Citywide Crash Analysis

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 in 5** 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**

- Hit by a vehicle traveling at 20 MPH
  - 9 out of 10 pedestrians survive

- Hit by a vehicle traveling at 30 MPH
  - 5 out of 10 pedestrians survive

- Hit by a vehicle traveling at 50 MPH
  - 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

**ESPECIALLY AT SIGNALIZED INTERSECTIONS**

- Under 10% of intersections in Oakland are signalized intersections
- But nearly 50% of fatalities occur at signalized intersections

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

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

**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 PAID OUT ASSOCIATED WITH TRAFFIC SAFETY TOTAL $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.**
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.  

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

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. Black Oaklanders are compared to all other Oaklanders.

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

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.