

Attachment C. 2024 Safe Oakland Streets (SOS) Initiative Annual Report

CityWide Crash Analysis

Safe Oakland Streets developed an infographic depicting the impact and disparities associated with crashes in Oakland from 2017-2021.

Citywide Crash Analysis 2017-2021



Crash Landscape in Oakland

Crashes are an all-too regular occurrence on Oakland's streets. Fatalities and injuries from crashes impact many lives and cost Oaklanders hundreds of millions of dollars per year. OakDOT analyzed over 60,000 injury crashes from 2017-2021 to understand how they affect Oaklanders and how to effectively focus safety efforts.



Weekly severe or fatal injuries.

\$650 Million

Yearly cost of traffic crashes in Oakland. This includes lost quality of life, property damage, lost work time, medical care, and other costs. ¹



Total fatalities in Oakland 2019-2023, depicting a 12% increase in this period.

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 5** Oaklanders killed are involved in a crash where **speed** is a primary factor

SYSTEM CHANGE



41% of severe and fatal crash victims were walking or riding a bike

INJURIES ARE CONCENTRATED AT INTERSECTIONS



50% of severe and fatal crashes in Oakland occur at intersections



Failure to yield and disobeying signs and lights account for **60%** of all severe and fatal crashes at intersections



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

DANGEROUS DRIVER BEHAVIOR LEADS TO MORE SEVERE OUTCOMES



26% of severe and fatal crashes are from hit and runs



65% of severe and fatal hit and run crashes impact bicyclist and pedestrians



26% of fatal crashes involve alcohol

¹Cost Estimates per crash based on data from the National Safety Council (NSC) <https://injuryfacts.nsc.org/all-injuries/costs/guide-to-calculating-costs/data-details/>
Sources: Statewide Integrated Traffic Records System (SWITRS), 2017-2021 accessed through the Transportation Injury Mapping System (TIMS); American Community Survey (ACS), 2017-2021.
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 a significant number 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 made up **25%** of commute trips

Yet, people walking, biking, and taking transit made up **41%** of severe and fatal crash victims



AGE INEQUITIES IN OAKLAND CRASHES



78% of severe and fatal crashes impacting Older Oaklanders (65+) occurred while walking



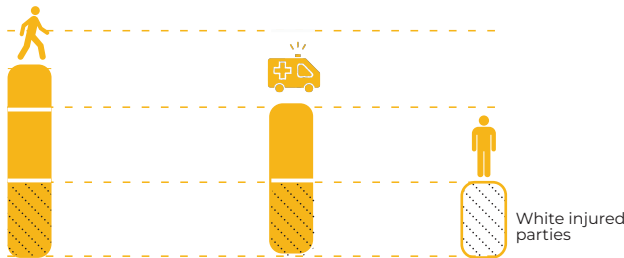
compared to **26%** of severe and fatal crashes impacting pedestrians in Oakland under age 65



Older Pedestrian Victims in Oakland (65+) are **twice** as likely to be killed in a crash compared to all other pedestrian victims in Oakland

RACIAL INEQUITIES IN OAKLAND CRASHES

Compared to White injured parties, Latine injured parties in Oakland were:



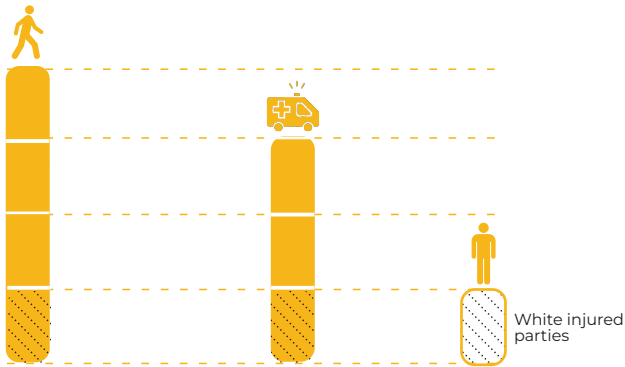
2.5 times

as likely to be killed or severely injured while walking

2 times

as likely to be killed or severely injured in a crash

Compared to White injured parties, Black injured parties in Oakland were:



4 times

as likely to be killed or severely injured while walking

3 times

as likely to be killed or severely injured in a crash

² Source: Raifman, M.A. & Choma, E.F. (2022). Disparities in Activity and Traffic Fatalities by Race/Ethnicity. American Journal of Preventive Medicine, 63(2):160-167.
Sources: Statewide Integrated Traffic Records System (SWITRS), 2017-2021 accessed through the Transportation Injury Mapping System (TIMS); American Community Survey (ACS), 2017-2021. 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.