Citywide Crash Analysis

City of Oakland

Crash Landscape in Oakland

Crashes are an all-too regular occurrence on Oakland's streets. Fatalities and injuries from crashes impact many lives and collectively cost Oaklanders hundreds of millions of dollars per year. The City of Oakland analyzed nearly 2,000 injury crashes from 2012-2016 to understand how they affect Oaklanders and how to effectively focus safety efforts.

2

weekly severe or fatal injuries

$900 Million

yearly cost of traffic crashes in Oakland, or 6% of the total annual income of all City residents. This includes lost quality of life, property damage, lost work time, medical care, and other costs. [1]

76%

severe or fatal injuries increase between 2012 and 2016

What Kinds of Crashes are Happening on Our Streets?

HIGH SPEEDS ARE MORE DEADLY

9 out of 10 pedestrians survive

5 out of 10 pedestrians survive

1 out of 10 pedestrians survive

AND SPEED MATTERS IN OAKLAND

Just over **1 in 4** Oaklanders killed are involved in a crash where **speed** is a primary factor

SYSTEM CHANGE, NOT JUST BEHAVIOR CHANGE, IS CRITICAL

3 in 4 bicyclists killed are hit by a sober driver. While the influence of alcohol and drugs can be deadly, it's not the full story.

INJURIES ARE CONCENTRATED AT INTERSECTIONS

75% of Oaklanders' severe or fatal injuries occur at **intersections**

Driver failure to yield to a pedestrian at a crosswalk accounts for over **1/3** of pedestrian fatalities or severe injuries

Oaklanders are killed or severly injured by **left-turning** vehicles at over **4 times** the rate of right-turning vehicles

ESPECIALLY AT SIGNALIZED INTERSECTIONS

Under **10%** of intersections in Oakland are **signalized intersections**

but nearly **50%** of fatalities occur at **signalized intersections**

Broadside crashes at **signalized intersections** account for nearly **20%** of all fatal or severe injury motor vehicle crashes

[1] Total crash cost from "Crash Cost Analysis for the City of Oakland," May 2018; total annual income from American Community Survey (ACS), 2012-2016. Direct costs to City of Oakland through litigation payout associated with traffic safety totaled $250,000 between 2011 and 2016.

Sources: SWITRS, 2012-2016; Alameda County Sheriff's Office Coroner's report, 2015-2016; American Community Survey (ACS), 2012-2016. Excludes crashes on freeway mainlines and freeway ramps outside of local intersections. Characteristics of individuals involved in crashes are based on police observations recorded in crash reports.

Note: Crashes include all modes unless otherwise specified.

Oak DOT

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Who is Most Impacted by Crashes?

Reported crash data reveal that certain demographic groups and geographic areas experience a disproportionate share of crashes in Oakland. However, the data may not tell the full story. Research shows that police reports can miss 20% or more of crashes due to underreporting, especially from black injury victims. It has also been shown that driver biases can contribute to crash racial inequities, as people in vehicles do not yield as often to people of color on foot. [2]

VULNERABLE ROAD USERS

People walking, biking, and taking public transit make up under **30%** of commute trips

but experience nearly **50%** of **severe or fatal injuries**

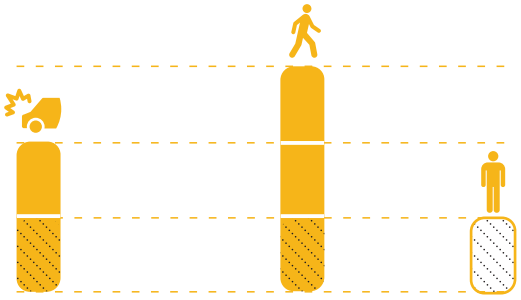
AGE INEQUITIES IN OAKLAND CRASHES

67% of **Older Oaklanders' (65+)** fatalities occur while **walking**

compared to only **26%** for Oaklanders of all other ages

Older Oaklanders (65+) are more than **2 times** as likely to be killed in a crash compared to all other Oaklanders

RACIAL INEQUITIES IN OAKLAND CRASHES



30% of streets in majority **Asian census tracts** fall on the City of Oakland Pedestrian High Injury Network - the highest percentage of any ethnicity [3]

Black Oaklanders are **2 times** as likely to be killed or severely injured in a crash (all modes) and **3 times** as likely to be killed or severely injured while **walking** compared to all other Oaklanders

[2] Underreporting from Sciortino, S., Vassar, M., Radetsky, M., & Knudson, M. M. (2005). San Francisco pedestrian injury surveillance: mapping, under-reporting, and injury severity in police and hospital records. Accident Analysis & Prevention, 37(6), 1102-1113; driver yielding disparity from Goddard, T., Kahn, K. B., & Adkins, A. (2015). Racial bias in driver yielding behavior at crosswalks. Transportation research part F: traffic psychology and behaviour, 33, 1-6.

[3] Equity Indicators Report, Office of Race & Equity, 2018.

Sources: SWITRS, 2012-2016; Alameda County Sheriff's Office Coroner's report, 2015-2016; American Community Survey (ACS), 2012-2016. Excludes crashes on freeway mainlines and freeway ramps outside of local intersections. Characteristics of individuals involved in crashes are based on police observations recorded in crash reports.

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