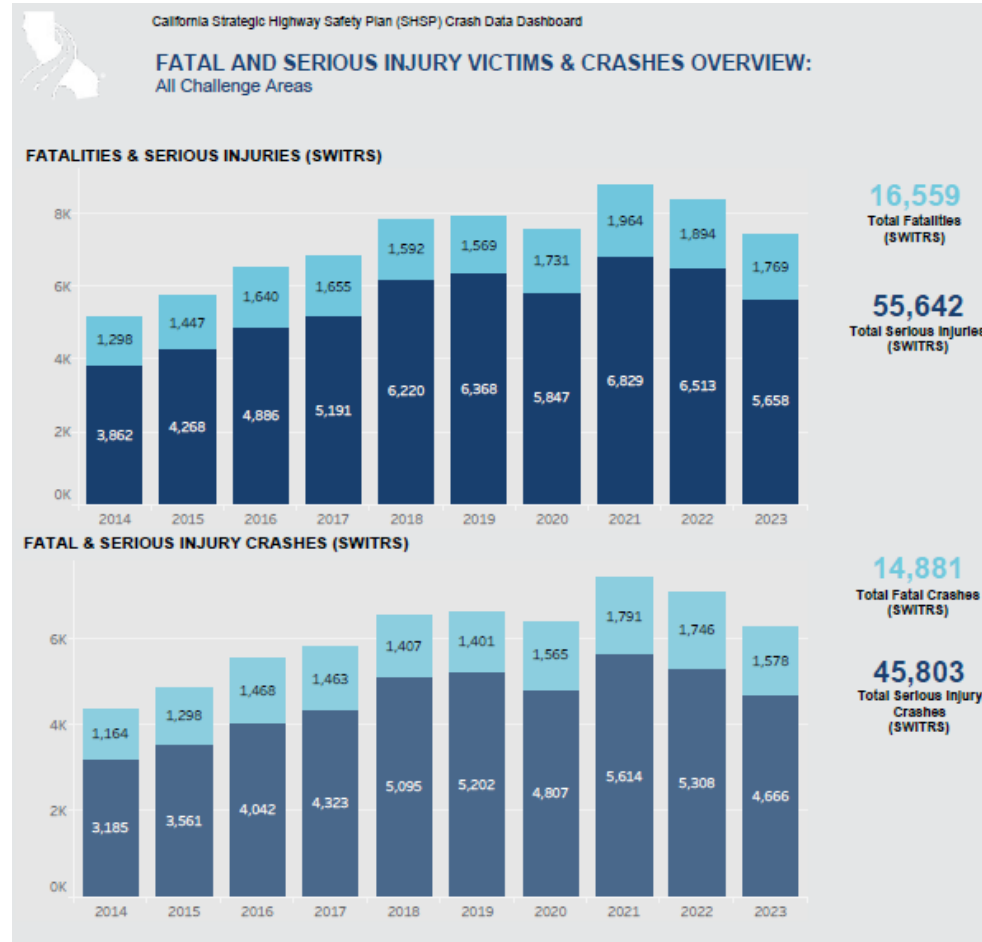
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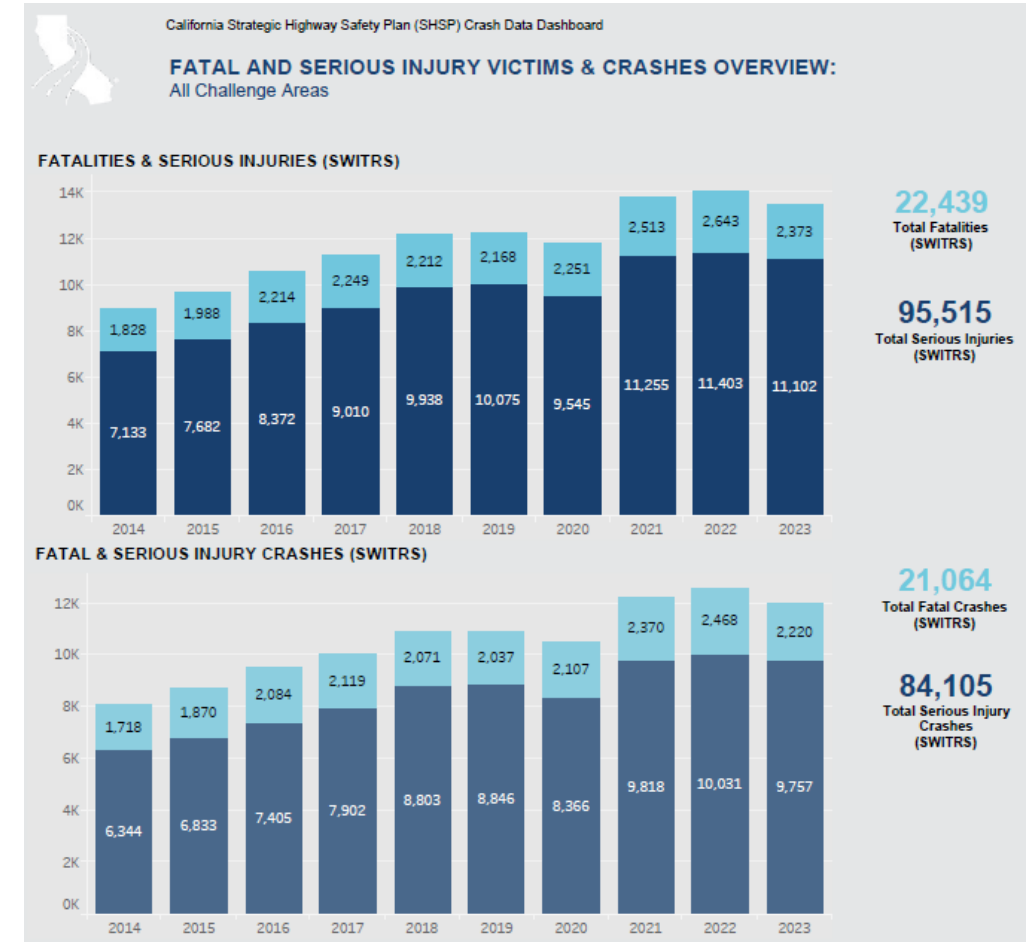
Statewide Overview

FATAL VICTIMS & CRASHES STATEWIDE OVERVIEW

STATE HIGHWAY

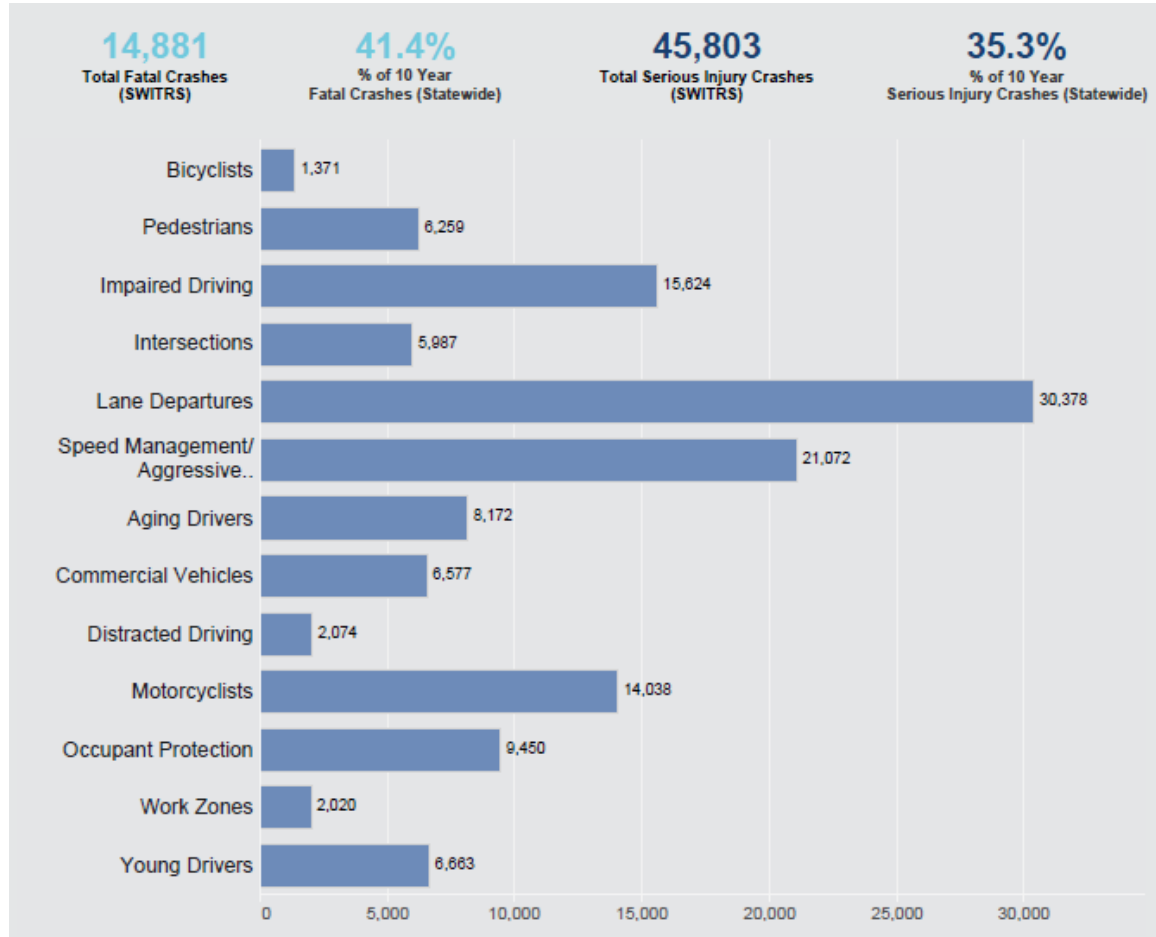


NON-STATE HIGHWAY

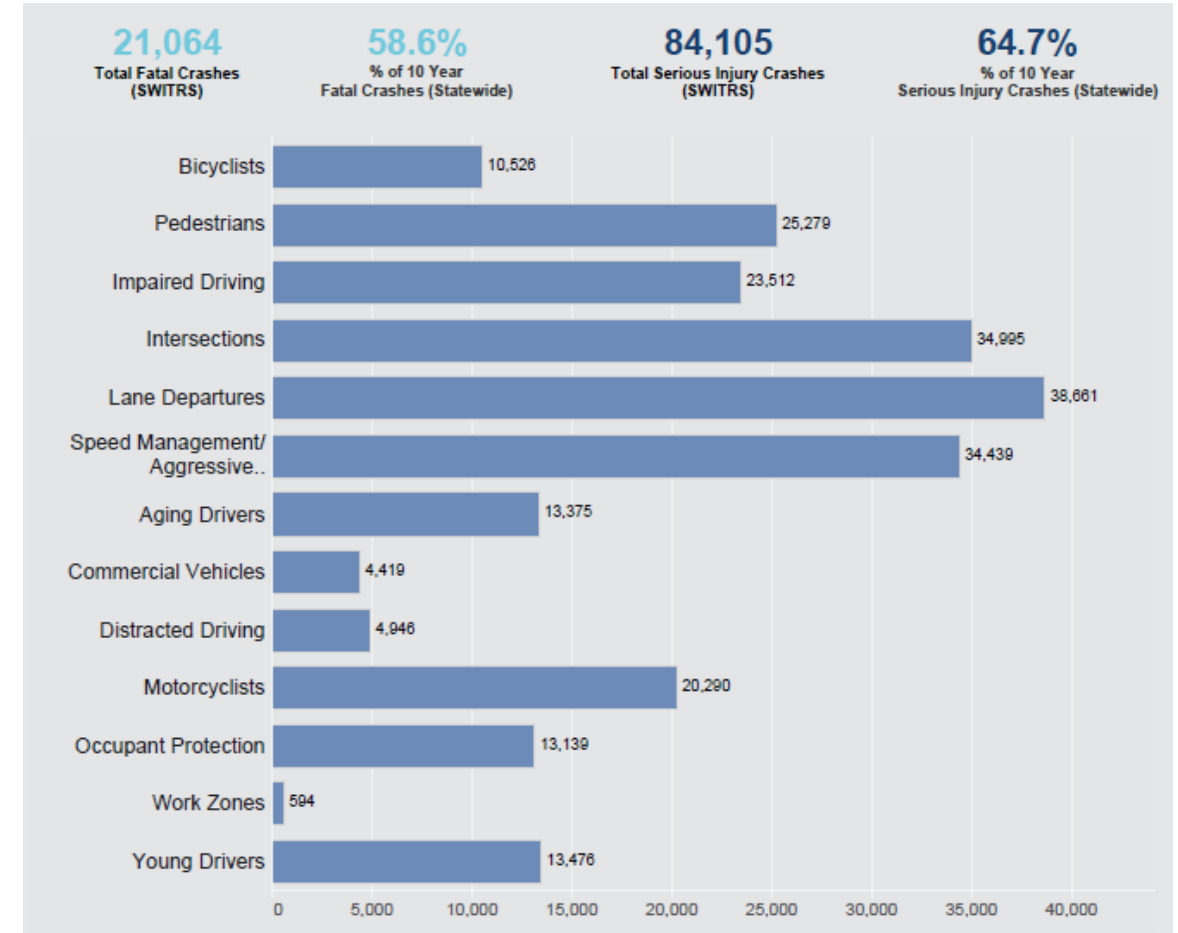


CHALLENGE AREA STATEWIDE OVERVIEW

STATE HIGHWAY



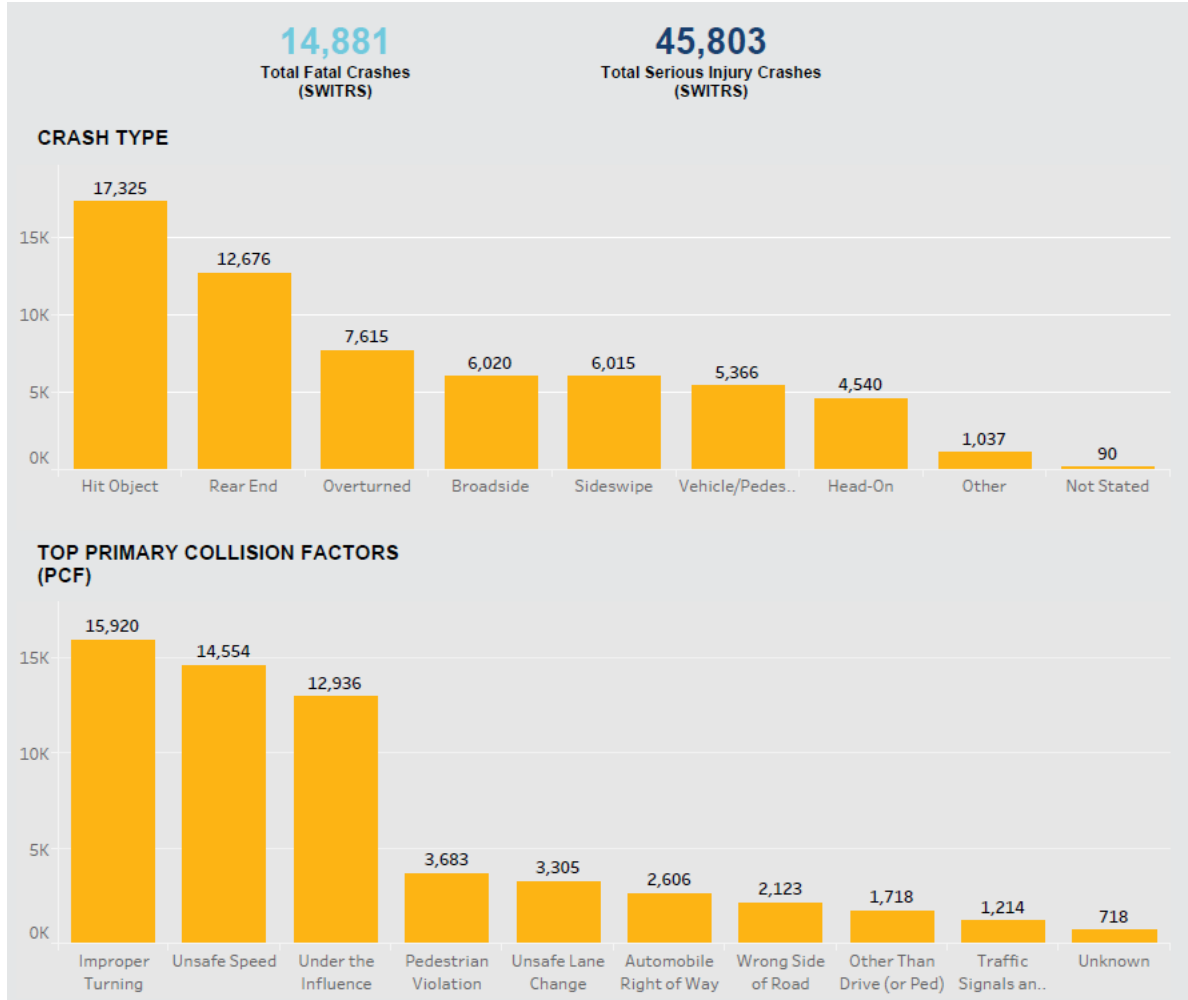
NON-STATE HIGHWAY



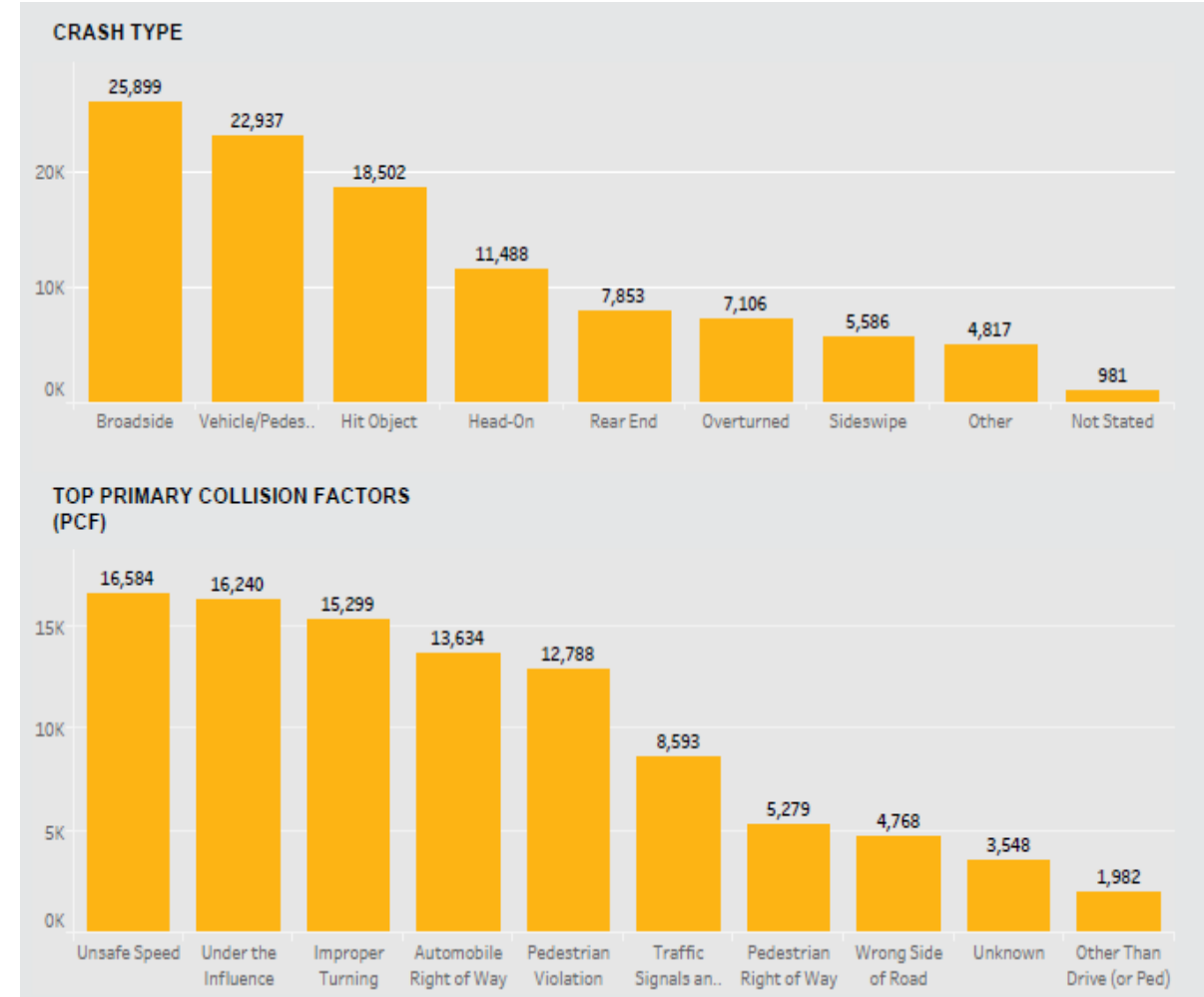
Finalized Data 2014-2023

STATEWIDE CAUSE OVERVIEW

STATE HIGHWAY



NON-STATE HIGHWAY



Challenge Areas

High Priority Areas (HPAs)

Percent of all Fatalities & Serious Injuries

Active Transportation



6%

Bicyclists



17%

Pedestrians



26%

Impaired Driving



24%

Intersections



44%

Lane Departure



34%

Speed Management/
Aggressive Driving



13%

Aging Drivers



7%

Commercial Vehicles



4%

Distracted Driving



27%

Driver Licensing*



19%

Motorcyclists



12%

Occupant Protection



13%

Young Drivers



2%

Work Zones

Data Source: Statewide Integrated Traffic Records System (SWITRS) 2013–2022

*Fatality Analysis Reporting System (FARS) 2013–2022, which does not include serious injury data

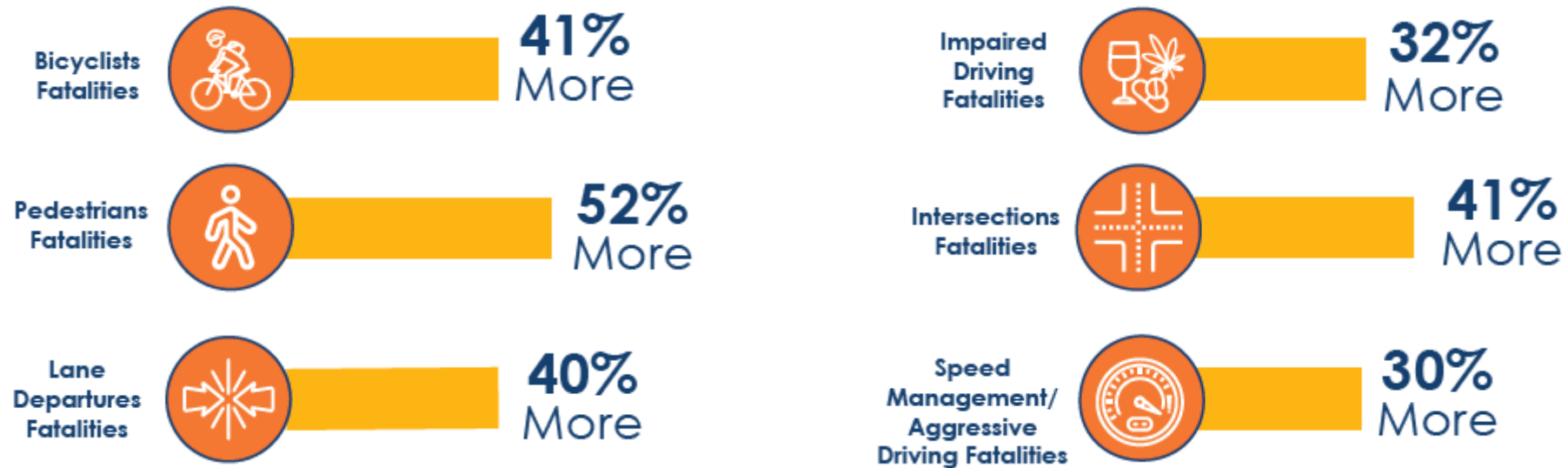
Some fatalities/serious injuries may involve more than one factor and would be counted in multiple groups; the sum of all groups is greater than 100%

Income Impact in Traffic Fatalities



Increased Rate of Fatalities in Disadvantaged Communities versus non-Disadvantaged Communities

High Priority Areas (HPAs)



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

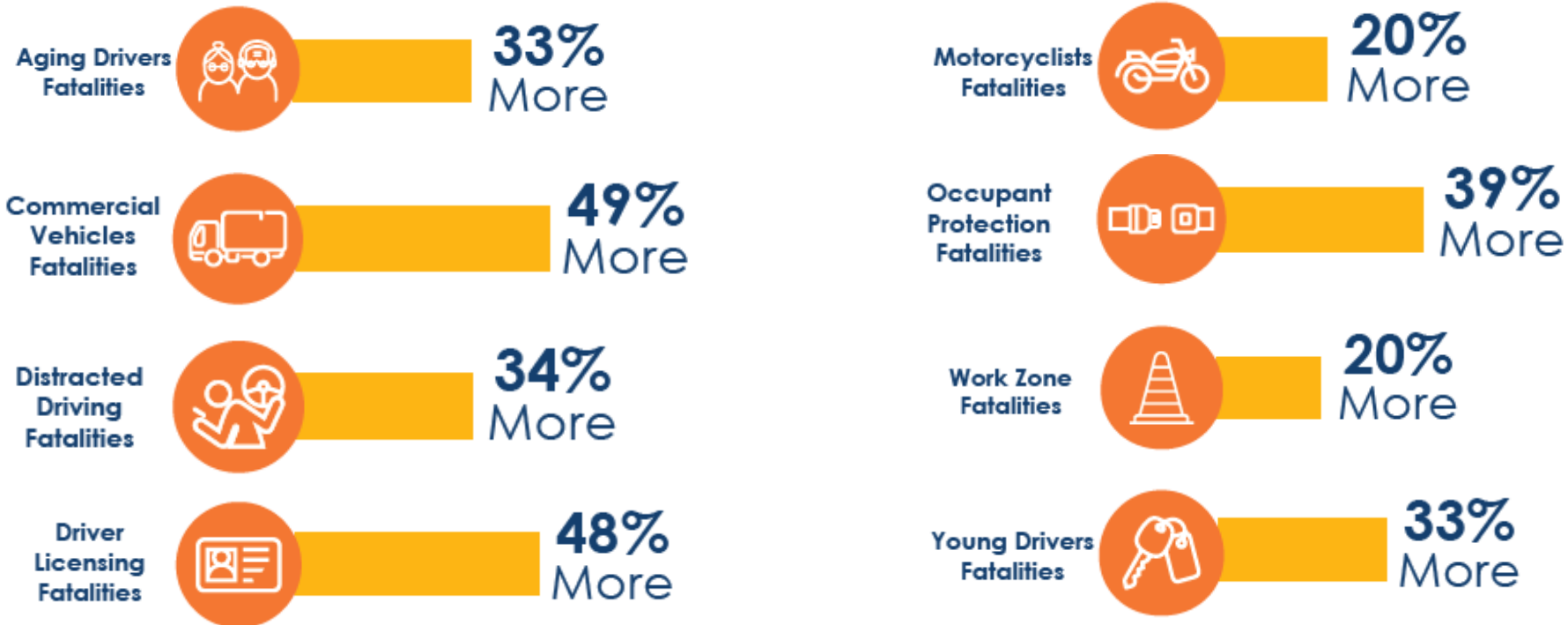
1. Income data is available for the Census Tracts where a traffic fatality occurs and not the individual (i.e. this data represents the income information of the Census Tracts where the crash occurred and not the income of the crash victim.)
2. Disadvantaged communities determined using 2022 ACS 5-Year 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.

Income Impact in Traffic Fatalities



Increased Rate of Fatalities in Disadvantaged Communities versus non-Disadvantaged Communities

Focus Areas



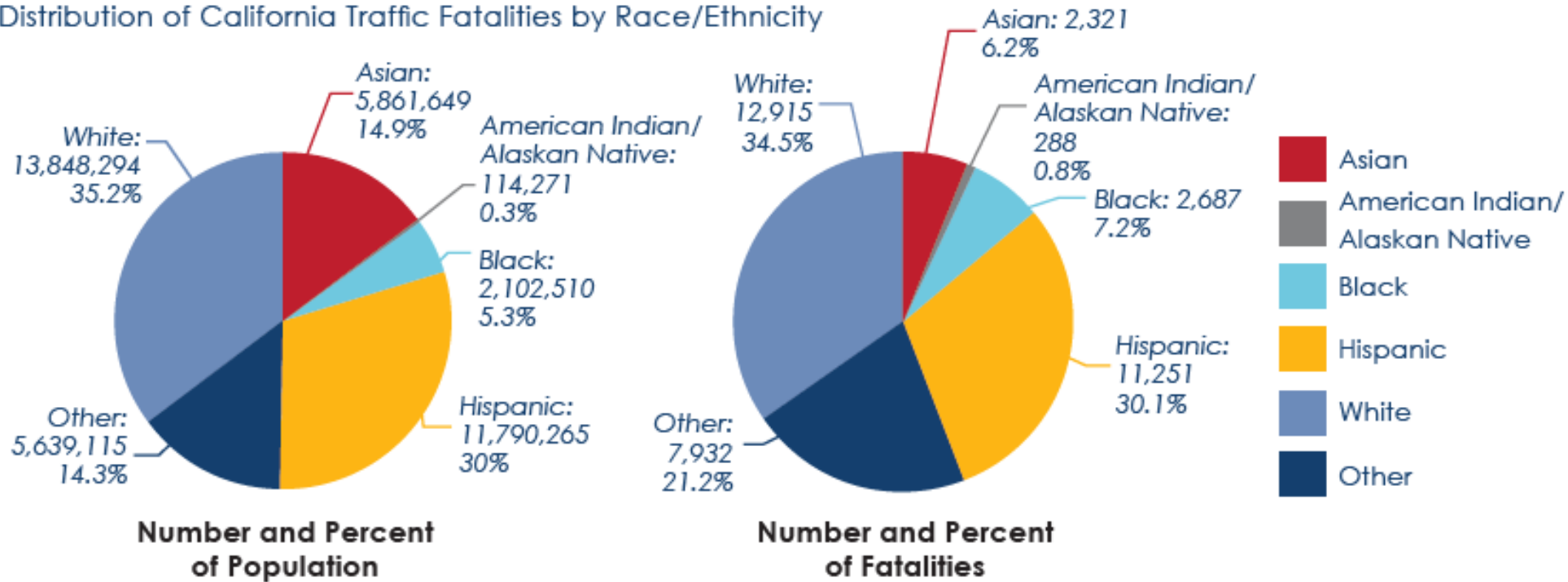
Source: US Census Bureau 2022 ACS 5-Year Estimate data and Fatality Analysis Reporting System (FARS 2013–2022)

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Race/Ethnicity in Traffic Fatalities

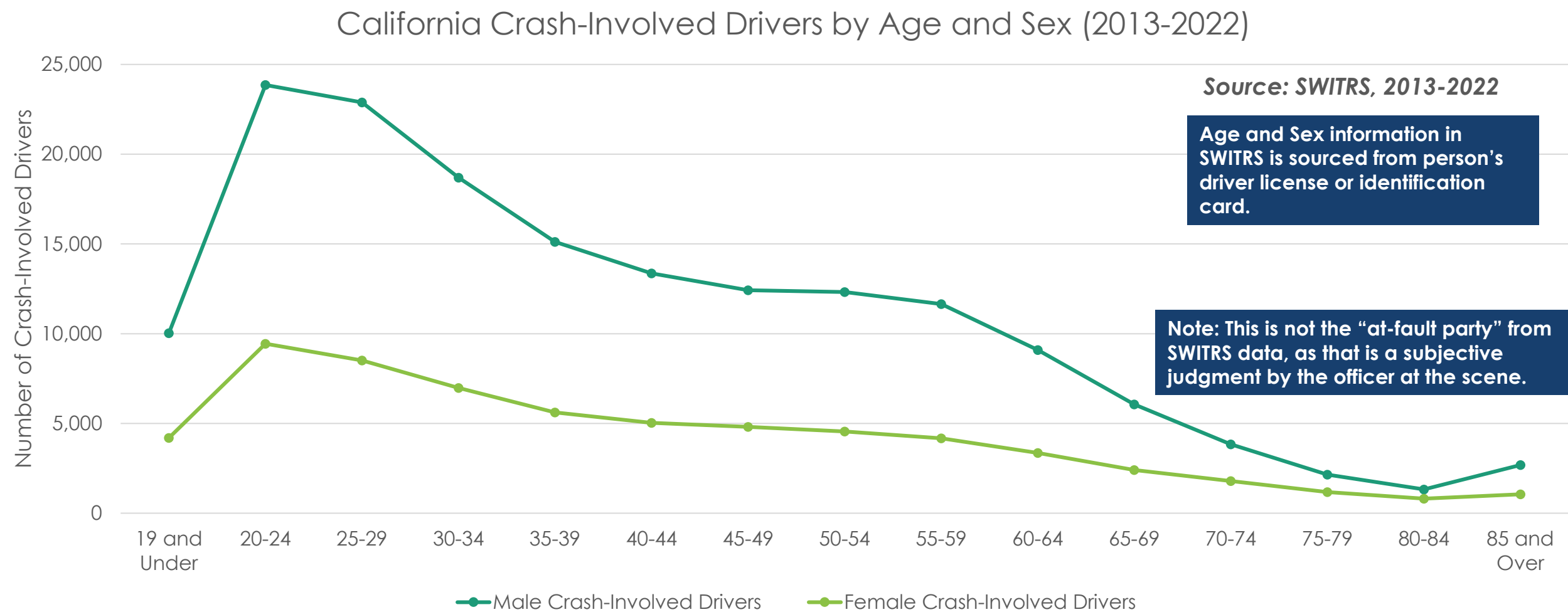
Race/Ethnicity in Traffic Fatalities

Distribution of California Traffic Fatalities by Race/Ethnicity

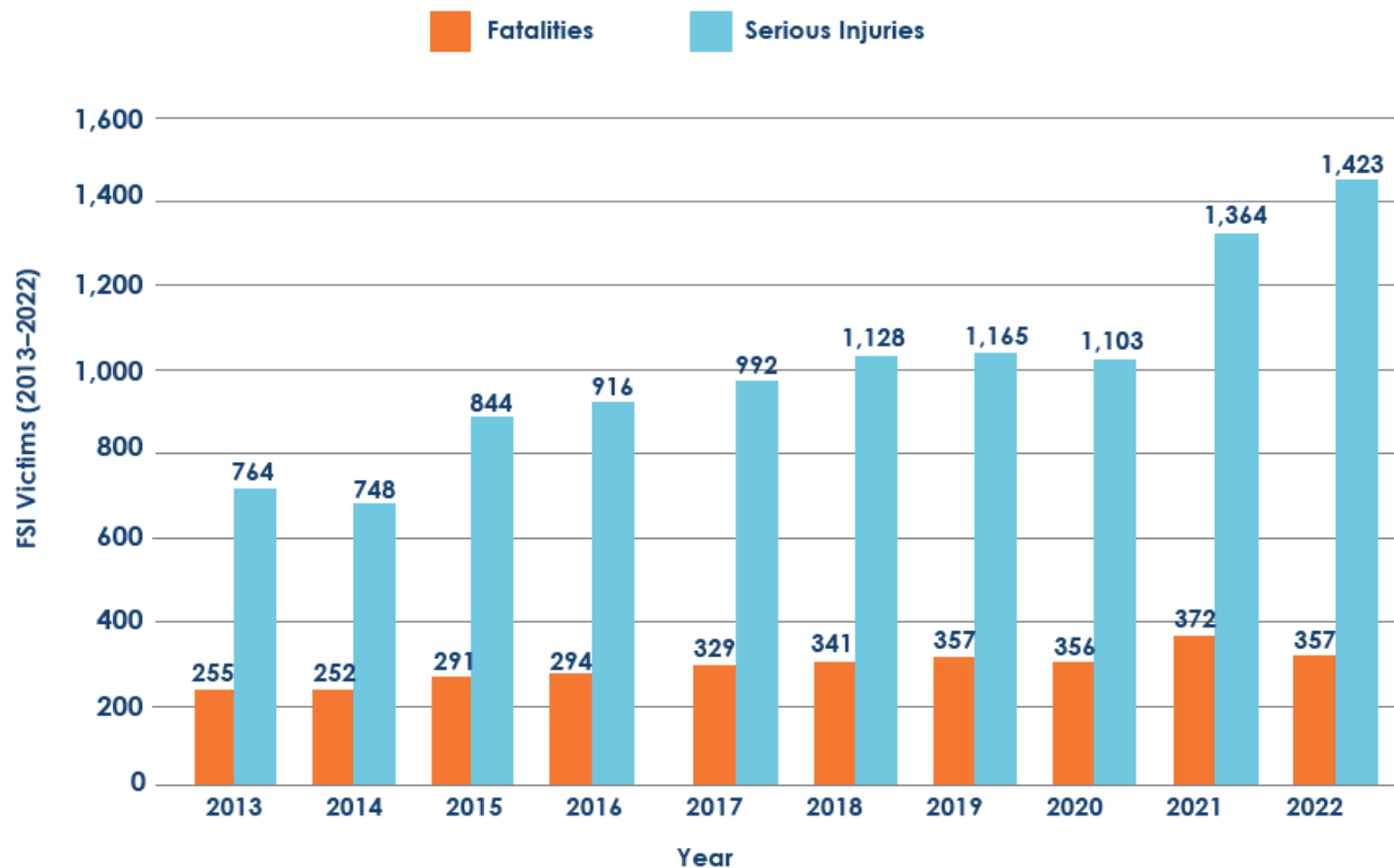


Source: US Census Bureau 2022 ACS 5-Year Estimate data, FARS 2013-2022

Crash-Involved Drivers by Age and Sex



Tribal Areas: FSI



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