

Provisional
halfyearfigures



BLIQ

Data-led road safety
for State California

Road safety reporting

Period 2021 thru Q2 2026

BLIQ

Data-driven road safety in State California

BLIQ is the road safety report that gives you a good and up-to-date picture of road safety in your region. Smart Data (IQ) provides you as a manager with fact-based insights into the current situation on the road. With the current and objective figures, you can discover the focal points and areas for improvement in your region, so that you can concentrate on safe traffic. BLIQ is published in two editions:

- Twice a year: provisional statistics, covering every crash delivered since the previous edition
- On closure of a crash year: final statistics, once the California Highway Patrol has published its annual SWITRS report

Where does the data come from?

This BLIQ report for your region is based on crash data from the California Crash Reporting System (CCRS), published on data.ca.gov by the California Highway Patrol and processed through VIA Road Safety Software.

Your region may also access the VIA platform where comparable BLIQ reports are available for download. Free accounts can be requested by road authorities and other relevant public-sector organizations, see www.via.nl.

HERE is a major specialist in car navigation, road maps and traffic data. While driving, motor vehicles collect data via (portable) navigation systems, connected cars and smartphone apps: "floating car data". HERE provides this data, which is relevant for road safety. As a result, road managers and the police know where and when drivers are speeding or where delays are occurring. Further information about HERE can be found at: here.com.

VIA Road Safety Software enables all partners to carry out up-to-date and precise detailed analyses and evaluations themselves at any time. Your region has access to:

- ☒ Historical crash data from 2021
- ☒ Provisional crash data every half year
- ☒ Current speed data every month

The BLIQ report is therefore Complete.

Disclaimer

BLIQ is based on the VIA Road Safety Software. The report is fully automated and is generated on 20 October 2026. This can lead to inaccuracies in the reporting.

Road crashes

In California, every law enforcement agency records the crashes it attends, or that are reported to it, on the statewide CHP 555 report form.

The California Highway Patrol collects those reports in the California Crash Reporting System (CCRS) and publishes them as open data on data.ca.gov. Each record holds the vehicles, the victims and the circumstances involved.

The data presented in this BLIQ report are based on that dataset. It covers crashes on public roads reported to a law enforcement agency, including crashes in which only property was damaged.

- **Crash:** an incident on a public road involving at least one moving vehicle, reported to a law enforcement agency. Unlike several European countries, California also records incidents in which nobody was hurt and only property was damaged; those are included in the crash counts in this report.
- **Victim:** a person (driver, rider, passenger or pedestrian) who is killed or injured as a result of a crash.
- **Injured victim:** a person who sustains an injury in a crash. The reporting officer records the degree of injury per victim: suspected serious injury, suspected minor injury, or possible injury. All three count as injured in this report.
- **Killed victim:** a person who dies at the scene or within 30 days as a result of a crash. Deaths from natural causes, suicide or unrelated medical conditions are not counted as traffic fatalities.

Driving speeds

Speed data in this report are derived from **floating car data**, collected from vehicles during real-world journeys via connected navigation systems and mobile applications.

As the data reflect actual driving behavior, the influence of traffic calming measures (such as speed humps), junctions, congestion and parking activity is inherently included in the measurements. To provide a clearer assessment of speed behavior, VIA distinguishes between conditions with and without delay.

The dataset is highly detailed and covers a dense road network. Speed results included in this report have been validated for reliability and minimum sample size. Comparative analysis with fixed speed monitoring locations indicates only minor differences, typically within a few percentage points.

- **Exceeding the speed limit:** when the V85 (without deceleration) exceeds the legal speed limit.
- **V85:** The speed at or below which 85% of vehicles are observed to travel under free-flow conditions.



Road safety in your region

Vision Zero

Vision Zero aims to eliminate traffic deaths and serious injuries altogether. It rests on the principle that loss of life and life-changing injury on the road network are preventable and not acceptable, and it is the stated goal of a growing number of California cities.

Vision Zero promotes safer roads, safer vehicles and safer behavior through street design, education, enforcement and evidence-led policy. California adopted the Safe System approach in its Strategic Highway Safety Plan, and cities including Los Angeles, San Francisco, San Jose and San Diego run their own Vision Zero programs.

Risk-based working in BLIQ

BLIQ supports a risk-based approach to road safety management, in line with the Safe System approach of California's Strategic Highway Safety Plan and with Vision Zero principles.

VIA's software is a digital support tool that provides proactive insight for a range of users, from elected officials and policy staff to technical specialists. The applications sit on a single platform to support an efficient and structured workflow.

BLIQ includes two analytical tools to support risk-based working:

- **Crash Score:** a composite score built from several indicators: the number of crashes recorded in CCRS, the number of crashes with victims, the number of fatal crashes, and a coefficient relating crashes with victims to traffic volume. The Crash Score identifies priority locations and produces an updated Top 10 of the highest-risk routes and junctions. The current Top 10 is presented in this report.
- **CROSS:** a method to explore potential explanations for a high Crash Score by combining crash risk with an additional risk-related factor, such as speeding. This BLIQ report addresses the question: Can elevated crash risk be linked to excessive driving speeds on this road? The CROSS score is visualized in the road safety map for routes and junctions included in this report.

Both tools are fully integrated into an interactive map with a Top 10 ranking and are available in the VIA platform for deeper analysis. The map can also be accessed publicly via www.bliq.report. Within the platform, the map configuration can be fully customized and provides more detailed, granular information for in-depth analysis.



BLIQ on crashes and victims

The table shows the number of crashes recorded by law enforcement in State California, together with the number of victims, including those injured and killed.

Period	Status	Registered	Crashes	Victims injured	Victims killed
2021	Final	100.0%	422,983	412,693	4,590
2022	Final	100.0%	405,238	406,765	4,659
2023	Final	100.0%	409,830	414,959	4,274
2024	Final	100.0%	417,153	419,042	4,074
2025	Temporary	100.0%	402,256	403,125	3,450
2026 thru Q2	Temporary	96.8%	195,877	194,870	1,244
Total		99.7%	2,253,337	2,251,454	22,291

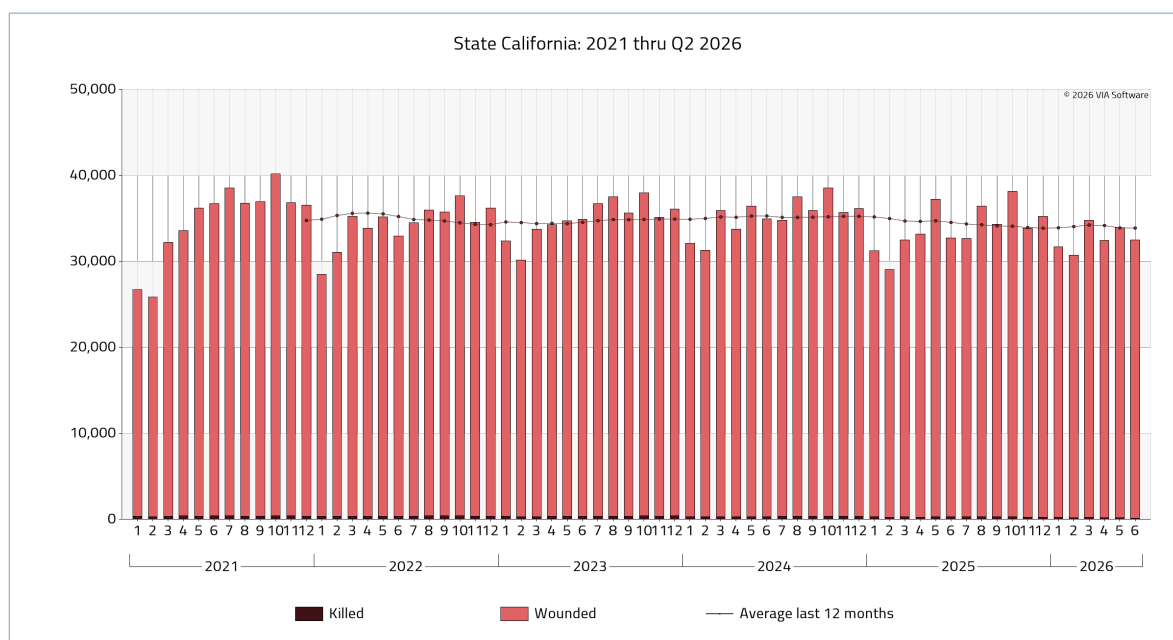
© 2026 VIA, overview of road crashes and victims by time period

Note: during the COVID-19 pandemic, and in 2021 in particular, crash and victim numbers were lower than expected because of public health restrictions and reduced traffic volumes.

To monitor road safety effectively it helps to compare annual trends in both crashes and victims. Crash reports arrive over a long period, so a recent year is still incomplete and its figures will rise. The Registered column shows how much of each year has arrived so far.

1. **Provisional:** changes by the police are still being incorporated (last update: 18 October 2026, 4:16)
2. **Final:** the crash year is closed and no further reports are incorporated

The first chart illustrates the number of victims per month shown as a bar chart and disaggregated into fatal and injured victims. The line in the graph shows the moving average of the number of road victims of the latest 52 weeks.



Which municipality has the lowest victim rate?

To compare the municipalities, the number of victims per 100,000 residents is used as a standardized indicator.

The table below shows which municipalities are above or below the region average based on this measure. The victim rate in the highest-ranked municipality is approximately 11.6 times higher than in the lowest-ranked municipality.

Name	Victims killed	Victims injured	Victims per 100,000 residents
1 County Alpine	5	477	<div></div>
2 County Mono	23	1,593	<div></div>
3 County Sierra	8	368	<div></div>
4 County Inyo	59	1,921	<div></div>
5 County Tuolumne	76	5,107	<div></div>
6 County Stanislaus	480	43,898	<div></div>
7 County Merced	294	23,027	<div></div>
8 County Colusa	41	1,605	<div></div>
9 County Modoc	20	615	<div></div>
10 County Madera	202	12,397	<div></div>
11 County San Joaquin	680	60,616	<div></div>
12 County Del Norte	28	1,931	<div></div>
13 County Mariposa	8	1,244	<div></div>
14 County San Bernardino	2,100	158,893	<div></div>
15 County Sacramento	1,033	114,092	<div></div>
16 County San Benito	66	4,742	<div></div>
17 County Calaveras	77	3,107	<div></div>
18 County Plumas	28	1,239	<div></div>
19 County Siskiyou	85	2,774	<div></div>
20 County Trinity	41	1,013	<div></div>
21 County Yuba	104	5,734	<div></div>
22 County Lake (State California)	112	4,347	<div></div>
23 County Tulare	446	31,231	<div></div>
24 County Kern	1,063	58,949	<div></div>
25 County Sutter	96	6,209	<div></div>
26 County Solano	269	28,203	<div></div>
27 County San Luis Obispo	158	17,467	<div></div>
28 County Riverside	1,624	154,802	<div></div>
29 County Amador	54	2,507	<div></div>
30 County Tehama	100	3,841	<div></div>
31 County Napa	84	8,005	<div></div>
32 County Mendocino	106	5,247	<div></div>
33 County Lassen	50	1,656	<div></div>
34 County Monterey	252	25,960	<div></div>
35 County Yolo	153	13,357	<div></div>
36 County Los Angeles	4,378	575,348	<div></div>
37 County Alameda	554	94,643	<div></div>
38 State California	22,291	2,251,454	<div></div>
39 County El Dorado	126	10,963	<div></div>



Name	Victims killed	Victims injured	Victims per 100,000 residents
40 County Ventura	344	47,399	
41 County Kings	170	8,608	
42 County Glenn	47	1,539	
43 County Santa Barbara	209	24,439	
44 County Fresno	926	54,424	
45 County Nevada	97	5,349	
46 County Orange	1,139	165,818	
47 County Santa Cruz	135	13,568	
48 County Placer	205	23,031	
49 County Humboldt (State California)	118	6,784	
50 County San Diego	1,545	161,295	
51 County Marin	65	11,878	
52 County Shasta	158	8,326	
53 County Butte	203	9,476	
54 County San Francisco	210	37,118	
55 County Sonoma	228	21,134	
56 County San Mateo	197	32,391	
57 County Imperial	216	7,391	
58 County Contra Costa	424	46,565	
59 County Santa Clara	572	75,793	

© 2026 VIA, victims 2021 thru Q2 2026 per 100,000 residents compared to Municipality.

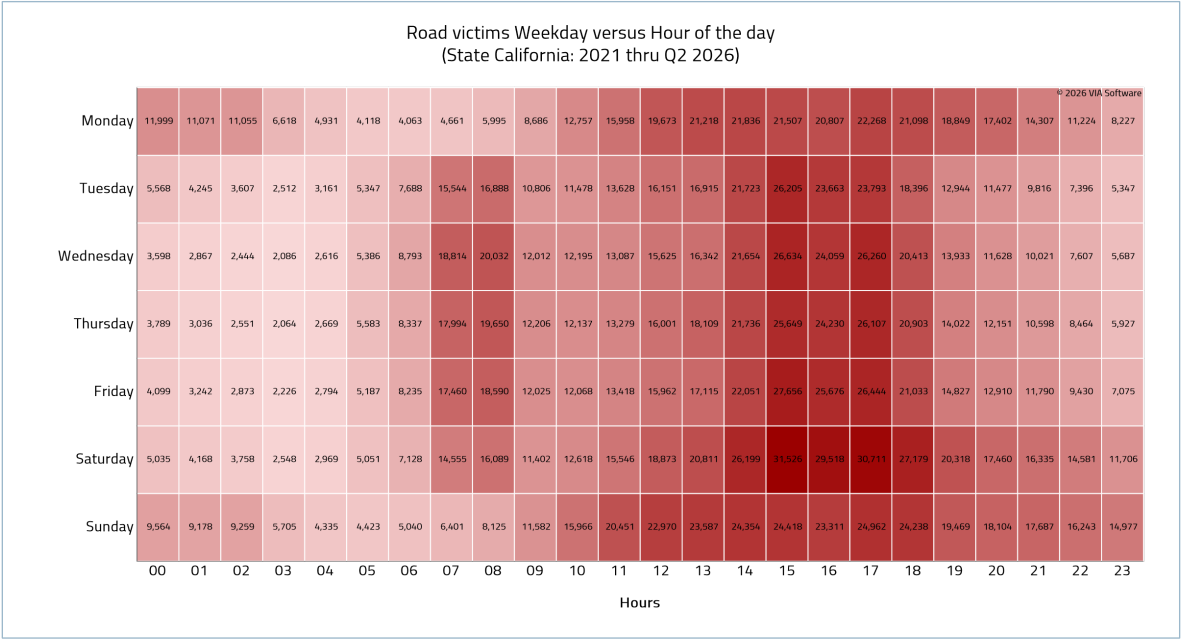
Note: besides population size, local factors such as traffic volumes, the character of the road network and the presence of freeways and state highways also influence victim numbers.



When do road crashes occur?

Crashes, and therefore victims, occur throughout the day. Patterns are often linked to typical traffic conditions, such as higher volumes during peak travel periods, as well as leisure and social activities during evenings and weekend nights.

The heatmap below illustrates the times of day when the highest number of victims occur. Darker shading indicates a greater concentration of victims at that time. The number within each cell represents the total count.

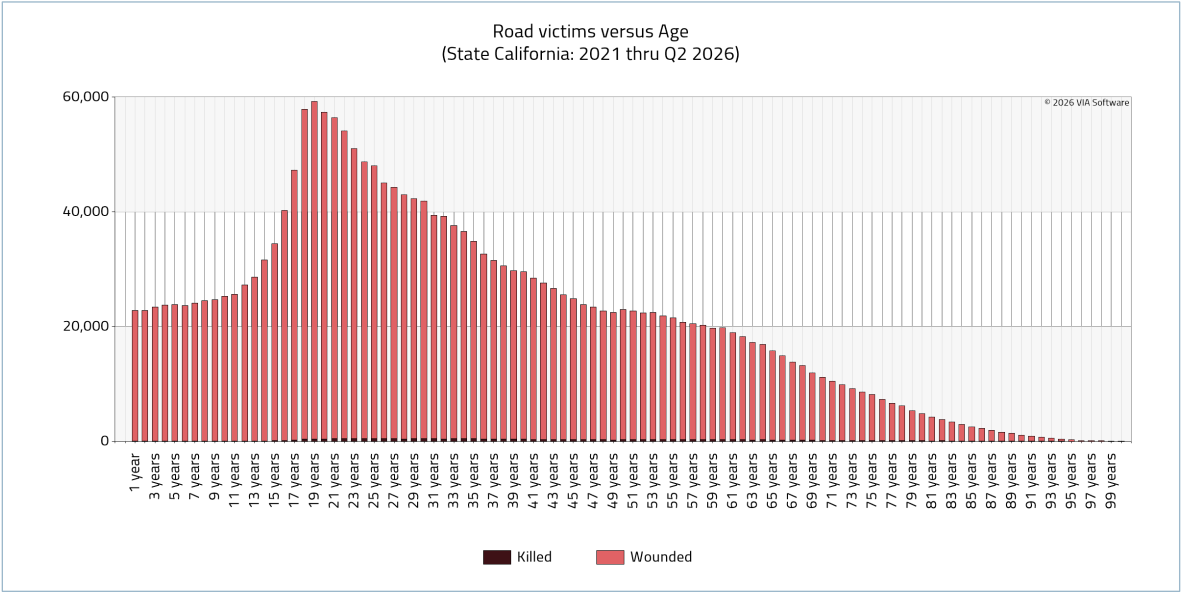
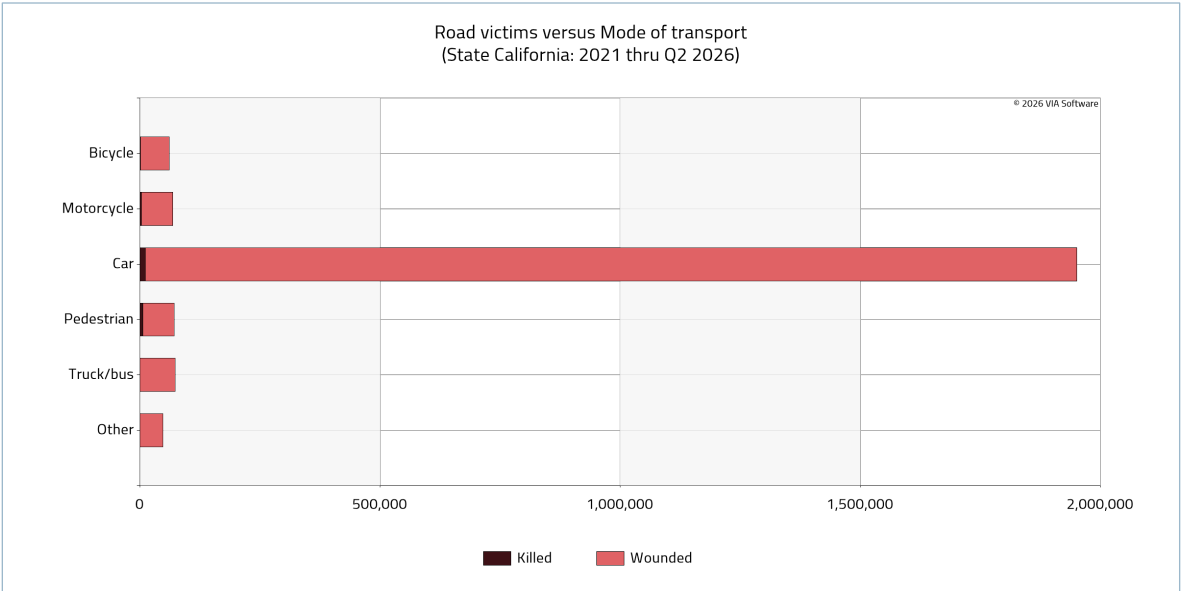


Who is involved?

The following charts show the distribution of the number of victims among the various age groups and modes of transport.

The proportion of young road users between the ages of 12 and 24 is 27% of all victims.

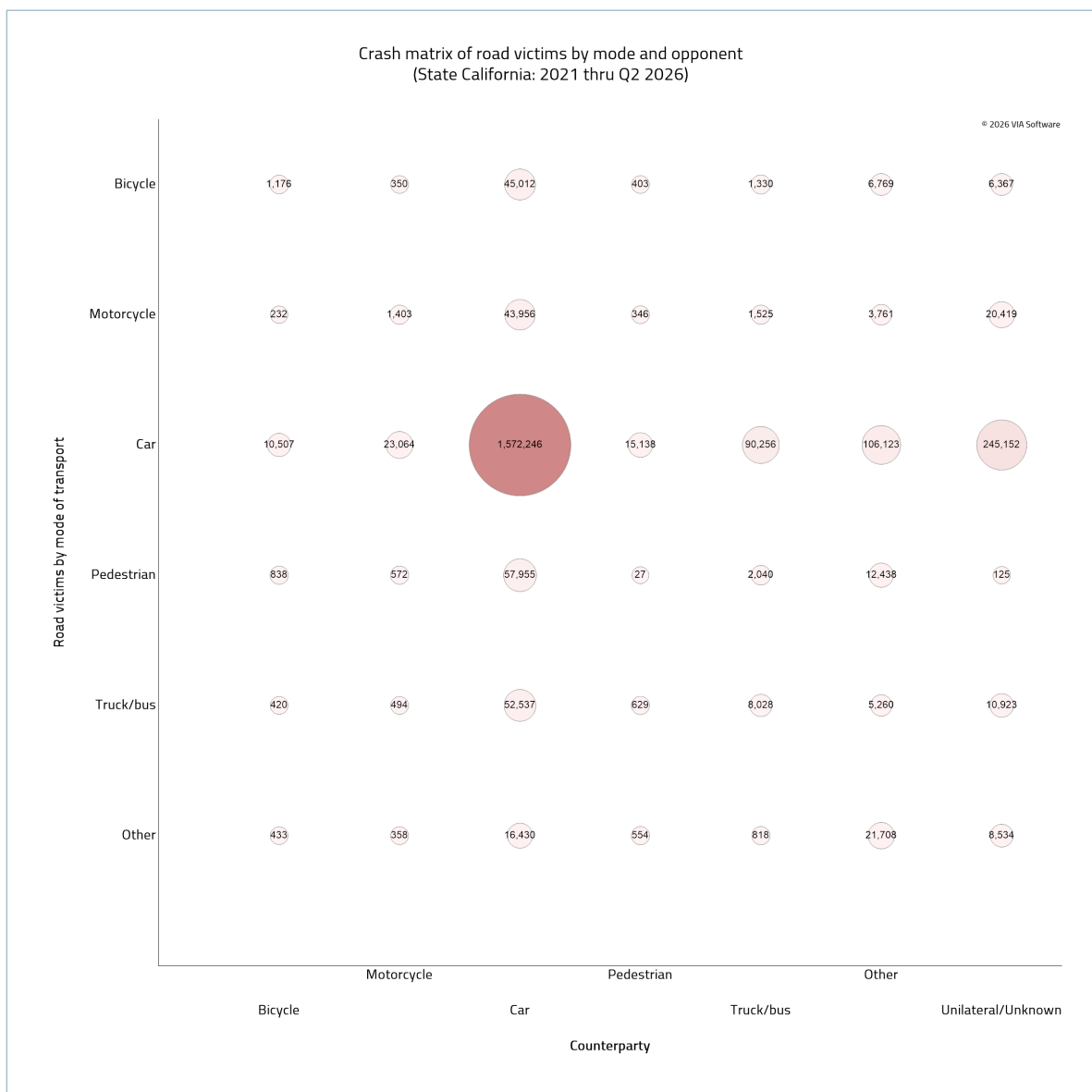
The group of vulnerable road users (pedestrians, cyclists, motorcyclists, moped and scooter riders, and other and unknown road users) includes 6% all victims.



This graph (crash matrix) shows the number of traffic victims by mode of transport and opposing party.

Y-axis: the type of road user injured or killed

X-axis: the type of opposing party involved in the crash.



Notes: The graph may contain double counts. If there were multiple opposing parties, the number of injured and/or fatal road users for all involved opposing parties is displayed on the X-axis.



Road crash map

Where a crash happened often says a great deal about how and why it happened. Did it take place inside or outside a built-up area, on a freeway, or in a residential street?

The BLIQ report therefore includes a map of the crashes recorded by law enforcement.

The map highlights areas of high crash density: locations where several crashes occurred within 25 meters of one another, measured along the road network. Measuring along the network keeps crashes on parallel roads or separated carriageways from being grouped together.

The map also shows spatial patterns between crash sites, which helps identify high-risk road sections or neighborhoods where crashes occur close together. Such clusters often share the same contributing factors.

The crash density map for State California is shown on the next page.

Road network classification

The California road network carries roads with very different functions, from interstates and state highways built for long-distance travel to collectors and local streets that provide access to neighborhoods. Each type has its own role and typical design characteristics.

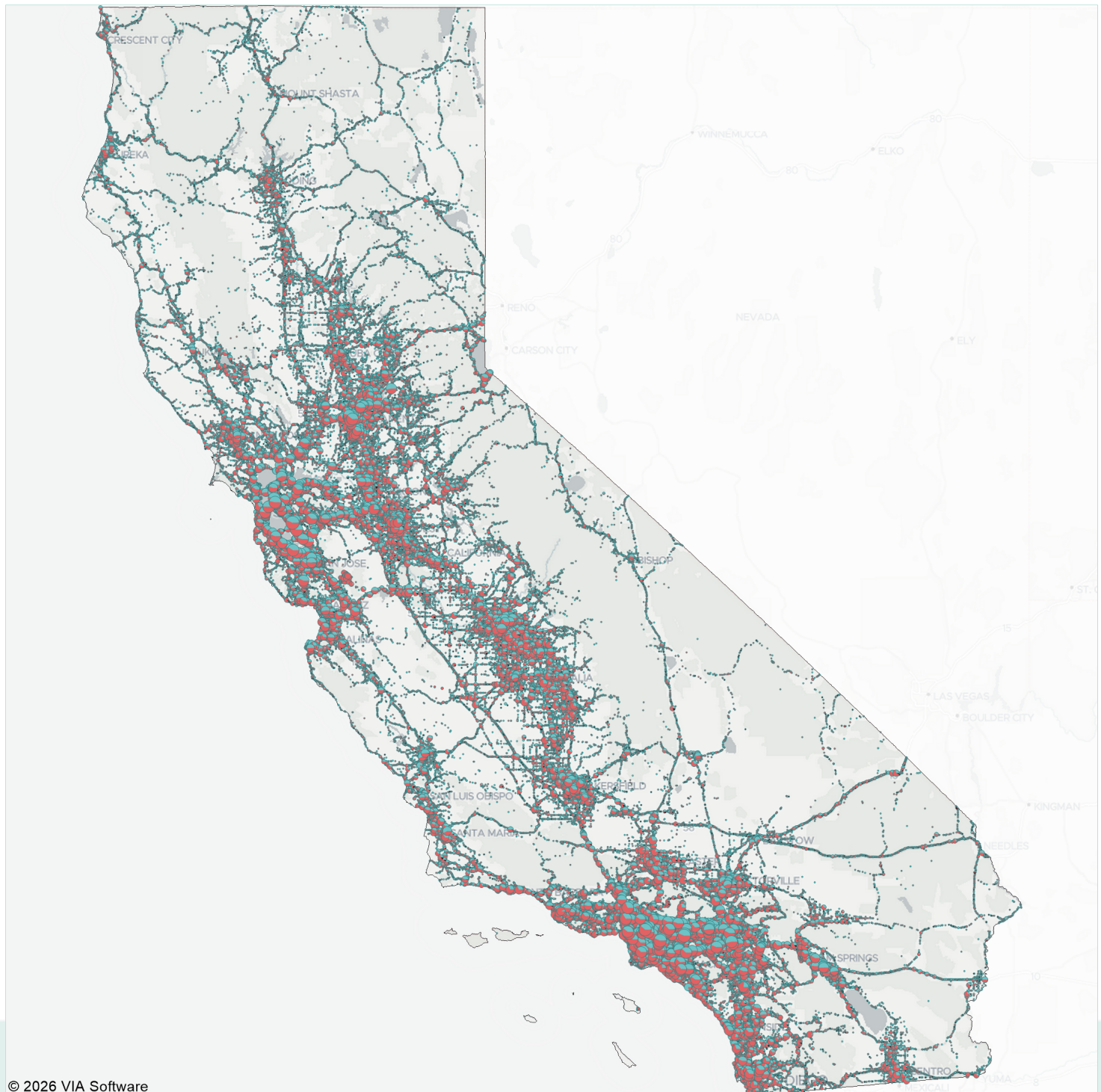
These functional differences are also highly relevant for road safety analysis. By using floating car data - collected via GPS from vehicles and smartphone applications - VIA identifies the most heavily used routes across the network. This information supports the classification of road function within and outside built-up areas.

This classification is used within CROSS to support more precise identification of crash concentrations and priority locations.

The earlier list of high crash density locations has therefore been replaced by the CROSS Top 10; the crash map remains available for reference.



High Crash Density Map



On this map, crashes occurring within 25 meters of one another are grouped into a crash concentration. The larger the symbol, the more crashes recorded at that location.

Note: locations on a jurisdiction boundary also include crashes attributed to the neighboring jurisdiction.

Note: The exact location is not known for 16% of the crashes. Those are placed at street level: they count in every figure in this report, but cannot be drawn as a point on the map.

Legend

- Fatal crashes
- Crashes with injured victims
- Crashes without injured victims

Crashes in the period 2021 thru Q2 2026



BLIQ on speed

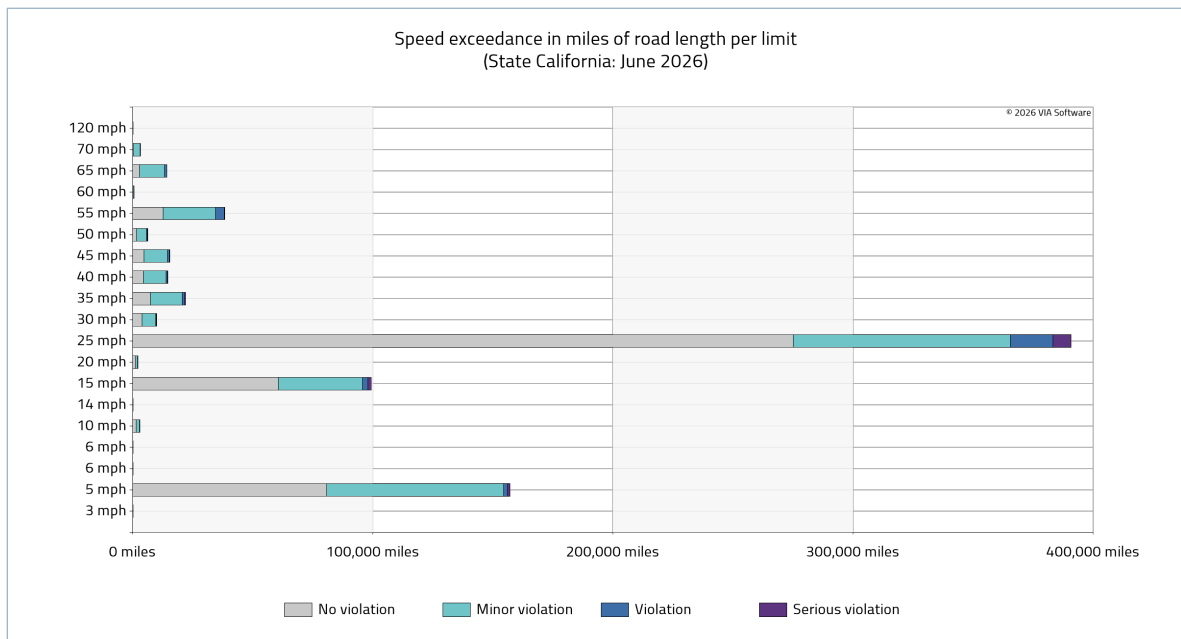
Speed is strongly linked both to the likelihood of a crash and to the severity of the resulting injuries. Managing speed compliance is therefore a central part of road safety strategy in California, supported by street design, education and targeted enforcement.

Where does speeding occur?

Using up-to-date speed data across the road network, this report identifies locations where observed driving speeds exceed the posted speed limit. These are road sections where the V85 speed is above the legal limit.

To support enforcement and prioritization, the classification used in the map and chart below follows the categories commonly applied by road safety partners.

The chart presents the distribution of speed exceedance levels by speed limit, expressed as road length per travel direction.



Speed limit exceedance



The map shows the V85 speed for each road section. It illustrates that speed limit exceedance occurs across the entire region.

In many cases, this reflects the balance between road design and the credibility of the posted speed limit. Not all locations where speeds exceed the limit are necessarily appropriate for enforcement. Effective action often requires coordination between the road authority and the police.

Legend

- Minor offence (1-15 mph over limit)
- Offence (16-25 mph over the limit)
- Serious offence (more than 25 mph over the limit)

Speeds during the period June 2026



Risk-orientated work with CROSS

To support a risk-based approach to road safety management, BLIQ applies the CROSS methodology. CROSS combines the Crash Score with an explanatory risk factor, such as the **Speed Score**.

The Crash Score determines prioritization, with greater weighting given to more recent crash years, and is used to identify a Top 10 of the highest-risk routes and junctions. The CROSS score integrates both crash risk and speed-related risk within a colour matrix. Locations shown in red represent routes and junctions with both a high Crash Score and a high Speed Score.

For more detailed analysis, CROSS is available within the VIA Road Safety Software and can also be accessed publicly via www.bliq.report.

The **crash score** combines *four indicators* to reflect different aspects of road safety concern:

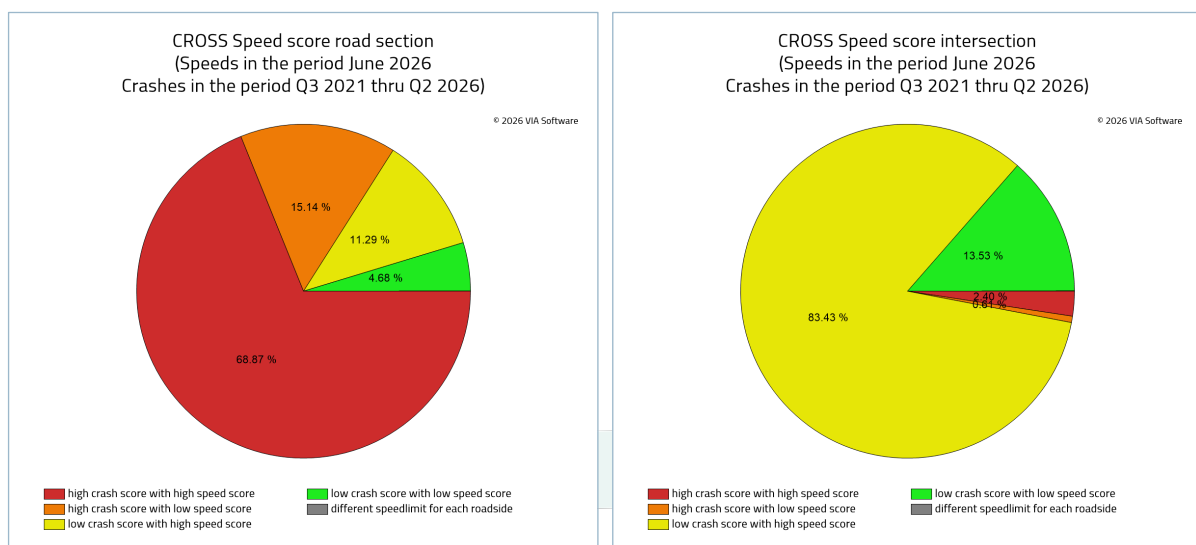
- **Citizens** criticise the *total number of crashes*.
- **Politicians** aim to reduce *the number of victims*.
- **Politicians and the media** focus a lot of attention on the *number of fatal crashes*.
- **Roads and traffic** can vary greatly depending on the situation. These are corrected with a *coefficient*.

The **speed score** as an explanatory variable is a combination of *three indicators*, because:

- **Directive** is based on the V85 with regard to the *extent to which limit values are exceeded*.
- The **safety of** users is determined by the *proportion of those exceeding the limit*.
- **Roads and traffic** can vary greatly depending on the situation. These are corrected with a *coefficient*.

CROSS results in State California

The graphs below show CROSS outcomes for the busiest parts of the road network in State California. The left chart indicates that approximately 69% of road length receives a red CROSS classification, meaning high crash risk combined with high speed-related risk. The chart on the right shows that this also applies to 2% of junctions.



Note: In the coronavirus years 2020 and 2021, speeds were also affected by the measures.



TOP 10 highest-risk routes

The Top 10 is ranked by Crash Score and includes changes in position, CROSS matrix classification (red = high crash and speed risk), route names with links to the interactive map, and symbol-based score indicators. (see map page 17 for the exact locations)						Score
1	-		CA-2 LOS ANGELES	Crash		
				Speed		
2	-		CA-39 LOS ANGELES	Crash		
				Speed		
3	-		CA-299 TRINITY	Crash		
				Speed		
4	-		ANGELES FOREST HWY LOS ANGELES	Crash		
				Speed		
5	-		= SAN FRANCISCO	Crash		
				Speed		
6	-		CA-130, DEL PUERTO CANYON RD SANTA CLARA, STANISLAUS	Crash		
				Speed		
7	-		CA-9 SAN MATEO, SANTA CRUZ	Crash		
				Speed		
8	-		FRUITRIDGE RD SACRAMENTO	Crash		
				Speed		
9	-		CA-9 SANTA CLARA, SANTA CRUZ	Crash		
				Speed		
10	-		BASELINE ST, W BASE LINE ST SAN BERNARDINO	Crash		
				Speed		

© 2026 VIA, routes based on speed (June 2026) and crashes (Q3 2021 thru Q2 2026)

Note 2: Road sections identified as exceeding the speed limit are determined by comparing observed driving speeds with the applicable posted speed limit. In some cases, the speed limit recorded in the HERE dataset may not be fully up to date or accurate, which could result in an incorrect classification.

Note 3: To ensure the Top 10 reflects the current situation, greater weighting is applied to more recent crash years. As a result, locations where effective interventions have recently been implemented may move down the ranking more quickly, while locations with increasing crash trends are identified at an earlier stage.



TOP 10 highest-risk junctions

The Top 10 is ranked by Crash Score and includes changes in position, CROSS matrix classification (red = high crash and speed risk), route names with links to the interactive map, and symbol-based score indicators. (see map page 17 for the exact locations)						Score
1	-		FLOYD AVE, ROSELLE AVE STANISLAUS	Crash		
				Speed		
2	-		E JENSEN AVE, S ELM AVE FRESNO	Crash		
				Speed		
3	-		JOCELYN WAY, LEWIS STEIN RD, SHELDON RD SACRAMENTO	Crash		
				Speed		
4	-		CA-90, S PUENTE ST ORANGE	Crash		
				Speed		
5	-		EASTSHORE BLVD, POTRERO AVE CONTRA COSTA	Crash		
				Speed		
6	-		S MARENGO AVE, W VALLEY BLVD LOS ANGELES	Crash		
				Speed		
7	-		CA-111, W GATEWAY DR RIVERSIDE	Crash		
				Speed		
8	-		CA-29, REDWOOD ST SOLANO	Crash		
				Speed		
9	-		CURTOLA PKWY, CYPRESS AVE, L ELLENBURG ST, LEMON ST SOLANO	Crash		
				Speed		
10	-		FOLSOM BLVD, IRON POINT RD SACRAMENTO	Crash		
				Speed		

© 2026 VIA, intersections based on speed (June 2026) and crash (Q3 2021 thru Q2 2026)

Note 2: Junctions flagged for speed exceedance are identified by comparing approach speeds with the posted limit. Inaccuracies in speed limit data within the HERE dataset may lead to misclassification.

Note 3: To ensure the Top 10 reflects the current situation, greater weighting is applied to more recent crash years. As a result, locations where effective interventions have recently been implemented may move down the ranking more quickly, while locations with increasing crash trends are identified at an earlier stage.



CROSS road safety map for routes and junctions



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Road safety map showing CROSS scores for the busiest part of the road network and the locations of the Top 10 highest-risk **1** routes and **1** junctions (see tables on the previous pages). An interactive version of this map is available via www.bliq.report. No distinction is made between different road authorities.

Crashes for which the exact location is not known and/or the link with speed was not successful are not included in this map.

Legend

- High Crash Score / High Speed Score
- High Crash Score / Low Speed score
- Low Crash Score / High Speed Score
- Low Crash Score / Low Speed score
- Insufficient speed data
- Short road section

Speeds: June 2026

Crashes: Q3 2021 thru Q2 2026



State California

County Alameda ▪ County Alpine ▪ County Amador ▪ County Butte ▪ County Calaveras ▪
County Colusa ▪ County Contra Costa ▪ County Del Norte ▪ County El Dorado ▪ County
Fresno ▪ County Glenn ▪ County Humboldt (State California) ▪ County Imperial ▪ County
Inyo ▪ County Kern ▪ County Kings ▪ County Lake (State California) ▪ County Lassen ▪
County Los Angeles ▪ County Madera ▪ County Marin ▪ County Mariposa ▪ County
Mendocino ▪ County Merced ▪ County Modoc ▪ County Mono ▪ County Monterey ▪
County Napa ▪ County Nevada ▪ County Orange ▪ County Placer ▪ County Plumas ▪
County Riverside ▪ County Sacramento ▪ County San Benito ▪ County San Bernardino ▪
County San Diego ▪ County San Francisco ▪ County San Joaquin ▪ County San Luis Obispo
▪ County San Mateo ▪ County Santa Barbara ▪ County Santa Clara ▪ County Santa Cruz ▪
County Shasta ▪ County Sierra ▪ County Siskiyou ▪ County Solano ▪ County Sonoma ▪
County Stanislaus ▪ County Sutter ▪ County Tehama ▪ County Trinity ▪ County Tulare ▪
County Tuolumne ▪ County Ventura ▪ County Yolo ▪ County Yuba



This BLIQ report has been produced using VIA Road Safety Software.

To ensure consistency and comparability, it is important that all partners work from the same road safety dataset. Comparable BLIQ reports are therefore available for each nation, region, law enforcement agency area and city or county.

Produced by VIA Road Safety Software