



From Risk to Resilience: Utilizing Transportation Safety Resources

October 28, 2025

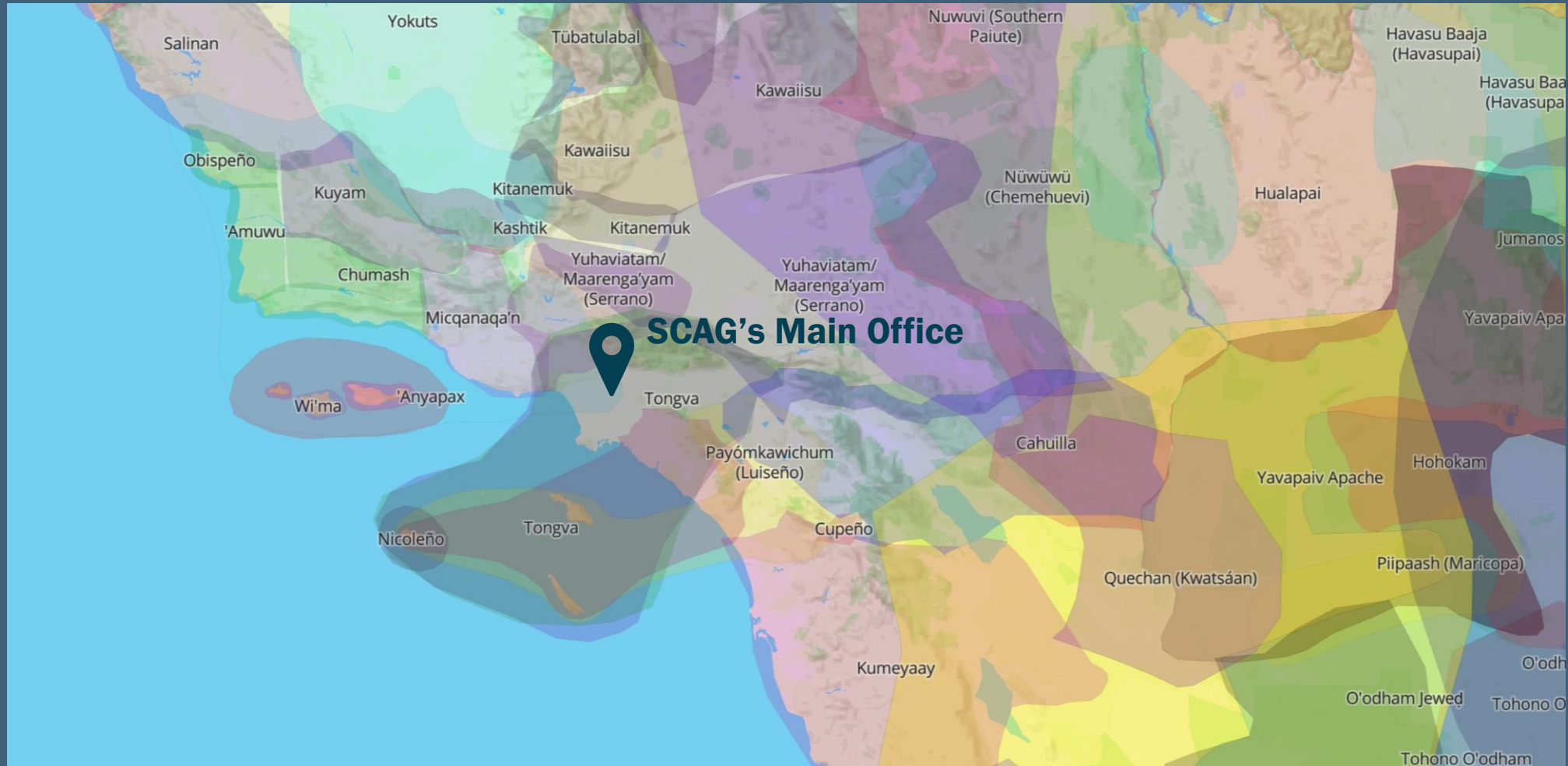


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Housekeeping

1. Meeting length: 1.5 hour
2. This meeting is being recorded
3. All participant lines will be muted
4. At the end of each presentation, there will be Q&A
5. If you have a question during the presentation, please type it into the chat box or press the "raise hand" function
6. We will log all questions and then voice a selection at the end of the presentation
7. A recording of this webinar and the PowerPoint slides will be available on the SCAG website. We will send a link to everyone who has registered after the event

Land Acknowledgement



Other Learning Opportunities

- Previous Toolbox Tuesday Sessions:
 - September 30, 2025: Good data, stronger Tribes: understanding data shortcomings for Native Americans
 - August 26, 2025: Working With Census Data in R: Analyzing and Visualizing Trends
 - May 20, 2025: Water Resilience Challenges and Opportunities
 - April 1, 2025: Expanding zero-emission vehicle infrastructure in under-resourced areas
 - March 18, 2025: Designing and Building Mobility Hubs
 - February 25, 2025: HCD Connect
 - February 11, 2025: Model Laws for Deep Decarbonization in the United States
 - January 14, 2025: SCAG Transportation Safety Predictive Modeling Platform, Part 1
 - January 21, 2025: SCAG Transportation Safety Predictive Modeling Platform, Part 2
- Recordings and Presentations available at <https://scag.ca.gov/toolbox-tuesday-online-training-materials>

We want to know...

What type of organization are you representing today?

Where are you joining from?

What web-based transportation planning platforms or tools does your agency currently use?

Does the jurisdiction you work for (or live in) have a transportation safety action plan?

**Fill out the poll on
your screen!**



SoCal Community Safety Modeling Tool

October 28, 2025

Mike Gainor
Senior Regional Planner



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Agenda

- **Background**
- **The SoCal Community Safety Modeling Tool**
- **Potential Uses**
- **Demonstration**

Background

- **SCAG is the largest MPO in the nation (~19 million residents) in six counties & 191 cities.**
- **The six counties of the SCAG region collectively comprise the 15th largest economy in the world.**
- **SCAG collaborates with local agencies throughout the six-county region to coordinate multimodal transportation system investments, including safety.**
- **SCAG actively seeks opportunities to improve safety throughout the region, focusing on vulnerable road users.**

The SoCal Community Safety Model

- The SoCal Community Safety Model is one of two web-based tools developed by SCAG to support jurisdictions in local safety planning efforts.
- Unlike most safety models, the SoCal Community Safety Model is an areawide model, able to assess performance over a broader area beyond specific roadway segments or intersections.
- Forecasts future crash frequency & severity over a user-defined area, such as a census tract, TAZ, or county.
- Model inputs may be adjusted based on possible future land use decisions or proposed changes to the transportation system.

The SoCal Community Safety Model

- **Estimation of safety performance changes based on adopted SCAG RTP/SCS.**
 - The SoCal Community Safety Model includes Connect SoCal 2024 projections.
- **Estimation of safety performance changes based on land use changes.**
 - Users define scenario planning zones (SPZs) within selected study area & make changes to planned future land uses.
- **Estimation of safety performance changes based on transportation network improvements.**
 - In addition to changes in land use, characteristics of the transportation system may be modified.

Potential Uses

- **Incorporation of safety analysis in local land use planning decision-making process.**
- **Understand potential safety impacts of proposed development on specific communities & neighborhoods.**
- **Support jurisdictions in development of local safety plans & strategies.**
- **Conduct scenario planning to assess the safety impacts of proposed new development or redevelopment.**

Potential Uses

- **Interactive web-based tool facilitates modeling of customized local safety planning scenarios.**
- **Generate maps & charts to illustrate changes in projected safety performance resulting from user-defined inputs.**
- **Compare safety performance expectations for a customized study area between current & future projected performance.**
- **Identification of relationship between local safety investments & expected performance outcomes.**

Demonstration



<https://rdp.scag.ca.gov/community-safety-model/>

2025 Transportation Safety Regional Existing Conditions Report

October 28, 2025

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SCAG Region by the Numbers

SCAG Region BY THE NUMBERS



1,616
PEOPLE DIE EVERY YEAR
FROM COLLISIONS



6,517
PEOPLE SUSTAIN
SERIOUS INJURIES EVERY
YEAR FROM COLLISIONS



118,733
PEOPLE SUSTAIN
INJURIES EVERY YEAR
FROM COLLISIONS



122,755
COLLISIONS OCCUR PER
YEAR ON THE STREETS—
THAT'S ROUGHLY 336 PER
DAY



34%
OF ALL DEATHS INVOLVE PEOPLE
WALKING OR BICYCLING



97%
OF ALL COLLISIONS
OCCUR IN
URBAN AREAS



22%
OF ALL PEDESTRIAN FATAL
VICTIMS ARE 65 AND OLDER



41%
OF ALL TRAFFIC
COLLISION VICTIMS
ARE PEOPLE 18-34



63%
OF ALL COLLISIONS
OCCUR ON
LOCAL ROADS



24%
OF ALL COLLISIONS
OCCUR ON
HIGHWAYS



8,200
ANNUAL VEHICLE MILES
TRAVELED PER CAPITA

Why are collisions occurring?

One of the top contributing factors
of all collisions is unsafe speed.



Speed is the critical factor in the
severity of collisions.



Hit by a vehicle traveling at **25 mph**

89% chance of survival.



Hit by a vehicle traveling at **35 mph**

68% chance of survival.



Hit by a vehicle traveling at **40 mph**

35% chance of survival.



Overview

A compilation of the past and the most recent roadway collision data, patterns, and trends to serve as a **reference** for planned transportation safety practices and actions.

Historical overview of
transportation safety data:

2014 to 2024

***2023-2024 Provisional**

Uses data from **American
Community Survey (ACS)**
and **Transportation
Injury Mapping System
(TIMS)**

Provides region and
county-specific **figures,**
graphs, and **maps**

Report Structure

Existing vs. New

Executive Summary, Introduction, Overview, and Region and County Chapters

Emerging Topics, County Chapters Conclusion, Overall Report Conclusion, and Next Steps

Chapters

SCAG Region, Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura

What, Where, When, Who, and Why

What are the numbers? Where are Collisions Occurring, When are Collisions Occurring, Who are the Victims? Why are Collisions Occurring?

Report Timeline and Release

Early Spring and Early Summer: Data Collection and Content Drafting



Mid to late Summer: Upper-level and Editorial Review and Finalization



Released on Oct 8th



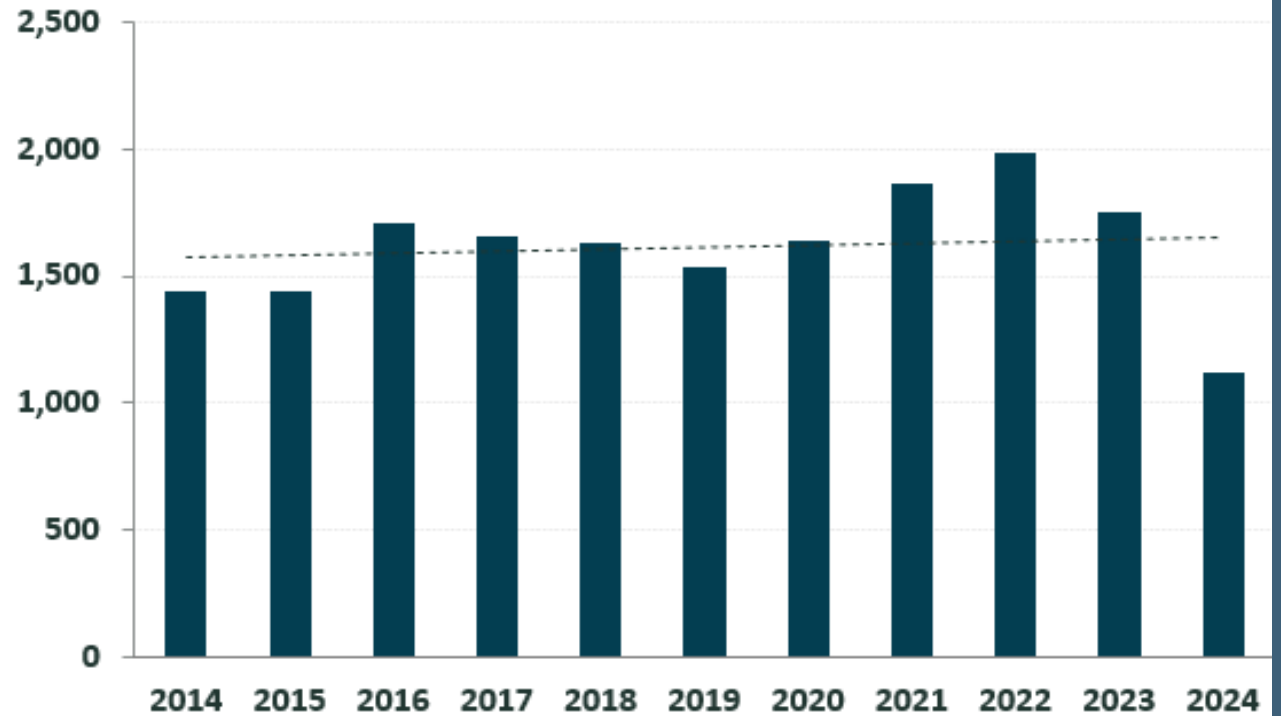
SCAG Region Takeaways

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SCAG Region Chapter: “What”

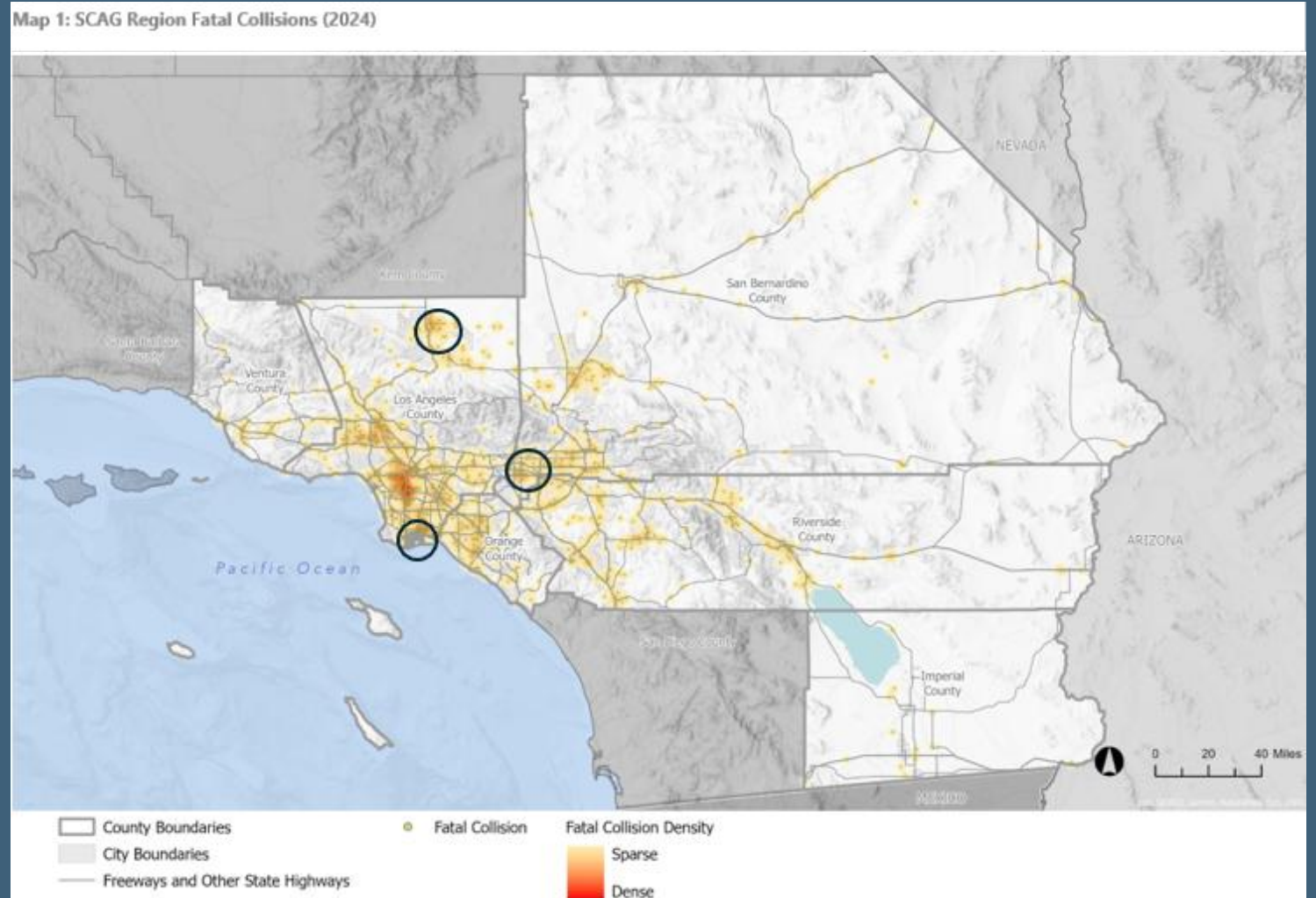
- Fatal Victims:
 - 1,616
- Serious Injury Victims
 - 6,500
- Other Injury Victims:
 - 118,800
- Rise in 2019: 1,500 fatal victims
- Peaked in 2022: 1,900 fatal victims
- Fatal Collisions declined after 2022

Figure 1: SCAG Region, Total Number of Fatal Victims (2014-2024)



SCAG Region Chapter: “Where”

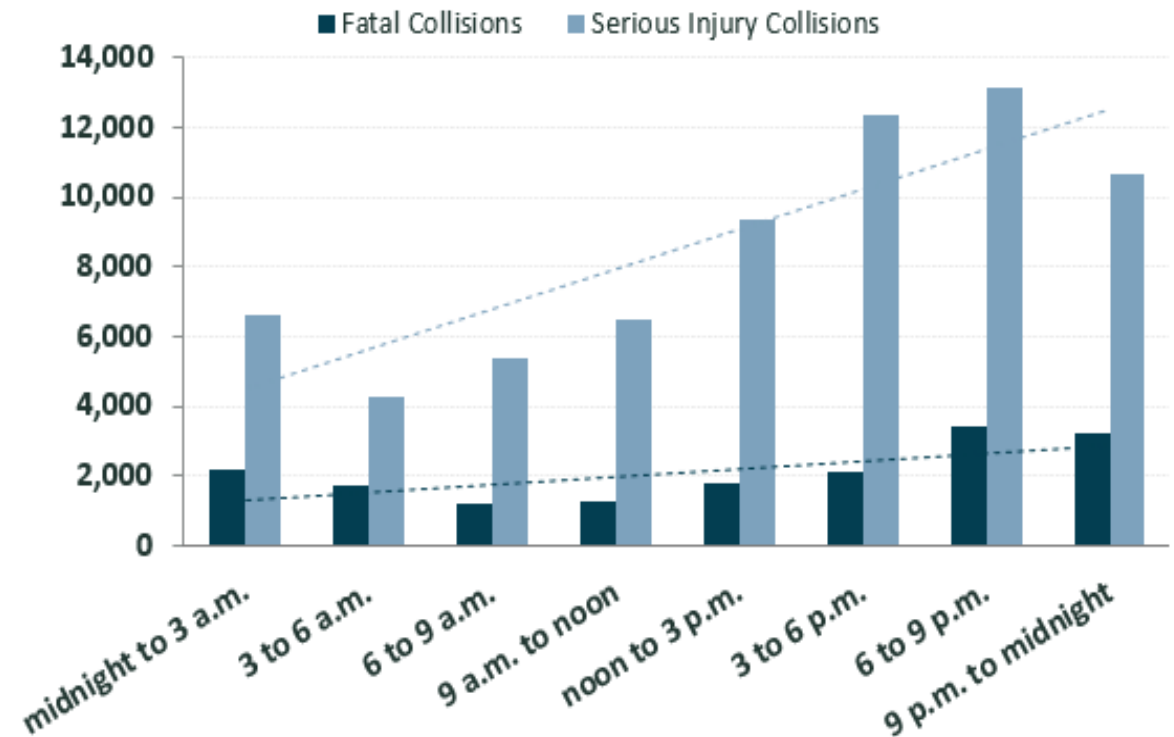
- Fatal collisions cluster in areas with high population density and extensive roadway networks
- High concentrations:
 - Central Los Angeles
 - Southeast Los Angeles
- Hotspots:
 - Long Beach
 - Lancaster
 - Ontario



SCAG Region Chapter: “When”

- Fatal and serious injury collisions were at their highest at 6 p.m. to 9 p.m.
 - Fatal: 3,689
 - Serious injury: 13,141
- Continued elevation from 9 p.m. to midnight
 - Fatal: 3,218
 - Serious Injury: 10,650

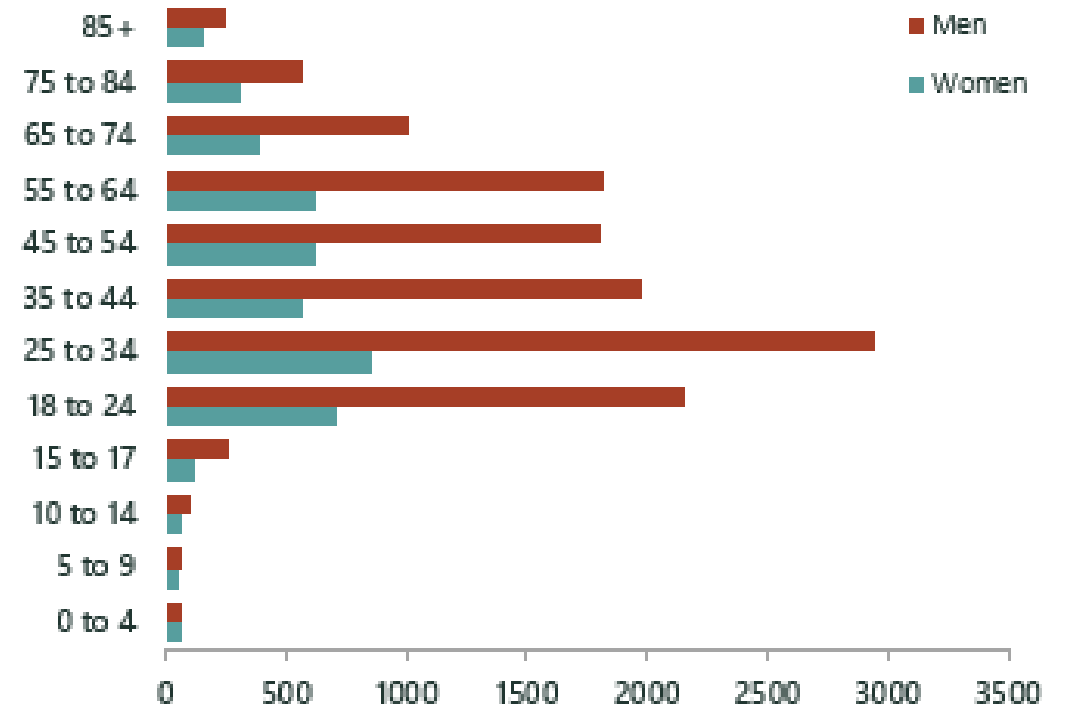
Figure 11: SCAG Region, Fatal and Serious Injury Collisions by Time of Day (2014-2024)



SCAG Region Chapter: “Who”

- Largest number of fatal victims were aged 25-34.
 - Fatal Victims: 22%
- Men
 - Regional Population: 14%
 - Fatal Victims: 17%
- Women
 - Regional Population: 14%
 - Fatal Victims: 7%

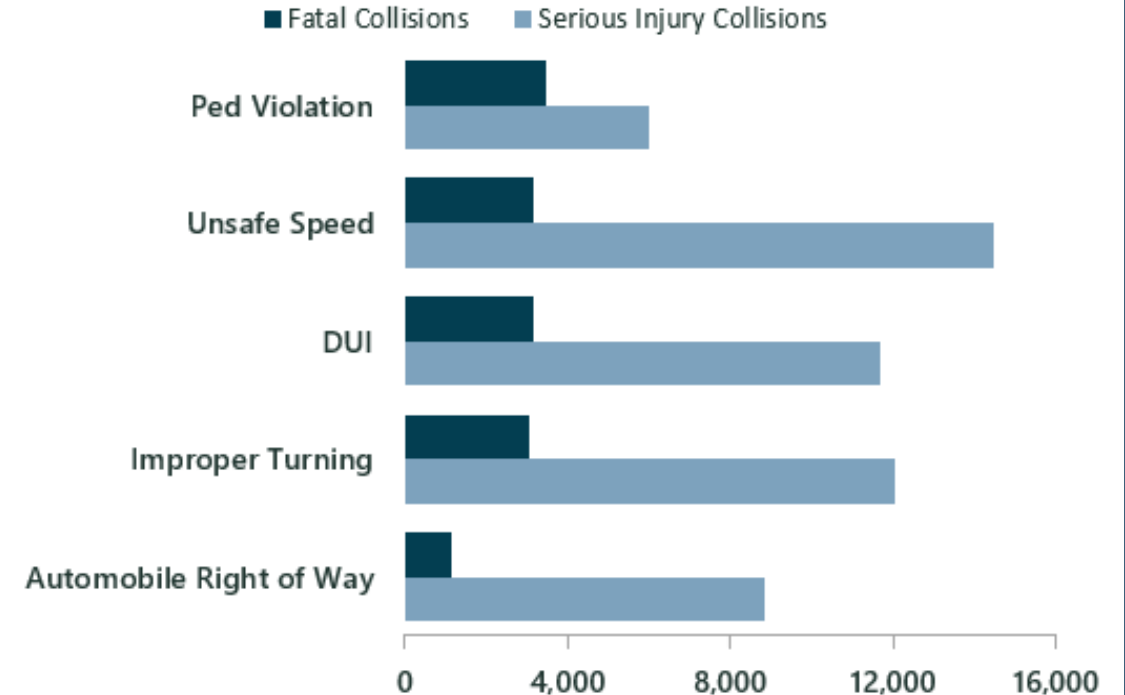
Figure 21: SCAG Region, Fatal Victims by Age and Gender (2014-2024)



SCAG Region Chapter: “Why”

- The Top Primary Collision Factors for Fatal Collisions:
 - Pedestrian Violation: 19%
 - Unsafe Speed: 17%
 - Driving under the Influence: 17%
- The Top Primary Collision Factors for Serious Injury Collisions
 - Unsafe Speed: 20%
 - Improper Turning: 17%
 - Driving Under the Influence: 16%

Figure 27: SCAG Region, Primary Collision Factors of Fatal and Serious Injury Collisions (2014-2024)



SCAG Region Chapter Conclusion

- **Shifting Trends:**
 - Fatal and serious injury collisions fluctuated, with changes occurring during the COVID-19 pandemic
- **Vulnerable Road Users:**
 - Pedestrian and bicyclists continue to face the highest risks
- **Collision Hotspots:**
 - Urbanized areas were areas with the most reported collisions.
 - Local roads accounted for half of fatal collision and most of pedestrian and bicyclist deaths
- **High-Risk Time Periods:** evenings, weekends, and October show increase in fatal and serious injury collisions
- **Disproportionate Impacts:** Young men (ages 25-34), and Black, Hispanic/Latino, and “Other Ethnicity” groups were overrepresented in fatal and serious injury collisions

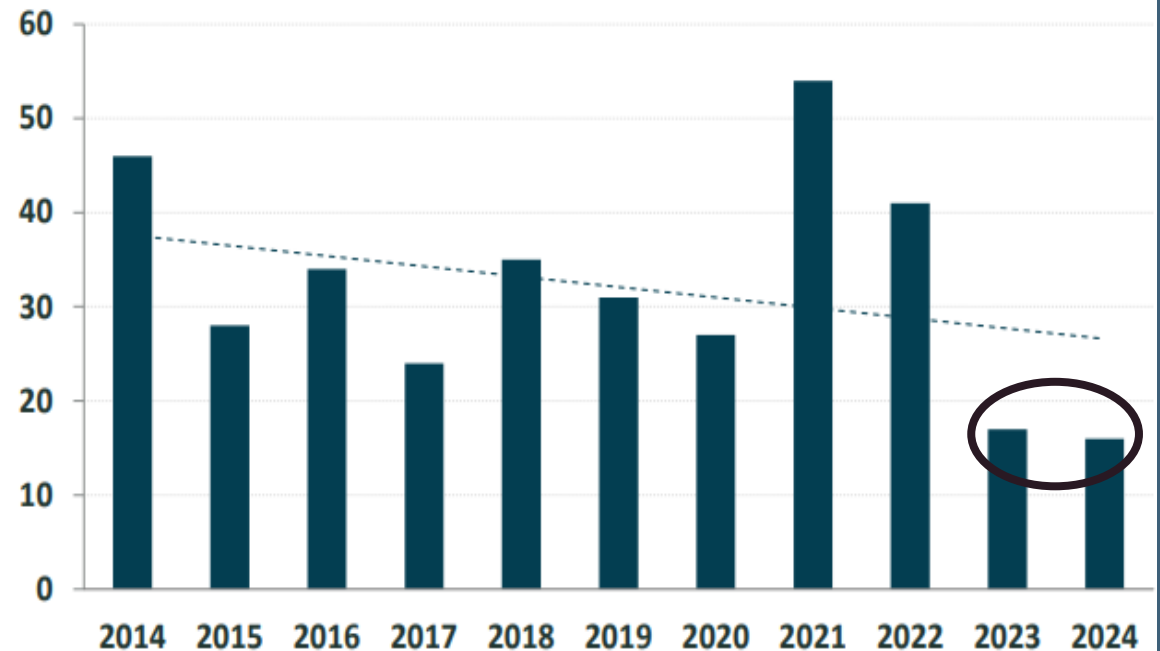
County Chapter Takeaways

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Imperial Chapter

- **Annual Averages:** 32 traffic fatalities and 82 serious injuries.
- **Trends:** General decline in fatalities, with a low in 2024.
 - Year-to-year fluctuations due to small population and COVID-related travel behavior changes.
- **Collision Concentrations:** Urban areas (e.g., El Centro) and along key highways.
 - Rural areas had a disproportionate share of fatal and serious injury crashes.
- **Pedestrian & Bicyclist Collisions:** Less frequent but significant contributors to fatality and injury rates. Mostly occurred in urban centers.

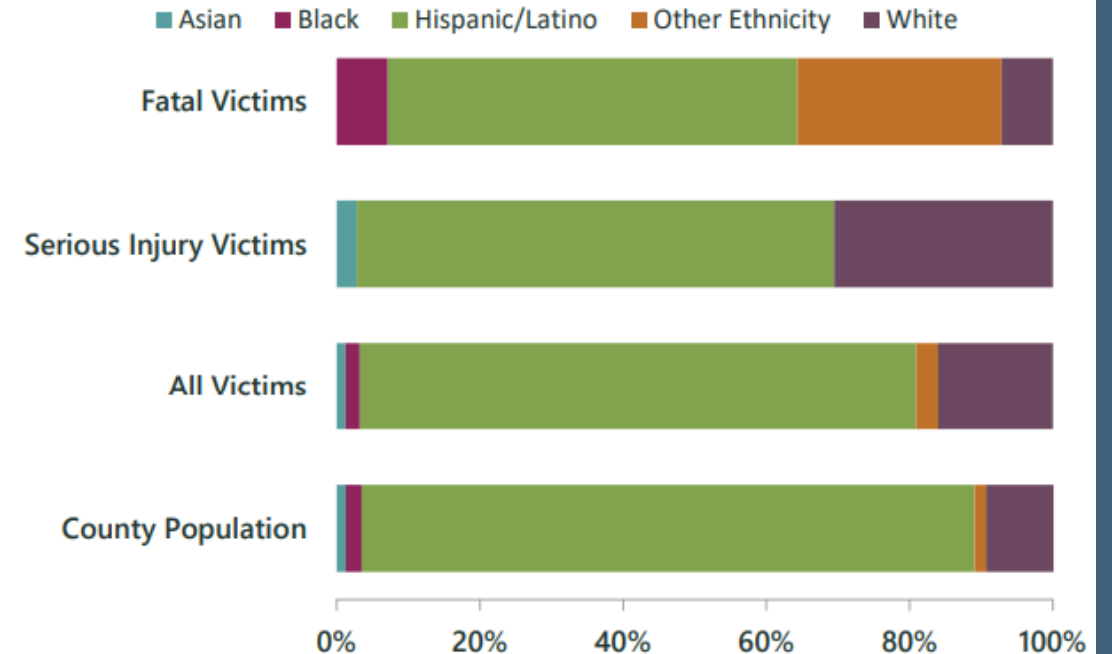
IMP Figure 1: Imperial County, Total Number of Fatal Victims (2014-2024)



Imperial County Chapter Cont.

- **Road Types:** Most severe collisions happened on rural roads and arterial routes.
- **Comparison to SCAG Region:** Higher rates of fatalities and serious injuries per 100,000 people until aligning in 2023–2024.
- **Demographics:** Young men (ages 25–34) were overrepresented in fatal and serious injury collisions
 - Black and Hispanic/Latino individuals, and those in the “Other Ethnicity” category were also overrepresented in fatal and serious injury victims
- **Temporal Patterns:** Collisions peaked in late afternoon and evening. Fatal collisions most frequent on Tuesdays and in March.
- **Primary Collision Factors:** Improper turning, unsafe speeds, and impaired driving.

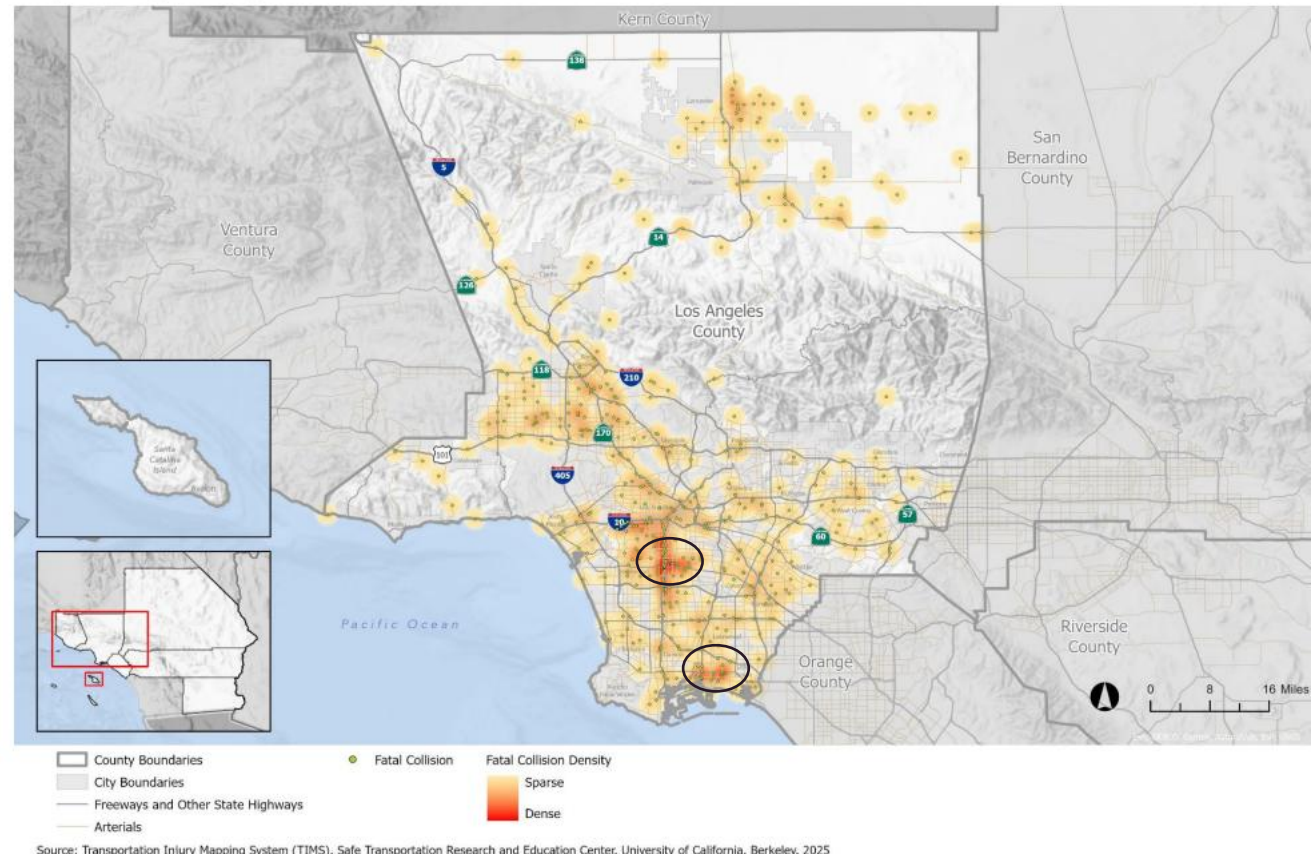
IMP Figure 24: Imperial County, Fatal, Serious Injury, and All Victims by Race/Ethnicity (2024)



Los Angeles County

- **Annual Averages:** 735 fatalities and 3,584 serious injuries
- **Trends:** Fatalities peaked in 2016 and in 2022, with serious injuries peaking in 2021
- **Collision Locations:** Collisions concentrated in urban areas along key highways
- **Comparison to the SCAG Region:** The County reported slightly lower fatalities per 100,000 people with **six** to **eight** fatalities per 100,000 people, while the region reported **eight** to **eleven**

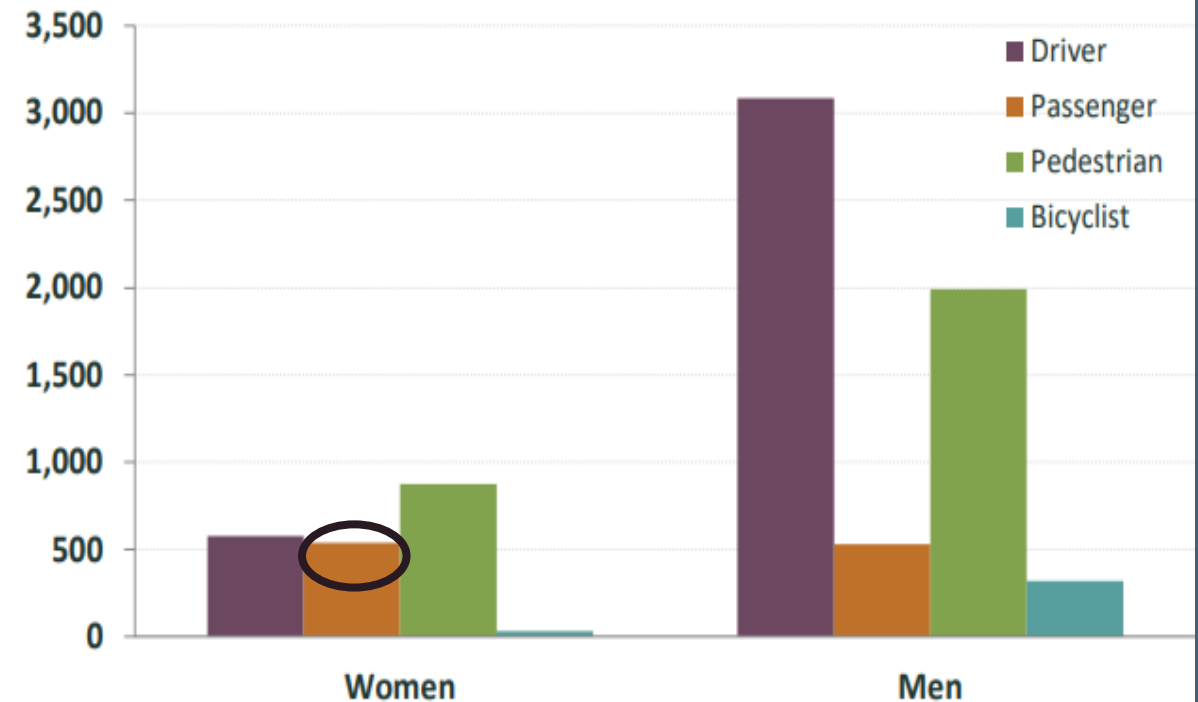
LA Map 1: Los Angeles County Fatal Collisions (2024)



Los Angeles Cont.

- **Temporal Patterns:** Fatal and serious injury collisions common in evening, fatalities peak on **Sundays**
 - Fatal collisions remained consistent throughout the year, while serious injury collisions peaked in **October**
- **Demographics:** Young adults, **men aged 25-34** were overrepresented in fatal collisions in all age groups except infants and toddlers aged zero to four
 - Black and Hispanic/Latino individuals, and those in the "Other Ethnicity" category were also overrepresented in fatal and serious injury victims.
- **Notable Difference:** Fatalities among women who were walking were **1.5 times higher in Los Angeles County** compared to the SCAG region overall.
- **Primary Collision Factors:** Pedestrian violation, unsafe speed, and improper turning

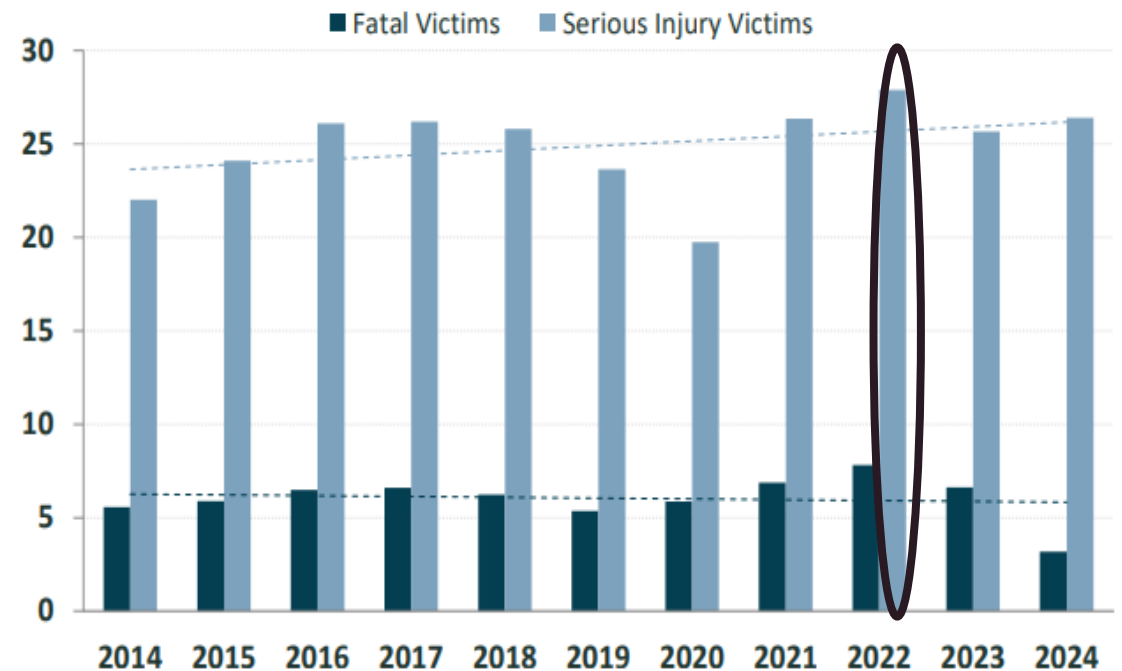
LA Figure 22: Los Angeles County, Fatal Victims by Involvement in Collision and Gender (2014-2024)



Orange County

- **Annual Averages:** 788 traffic fatalities and 17,600 serious injuries
- **Trends:** Over the past decade, fatalities and serious injuries increased, peaking in 2022
- **Collision Concentrations:** Collisions concentrated in urban areas such as West and Central Orange County and along highways.
- **Comparison to the SCAG Region:** Fatal and serious injury collisions per 100,000 people peaked in 2022
 - The county reported slightly lower fatalities per 100,00 people, with **three to eight** fatalities per 100,000, while the region reported **eight to eleven**

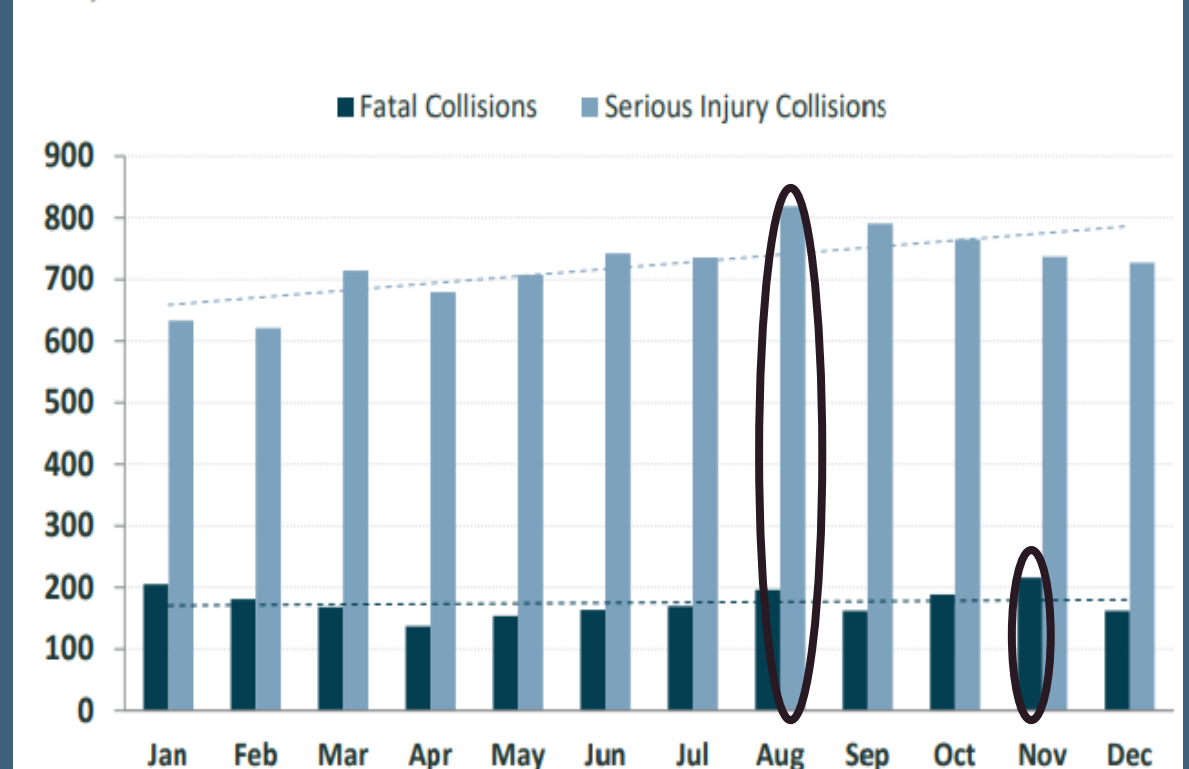
OR Figure 5: Orange County, Fatal and Serious Injury Victims per 100,000 Population (2014-2024)



Orange County Cont.

- **Temporal patterns:** Fatal and serious injury collisions were common in the **late afternoon** and the **evening**, while peaking on **Saturdays**
 - Fatal collisions generally increased from the **spring** through the **winter**
 - Most frequent in **November**
 - Serious Injury peaked in **August**
- **Demographics:** Young adults, **men aged between 25-34** were overrepresented in fatal collisions
 - Black individuals and individuals in the "Other Ethnicity" category were overrepresented in collisions
- **Primary Collision Factors for Fatal Collisions:**
Driving under the influence, pedestrian violations, and unsafe speed

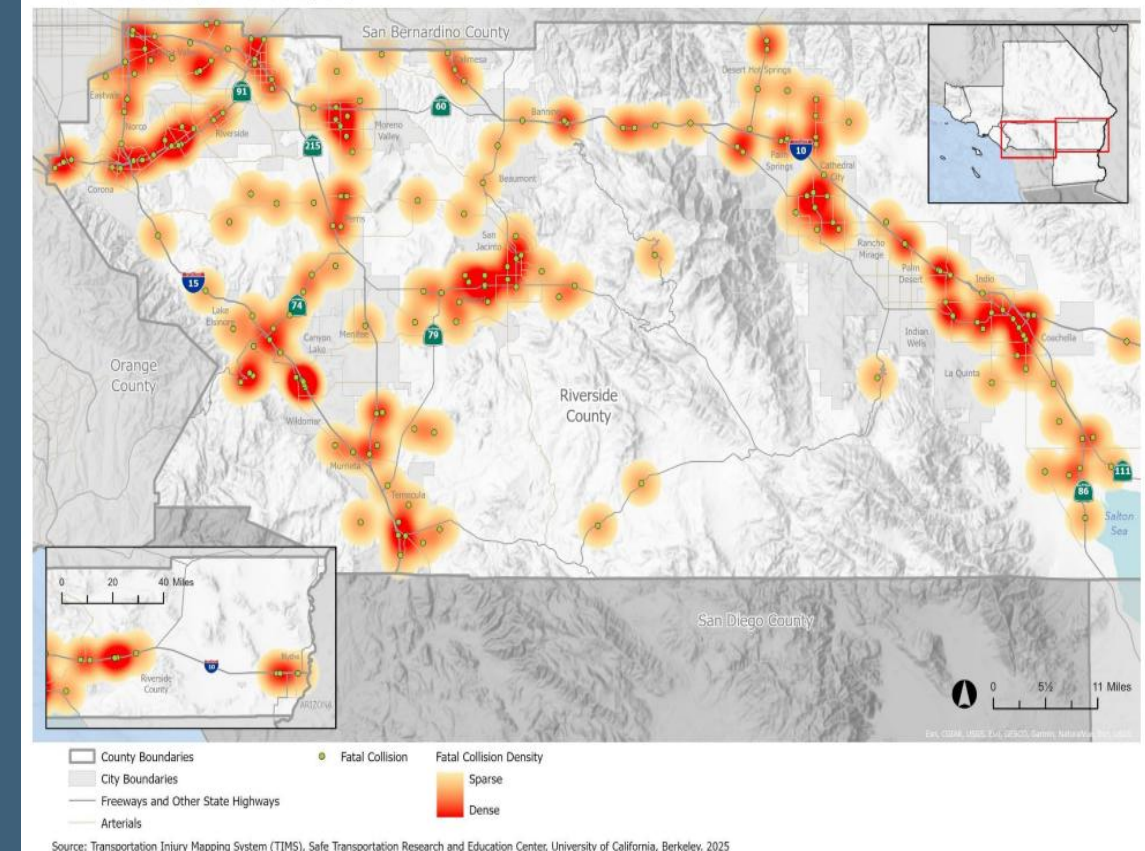
OR Figure 17: Orange County, Fatal and Serious Injury Collisions by Month (2014-2024)



Riverside County

- **Annual Average:** 284 traffic fatalities and 12,918 serious injuries
- **Trends:** Fatalities continued to increase, while serious injuries experienced a more dramatic increase
- **Collisions Concentrations:** urban areas such as Western and Riverside County
 - A majority of fatal and serious injury collisions occurred mostly on local roads
- **Comparison to the Region:** In 2022, the county reached a peak in both fatalities and serious injuries per 100,000 (higher than the region) followed by a slight decrease
 - County's collision rates were higher than the regional rates, with Riverside reporting **nine** to **14** fatalities per 100,000, while the region's **eight** to **11** per

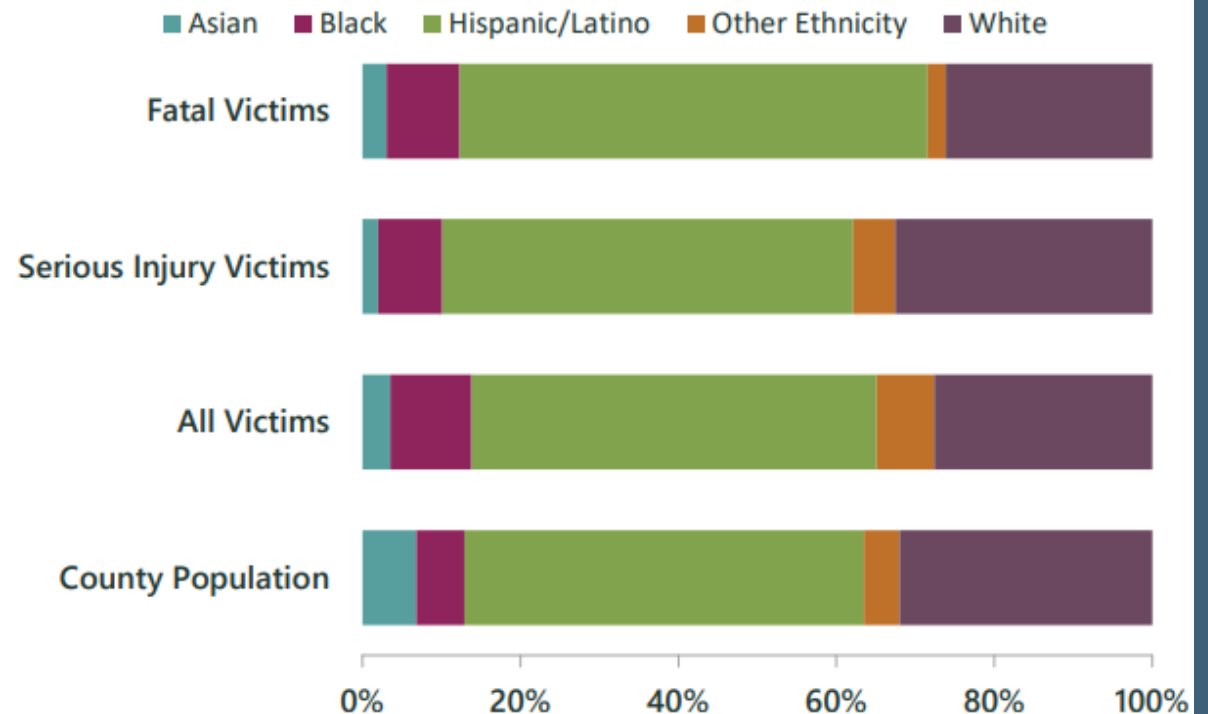
RV Map 1: Riverside County Fatal Collisions (2024)



Riverside County Cont.

- **Temporal Patterns:** Fatal and serious injury collisions were more common in the **afternoon** and **late at night**, while peaking on **weekends** such as **Saturdays**
 - Fatal collisions generally increased from the **spring** through the **early summer**, and most frequent in **October**
- **Demographics:** Young men aged between **25-34** were overrepresented in fatal collisions across all age groups
 - Black, Hispanic/Latino, and individuals in the "Other Ethnicity" category were overrepresented in collisions resulting fatalities and serious injuries
- **Primary Collision Factors for Fatal Collisions:** Driving under the influence, improper turning, and pedestrian violations

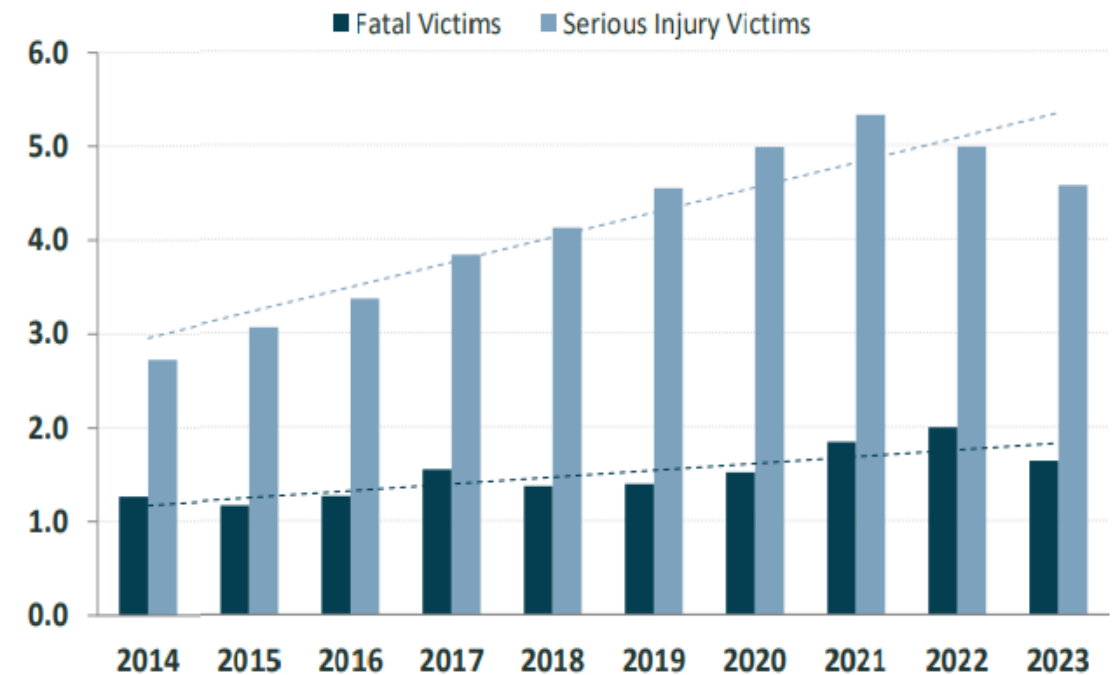
RV Figure 24: Riverside County, Fatal, Serious Injury, and All Victims by Race/Ethnicity (2024)



San Bernardino County

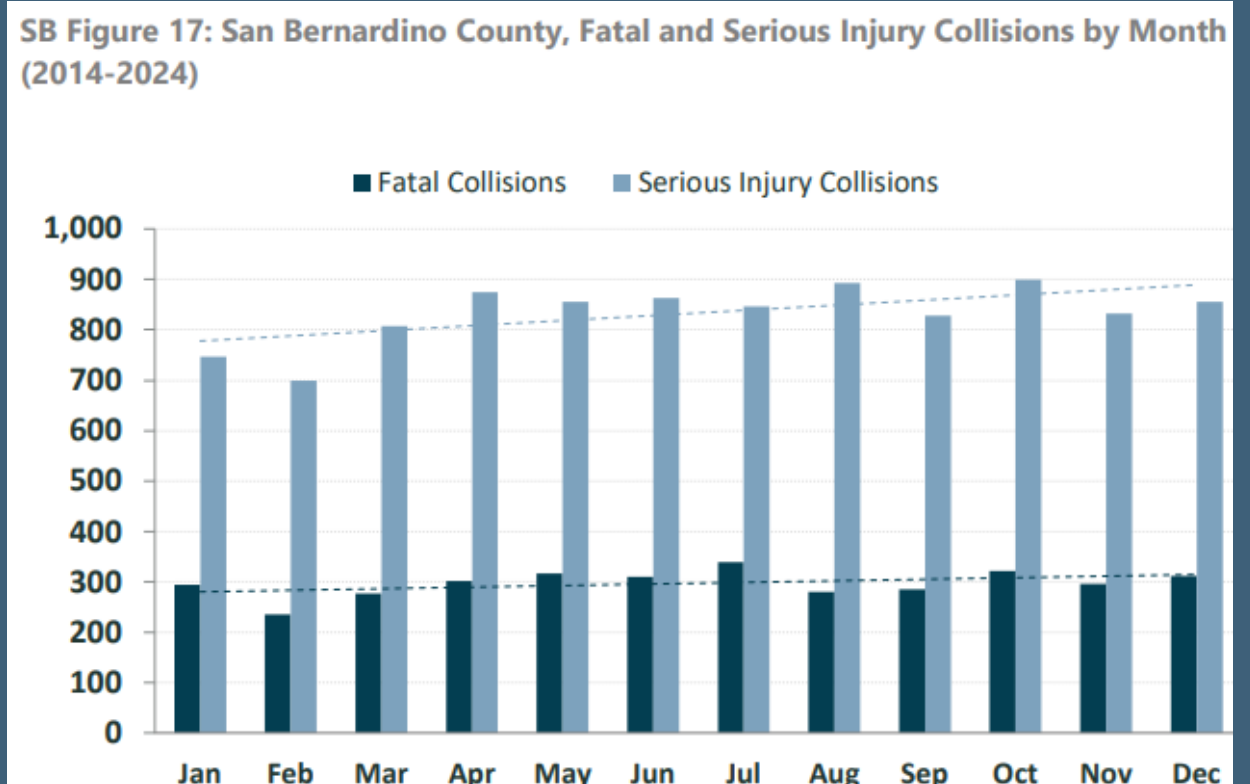
- **Annual Average:** 321 traffic fatalities and 910 serious injuries
 - Serious injuries increased reaching a peak in 2022 and 2021.
- **Collision Concentrations:** Concentrated in urban areas, majority happening on local roads
- **Compared to the Region:** San Bernardino had a higher fatality rate per **100,000 people**, which was nearly **two times** the regional fatality rate.
- Serious injuries per **100,000 people** were higher until it declined towards the regional rate in 2024
 - The County had a higher fatality rate per **100M VMT** but a lower serious injury rate, suggesting collisions may be more severe and more likely to result in fatalities per mile traveled.

SB Figure 6: San Bernardino County, Total Fatal and Serious Injury Victims per 100 million VMT (2014-2023)



San Bernardino County Cont.

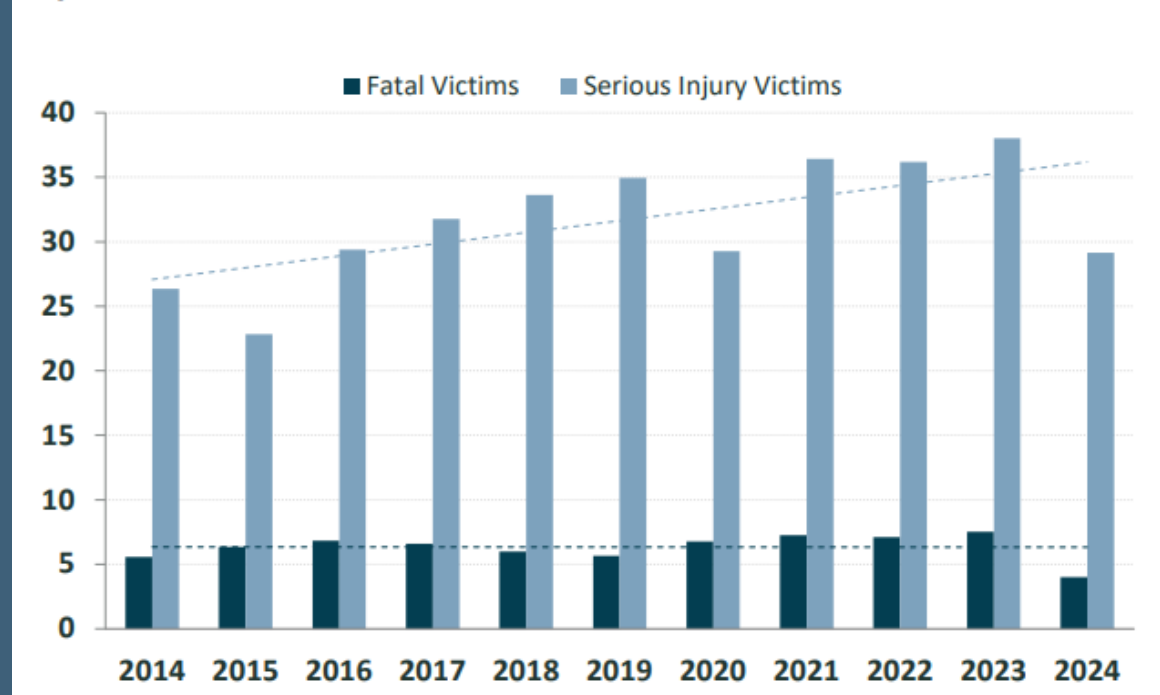
- **Temporal Patterns:** Fatal and serious injury collisions were more common in the evening and tended to peak on weekends such as Sundays
 - Fatal collisions increased through the spring and fall, peaking in July
- **Demographics:** Young men aged 25-34 years old were overrepresented in fatal collisions
 - Black and Non-Hispanic White individuals were overrepresented among fatal and serious injury victims
- **Primary Collision Factors:** Improper turning, pedestrian violation, and unsafe speed



Ventura County

- **Annual Average:** 53 people killed and 266 people serious injured
 - Fatalities reached three peaks: 2016, 2021, and 2023
- **Collision Concentrations:** Majority of collisions occur on local roads
- **Compared to the Region:** Ventura County consistently experienced lower fatality and serious injury rates per **100,000 people**.
 - The county had a lower fatality rate per **100 million VMT**, but a similar or higher serious injury rate per **100 million VMT**, which indicated that collisions in Ventura County tend to result in more serious injuries than fatalities per mile traveled

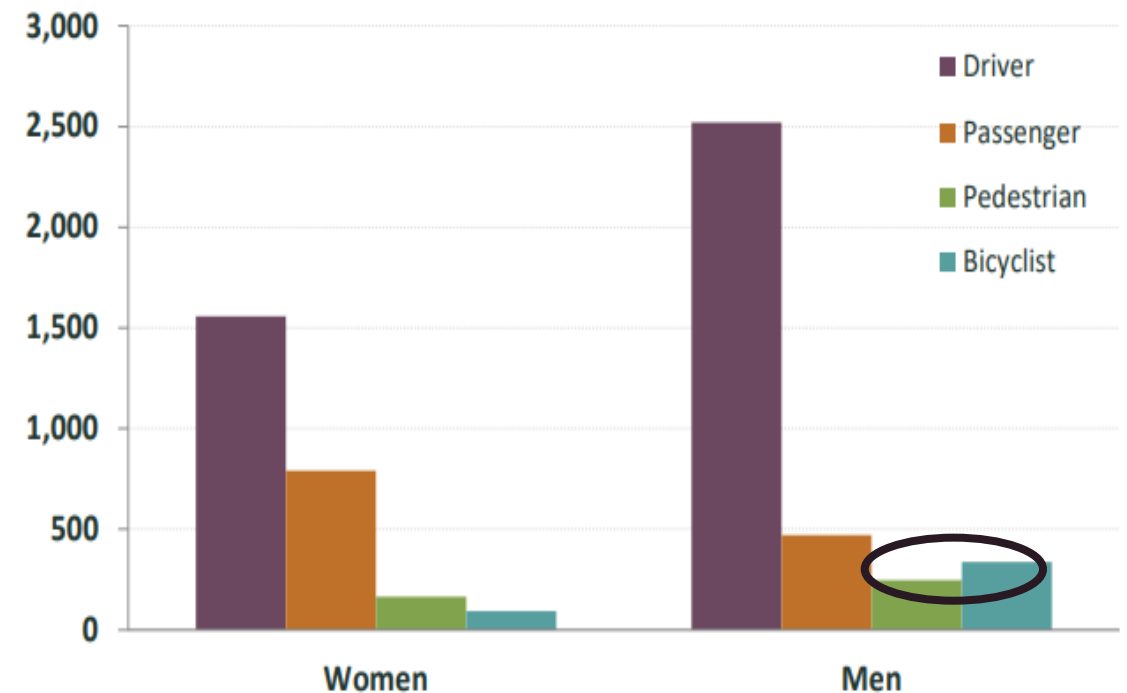
VN Figure 5: Ventura County, Fatal and Serious Injury Victims per 100,000 Population (2014-2024)



Ventura County Cont.

- **Temporal Patterns:** Fatal and serious injury collisions were common in the **afternoon** and **evening**, peaking on the **weekend**.
 - Fatal collisions generally increased through the spring and the summer,
- **Demographics:** Young men aged 25-34 were overrepresented in fatal collisions.
 - Ventura County was the only county in the region where more men were seriously injured while bicycling and walking.
 - Black, Hispanic/Latino, and Non-Hispanic White individuals were overrepresented among fatal and serious injury victims.
- **Primary Collision Factors for Fatal Collisions:**
Driving under the influence, improper turning, and unsafe speed

VN Figure 23: Ventura County, Serious Injury Victims by Involvement in Collision and Gender (2014-2024)





THANK YOU!

Email: ma@scag.ca.gov

Report Link: <https://scag.ca.gov/sites/default/files/2025-10/26-416-CPLPER-0218-TransportationSafetyReport-Final.pdf>

Transportation Safety Resource Hub Link: <https://transportation-safety-scag.hub.arcgis.com/>

Tell us how we did!

Take a quick 2-minute survey to help us improve future Toolbox Tuesdays!

