

CITY OF ALAMEDA

**PROGRESS  
TOWARD  
ZERO TRAFFIC  
FATALITIES**  
**ALAMEDA  
VISION ZERO**

2023 ANNUAL REPORT



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## BOOK 3.1

# TRAFFIC FATALITY & INJURY REPORT

This is the second annual report on the Vision Zero Action Plan, which the Alameda City Council adopted the December 2021. This report covers the performance metrics outlined in the Plan. For details on traffic safety and Vision Zero projects and programs, see the Transportation 2023 Annual Report & 2024 Work Plan.

In 2023, three people lost their lives, six were severely injured, and a total of 161 people were injured in traffic collisions on Alameda streets.

— **People of all ages and abilities can travel safely using any mode, and traffic deaths and serious injuries are eliminated by 2035.** —



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# + 2023 FATAL & SEVERE INJURY CRASHES

In 2023, three people lost their lives and six were severely injured in traffic collisions on Alameda streets. Unsafe speeds played a role in over half of these collisions. Every traffic fatality represents a tragic loss for loved ones and the community, and severe injuries can change a life forever. After each fatal crash, City staff convened post-collision site visits including transportation planners and engineers with Police Traffic Unit leadership. In 2023, the City launched its Fatal Crash Response program, which includes transparent public information about fatal crashes and installs quick-build infrastructure at the sites of fatal crashes as appropriate. More information is at [alamedaca.gov/fatalcrashresponse](http://alamedaca.gov/fatalcrashresponse).



► Figure 1: 2023 Fatal and Severe Injury Crash Locations

► Table 1: 2023 Traffic Fatality & Severe Injury Details

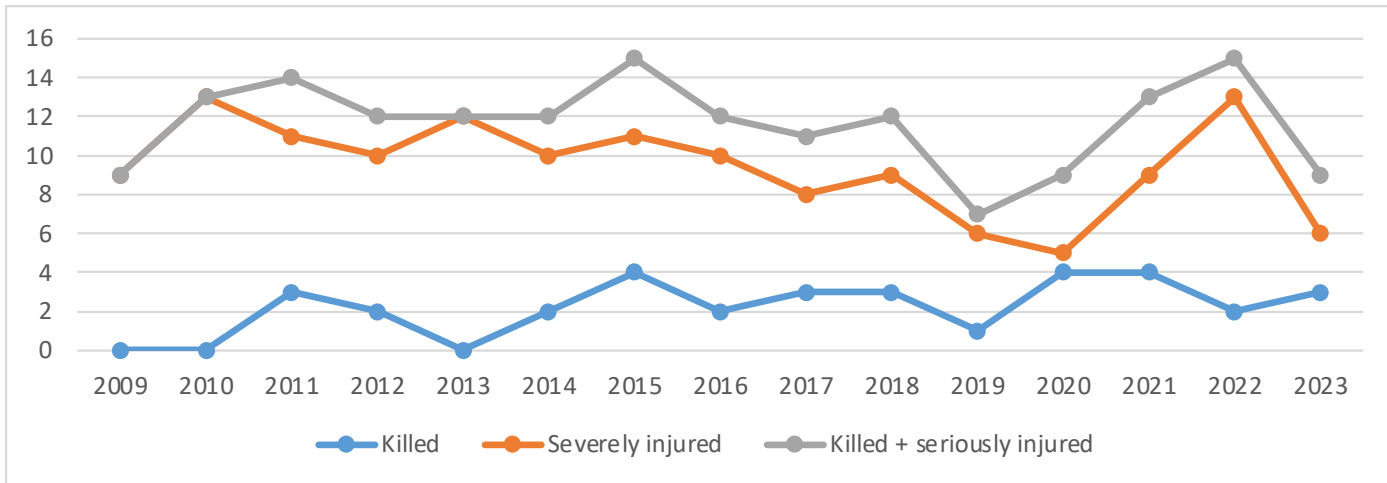
LOCATION	DATE & TIME (2023)	DESCRIPTION	MODE OF PERSON KILLED OR SEVERELY INJURED*	AGE	VEHICLE TYPES
Mecartney Rd/ Marcuse St/ Baywalk Rd	Feb 7, 7:30am	Person driving east on Mecartney struck a person walking north in an unmarked crosswalk across Mecartney at Marcuse St/Baywalk Rd (in the western leg), fatally injuring the pedestrian. The driver had failed to de-fog the windshield and drove despite poor visibility from a foggy windshield combined with sun glare.	Pedestrian	86	Minivan
Willow St/San Antonio	March 17, 5:30pm	Teen driving stolen car at high speed eastbound on San Antonio, failed to stop at the stop sign at Willow, then crashed into two cars traveling north and south, respectively. A passenger in one of the other cars later died of their injuries.	Passenger	89	SUV
1350 Marina Village Pkway	Dec 31, 11:35am	A person driving a car westbound at a very high speed lost control of their vehicle, went up a curb, and crashed into a tree. They sustained major injuries and died at the scene.	Driver	66	Mid-size car
Broadway between San Jose Ave and Encinal Ave (Caltrans roadway)	Jan 14, 4:30am	DUI driver heading northbound on Broadway swerved into the on-coming lane and struck a southbound vehicle head on, sustaining injuries and severely injuring the passenger in their vehicle.	Passenger	40	Compact car struck SUV
3rd St/Santa Clara Ave	March 30, 7:40am	A driver heading south on 3rd St at unsafe speeds failed to yield to a pedestrian walking eastbound across 3rd St at Santa Clara in the southern leg of an unmarked crosswalk, severely injuring the pedestrian.	Pedestrian	63	Sports car
Central Ave & 9th St (Caltrans roadway)	Aug 8, 8:20pm	Person driving a motorcycle westbound on Central attempted to turn right onto 9th at unsafe speed, lost control of their motorcycle and hit a fence on the northwest corner of the intersection.	Motorcyclist	32	Motorcycle
Clement Ave & Walnut St	Aug 16, 7:53am	A person driving westbound on Clement Ave at unsafe speed struck a person who walked from between cars on the northern side of Clement just east of Walnut St.	Pedestrian	32	Compact car
Santa Clara Ave east of Webster St	Nov 10, 1:23pm	A driver exiting the West End Parking Lot, intending to make a left turn onto Santa Clara, struck a person biking westbound in the bike lane on Santa Clara Ave, severely injuring the bicyclist.	Bicyclist	45	Mid-size car
Encinal Ave & Chestnut St (Caltrans roadway)	Dec 21, 10:11am	A person driving south on Chestnut St turned left onto Encinal Ave, striking a person walking northward across Encinal in the east crosswalk, and causing severe injuries to the pedestrian.	Pedestrian	51	Compact car

Source: APD

\*"Driver" and "passenger" refer to people in motor vehicles (not including motorcycles).

# + CRASH TRENDS OVERVIEW

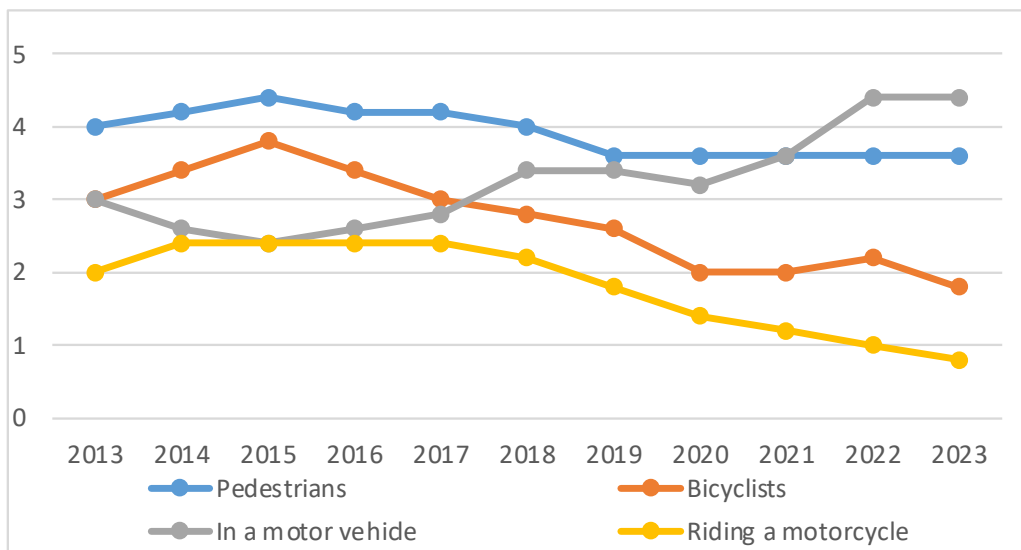
From 2009-2018, an average of two people lost their lives and 10 suffered severe injuries from crashes in Alameda. Alameda’s traffic fatalities rose in 2020 and 2021, following national<sup>1</sup> trends during the pandemic. In 2022, Alameda’s fatalities went back down but severe injuries rose, notably among people in motor vehicles. In 2023, severe injuries fell below the pre-pandemic average but three people died in crashes.



► Figure 3: Rolling Five-Year Averages, Traffic Fatalities + Severe Injuries by Mode, 2009-2023 Data

Because Alameda is a small city with relatively low numbers of deaths and severe injuries, a rolling average analysis helps smooth out noise in the data and identify trends. Each data point in Figure 3 represents the average of that year and the four prior years, e.g., the 2013 figure is the average of 2009-2013. This analysis finds that bicyclist and motorcyclist deaths and severe injuries have generally trended down since the 2015 five-year average. The pedestrian trend line also reduced starting in 2015 but then has held steady since 2019. At the same time, starting in 2015, motor vehicle averages generally increased.

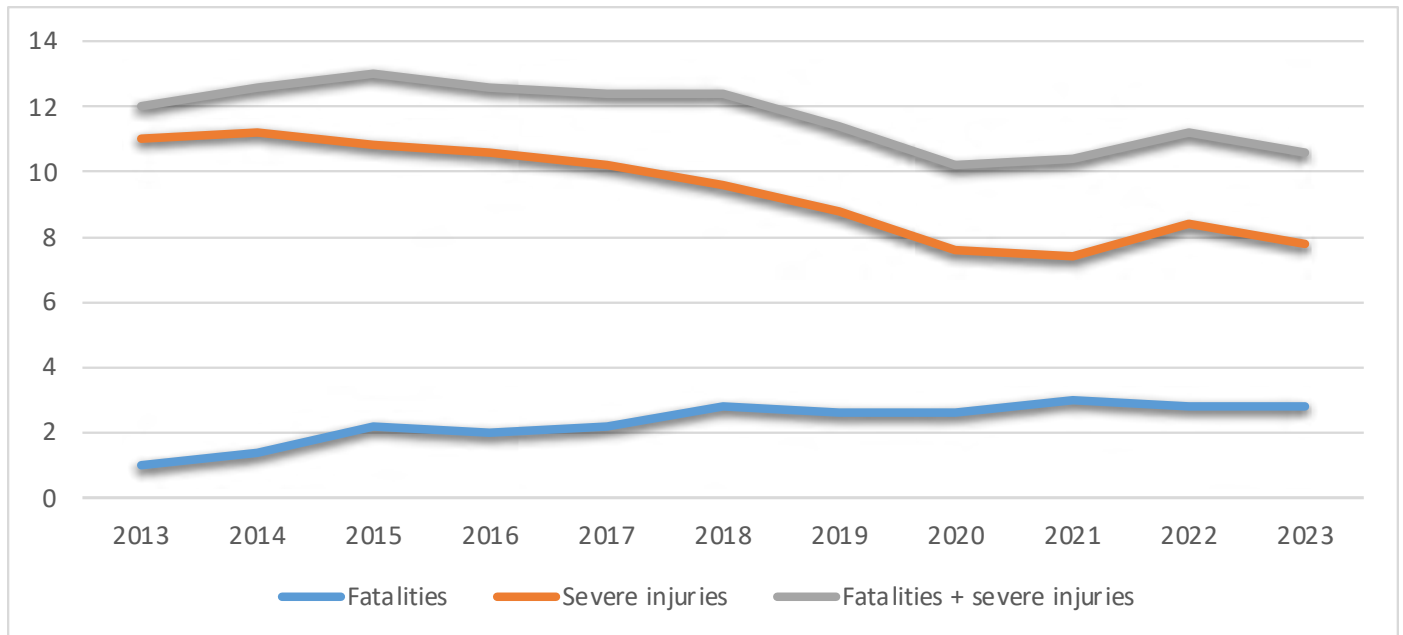
► Figure 4: Rolling Five-Year Averages, Traffic Fatalities and Severe Injuries, 2009-2023 Data



<sup>1</sup> See slide 20, Alameda CTC 2021 Performance Report: [https://www.alamedactc.org/wp-content/uploads/2022/03/2021\\_Performance\\_Report\\_RPT\\_Final.pdf](https://www.alamedactc.org/wp-content/uploads/2022/03/2021_Performance_Report_RPT_Final.pdf)



Looking at fatalities and severe injuries separately finds fatalities increasing slightly from the 2013 five-year average to the 2023 one, while severe injuries were trending downward from the 2014 five-year average to the 2021 one; they bumped up with the 2022 average and then reduced again for 2023.



► **Figure 5: Traffic Fatalities + Severe Injuries Rate Per 100,000 Population**

Source: Crash data from TIMS/SWITRS & APD; population data from State of California Department of Finance, E-4 Population Estimates. 2023 data is not yet available for California and Alameda County.



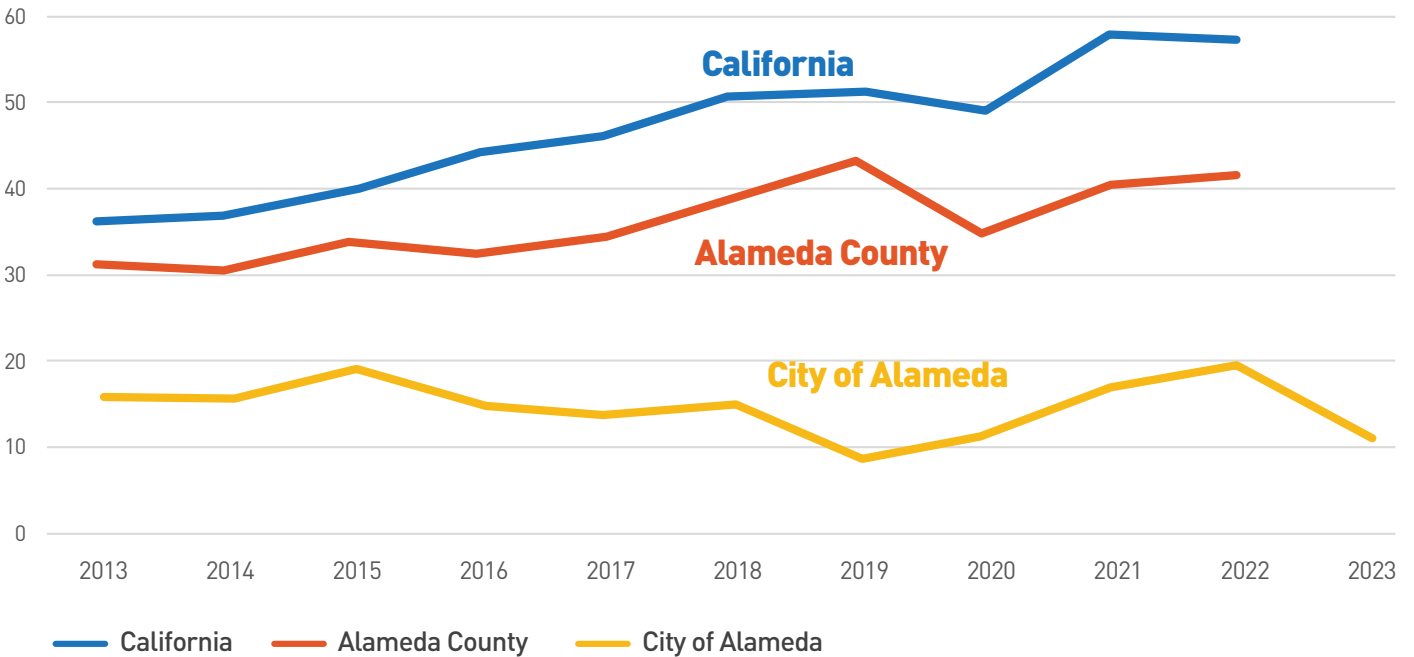
## + STATE, COUNTY, AND U.S. COMPARISON

The City’s rates of traffic fatalities and severe injuries are lower than those in the county, state, and country. Alameda’s fatality rate from 2016-2020 was 45% lower than the median rate for cities with more than 5,000 people, with 3.2 per 100,000 population in Alameda<sup>2</sup> compared with a U.S. median of 5.87.<sup>3</sup>

Traffic fatalities across the U.S. increased in 2020 and 2021, during the pandemic. According to the United States Department of Transportation (USDOT), U.S. fatalities rose 6.8% in 2020 compared to 2019, then increased another 10% in 2021 compared to 2020. Things have gotten slightly better since 2021, with a slight 0.3% decrease of U.S. fatalities in 2022<sup>4</sup> and then in the first half of 2023, fatalities decreased another 3.3% compared to the first half of 2022.<sup>5</sup>

As of 2022, the City’s rate of traffic fatalities + severe injuries per 100,000 population was 54% lower than the rate in Alameda County and 66% lower than the California rate. From 2015-2019, the City’s rate trended generally downward while the County and State trended upwards. In 2021, rates rose for the City, County, and State. In 2022, the City of Alameda and Alameda County rates rose while California remained the same as 2021.

► **Figure 5: Traffic Fatalities + Severe Injuries Rate Per 100,000 Population**



2 Rate based on crash data from TIMS/SWITRS & APD and population data from State of California Department of Finance, E-4 Population Estimates.  
 3 Our Nation’s Roadway Safety Crisis, USDOT, February 2023  
 4 NHTSA Traffic Safety Facts, April 2023  
 5 NHTSA Traffic Safety Facts, September 2023



## + 2009-2023 TRAFFIC FATALITIES & INJURIES

► Table 2: Traffic Fatalities and Injuries, 2009-2023

	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
<b>All modes</b>															
Killed	0	0	3	2	0	2	4	2	3	3	1	4	4	2	3
Severely injured	9	13	11	10	12	10	11	10	8	9	6	5	9	13	6
All injuries	225	198	207	227	228	224	190	261	241	218	273	167	158	175	161
<b>Pedestrians</b>															
Killed	0	0	1	0	0	2	2	1	0	2	0	2	2	0	1
Severely injured	4	3	5	3	4	3	2	4	3	1	3	2	3	3	3
All injuries	34	27	39	30	37	29	32	46	37	23	44	30	29	24	31
<b>Bicyclists</b>															
Killed	0	0	1	0	0	0	0	1	0	0	0	1	1	0	0
Severely injured	0	2	4	4	4	2	4	2	2	3	1	0	2	3	1
All injuries	43	40	46	38	43	43	27	37	33	28	29	24	12	25	21
<b>In a motor vehicle</b>															
Killed	0	0	0	0	0	0	2	0	3	1	0	1	1	1	2
Severely injured	4	6	1	3	1	2	3	2	1	3	2	3	3	7	1
All injuries	141	122	109	148	130	142	122	163	157	155	196	109	113	117	102
<b>Riding a motorcycle</b>															
Killed	0	0	1	2	0	0	0	0	0	0	1	0	0	1	0
Severely injured	1	2	1	0	3	3	2	2	2	2	0	0	1	0	1
All injuries	7	9	13	11	18	10	9	15	14	12	4	4	4	9	7

Source: 2009-2018, TIMS/SWITRS + APD; 2019-2022, APD.

## + YOUNG PEOPLE & OLDER ADULTS

The Vision Zero Action Plan's 2009-2018 crash data analysis found that older adults and young people were disproportionately vulnerable to fatalities and serious injuries in crashes. In 2023, 34 people aged 65+ were injured in collisions (21%), and all three crash fatalities were older adults. A total of 22 children and youth were injured (14%), none severely.

► Table 3: 2023 Traffic Fatalities & Injuries, Older Adults

	2022	2023
<b>All modes</b>		
Killed	0	3
Severely injured	2	0
All injuries	26	34
<b>Pedestrians</b>		
Killed	0	1
Severely injured	1	0
All injuries	4	7
<b>Bicyclists</b>		
Killed	0	0
Severely injured	0	0
All injuries	1	0
<b>In a motor vehicle</b>		
Killed	0	2
Severely injured	1	0
All injuries	21	27
<b>Riding a motorcycle</b>		
Killed	0	0
Severely injured	0	0
All injuries	0	0

► Table 4: 2023 Traffic Fatalities & Injuries, Youth <18

	2022	2023
<b>All modes</b>		
Killed	0	0
Severely injured	1	0
All injuries	18	22
<b>Pedestrians</b>		
Killed	0	0
Severely injured	1	0
All injuries	4	5
<b>Bicyclists</b>		
Killed	0	0
Severely injured	0	0
All injuries	12	10
<b>In a motor vehicle</b>		
Killed	0	0
Severely injured	0	0
All injuries	2	7
<b>Riding a motorcycle</b>		
Killed	0	0
Severely injured	0	0
All injuries	0	0

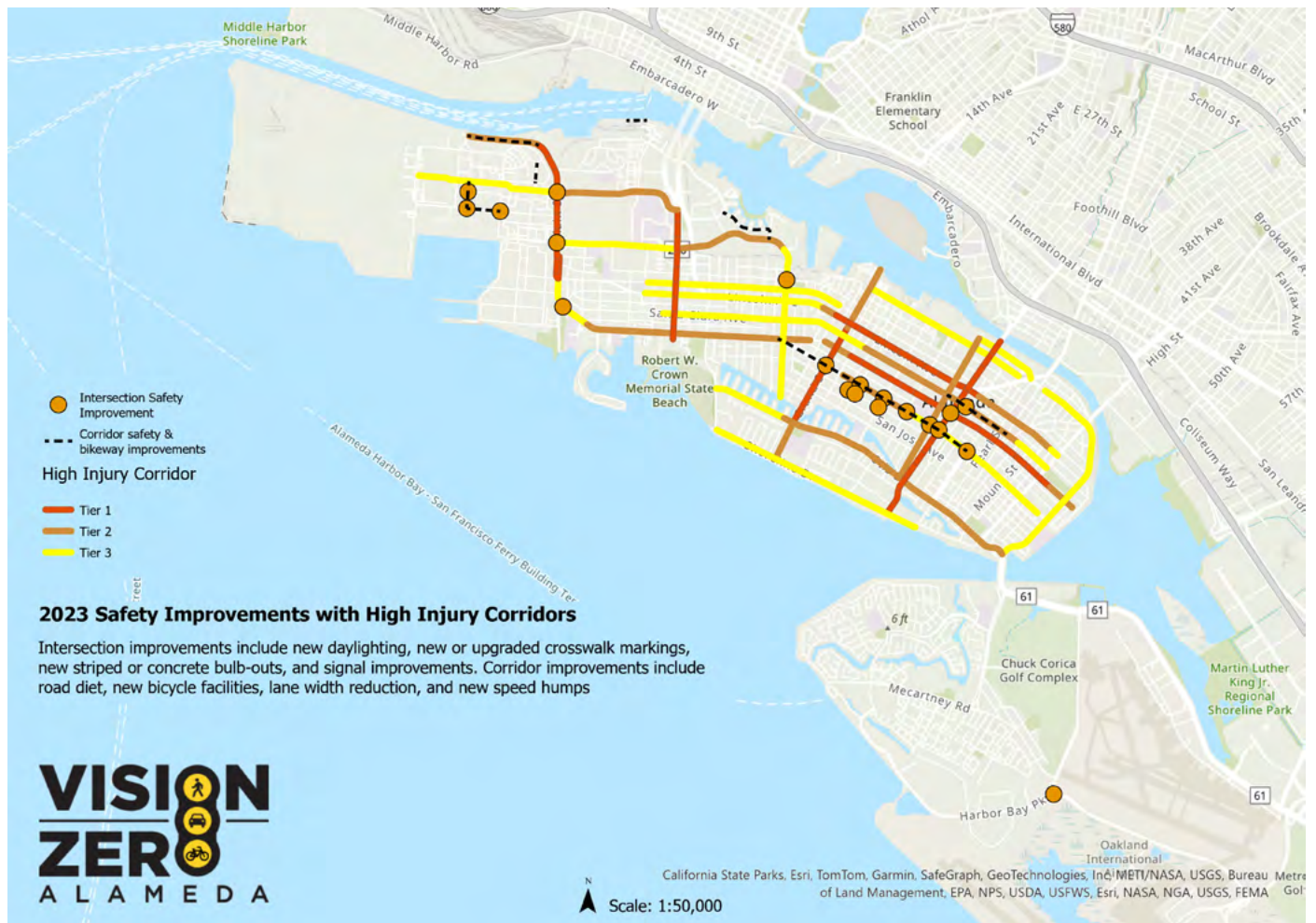
# + STREET SAFETY IMPROVEMENT PROJECTS

Per the Vision Zero Action Plan, the City prioritizes projects on High Injury Corridors and in Equity Priority Areas. For information about street safety projects in Alameda, see the Alameda Transportation 2023 Annual Report & 2024 Work Plan.

► Table 5: Safety Improvements at Intersections, 2023

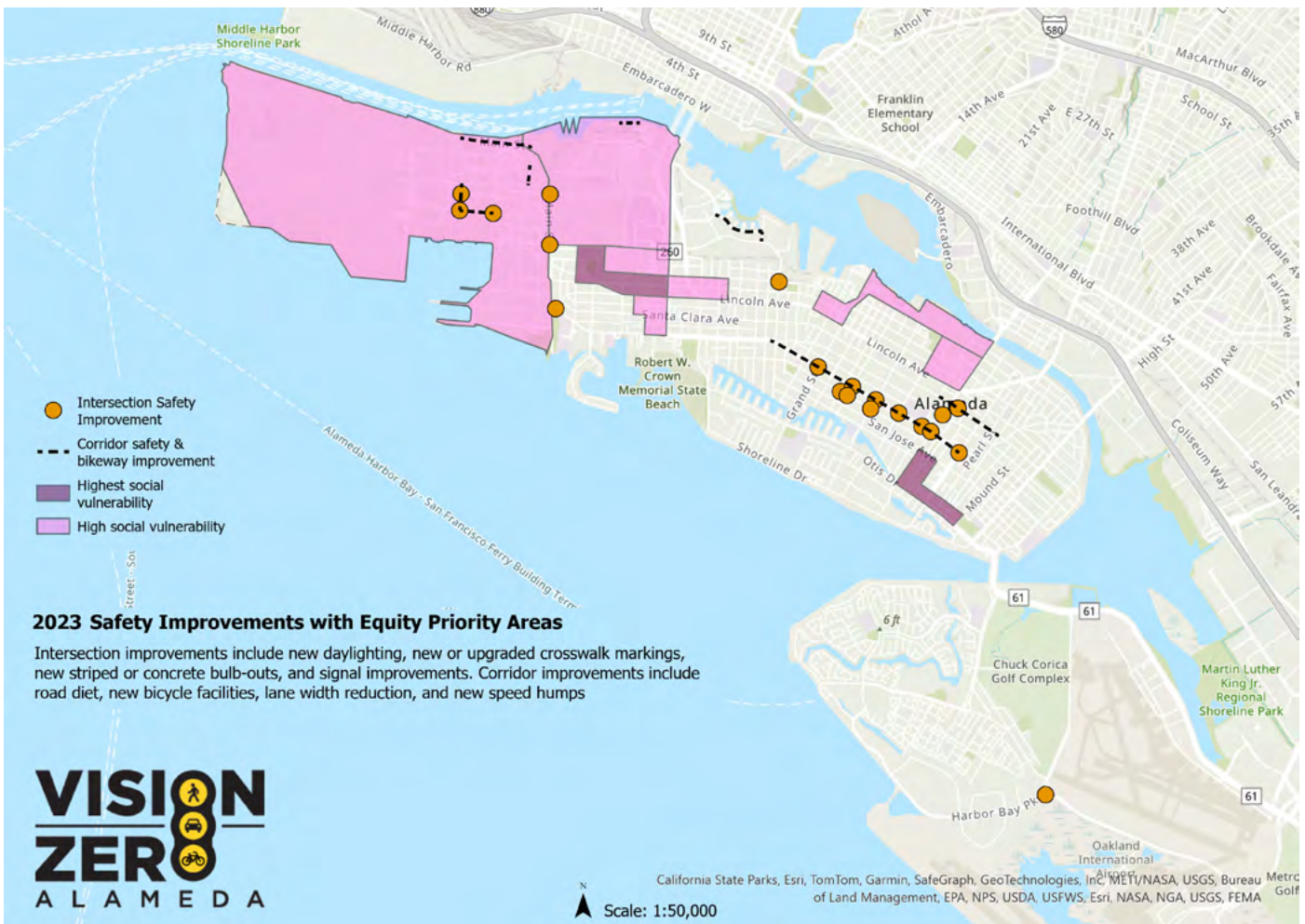
INTERSECTION OR MID-BLOCK CROSSING IMPROVEMENT TYPE	INTERSECTIONS IMPROVED 2023	% ALONG HIGH INJURY CORRIDORS	% IN EQUITY PRIORITY AREAS	% WITHIN 600' OF SCHOOLS
New Daylighting (new red curb)	4	50%	0%	50%
New Concrete Bulb-outs	3	0%	100%	0%
New Striped Bulb-outs	2	100%	50%	50%
New Marked Crosswalks	6	0%	50%	33%
New/Upgraded High Visibility Crosswalks	8	63%	0%	63%
New Signal Improvements for Safety	8	100%	0%	63%
New RRFB's	0	0%	0%	0%
Other Improvements	4	50%	50%	0%
<b>ALL INTERSECTIONS IMPROVED</b>	<b>20</b>	<b>95%</b>	<b>55%</b>	<b>75%</b>

\*Since some intersections get multiple improvements, "all intersections improved" is not the sum of the above



► Figure 6: 2023 Safety Improvements with High Injury Corridors





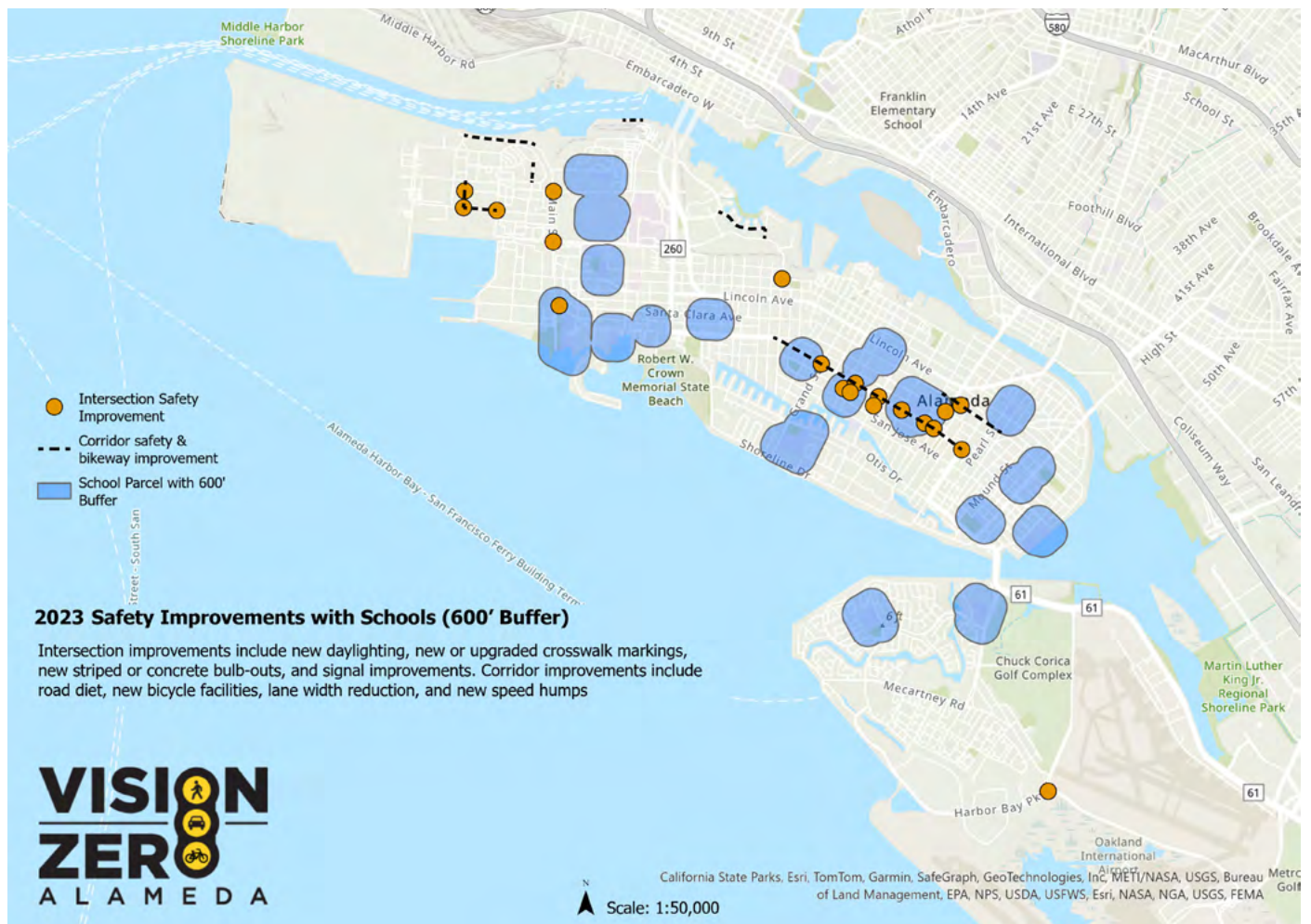
► Figure 7: 2023 Safety Improvements with Equity Priority Areas



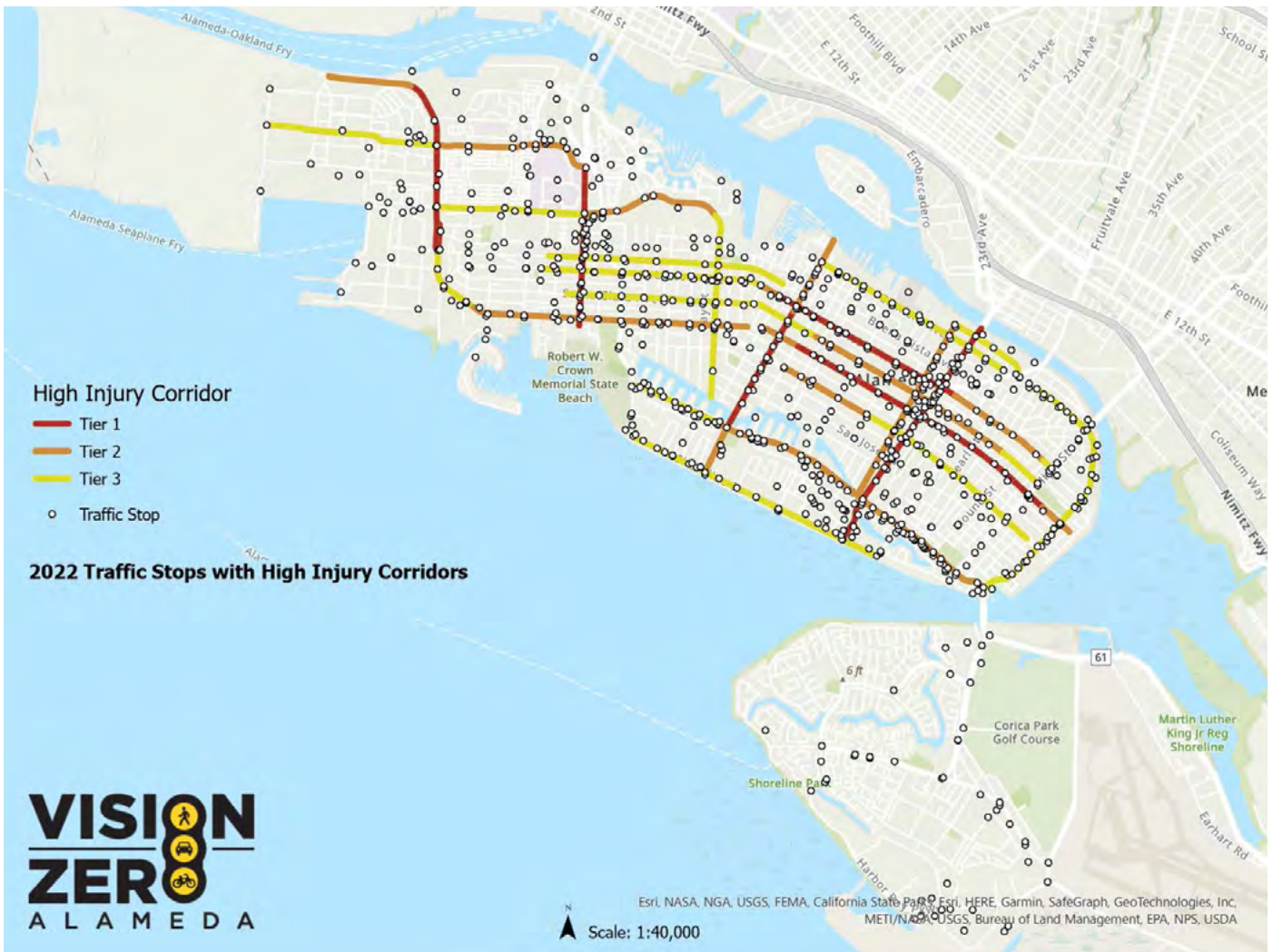
► Table 6: Safety Improvements on Corridors, 2023

ROADWAY IMPROVEMENT TYPE	MILES IMPROVED 2023	% ALONG HIGH INJURY CORRIDORS	% IN EQUITY PRIORITY AREAS	% WITHIN 600' OF SCHOOLS
Lane width reduction	0.6	33%	0%	7%
New road diet	1.9	26%	26%	47%
New shared-use path or separate walking/biking paths	0	0%	0%	0%
New/upgraded separated bike lanes	0.22	0%	100%	0%
New/upgraded buffered bike lanes	0	0%	0%	0%
New bike lanes	2.1	80%	22%	41%
New speed humps	0.1	0%	100%	0%
Other Improvements	0.4	0%	100%	0%
<b>ALL ROADWAY MILES IMPROVED</b>	<b>3.4</b>	<b>6%</b>	<b>24%</b>	<b>25%</b>

\*Since some roadways get multiple improvements, "all roadway miles improved" is not the sum of the above



► Figure 8: 2023 Safety Improvements with Schools (600' Buffer)



## + POLICE TRAFFIC ENFORCEMENT PRIORITIZATION

Per the Vision Zero Action Plan, the City focuses traffic enforcement on behaviors associated with severe and fatal crashes and along High Injury Corridors.

- Total moving violation citations and warnings in 2023: 4,418, up 13% from 2022
- Percent along High Injury Corridors: 75%

### TRAFFIC STOPS BY RACE

The data below includes the race/ethnicity as perceived by the officer. Officers generally do not collect self-reported race/ethnicity unless the stop was associated with a collision involving injury, an arrest, or other reportable incident/crime.

► Table 7: Traffic Stops by Race, 2023

PERCEIVED RACE	% OF TRAFFIC STOPS
White	29%
Asian	24%
Black/African American	18%
Hispanic/Latine(x)	18%
Middle Eastern or South Asian	8%
Native American	<1%
Pacific Islander	2%
*Multiple	1%

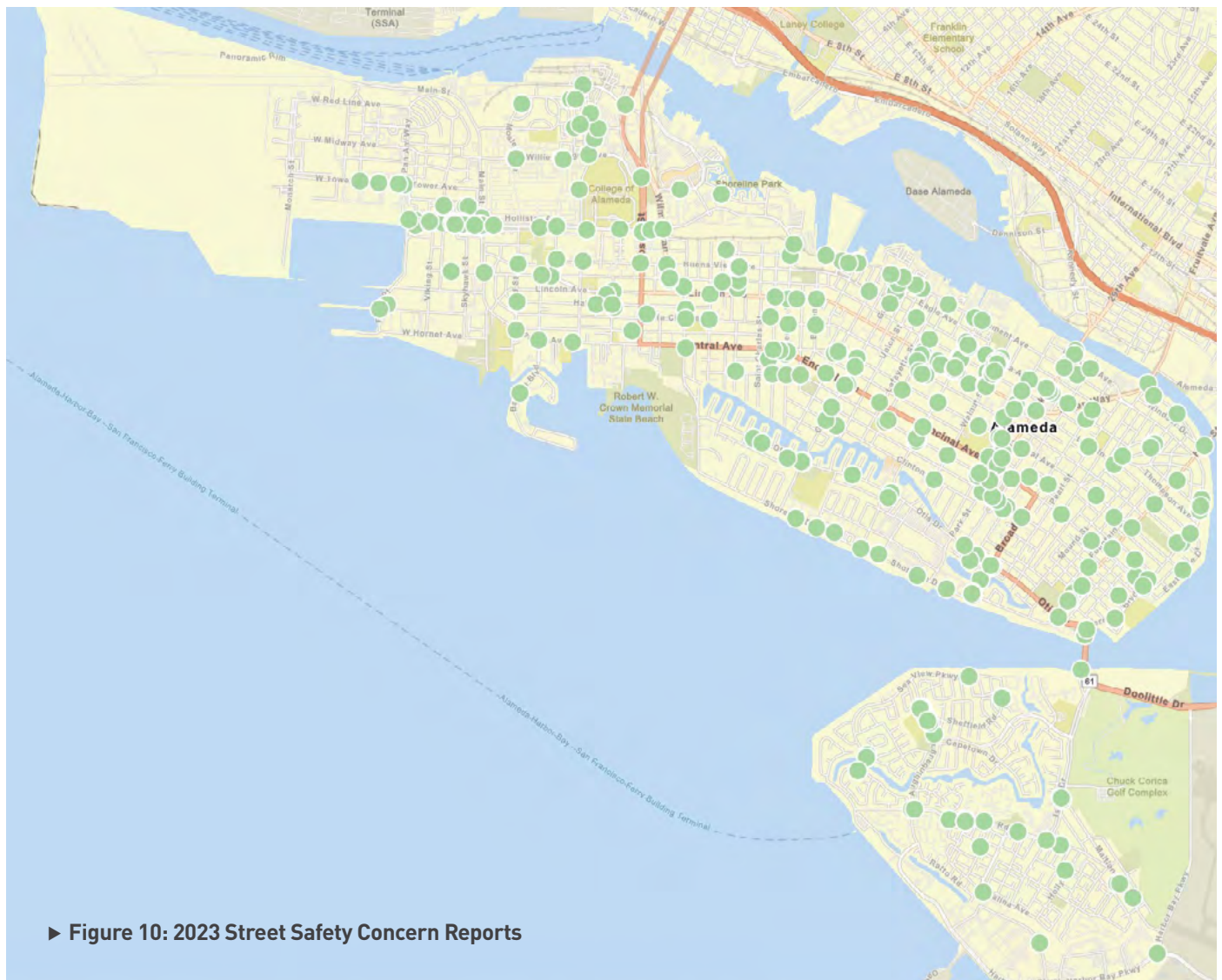


# + STREET SAFETY CONCERN REPORTS

In 2023, community members submitted 433 reports of ongoing traffic safety concerns and near-miss crashes. The City uses the SeeClickFix app to collect these community reports via the Street Safety Concern category. Self-reported data can favor people with resources and time, but still gives important insights about experiences people have on Alameda’s streets. In 2023, staff reviewed all submitted Street Safety Concern reports along relevant corridors when planning and designing projects. Staff also began reviewing recent Street Safety Concern reports at monthly Vision Zero Implementation Team meetings. An interactive map showing Street Safety Concern reports is available via the Vision Zero webpage.

► **Table 8: Listed Concern Types, 2023 Street Safety Concern Reports**

CONCERN TYPE	NUMBER	%
Unsafe crossing	108	25%
Other safety issue	93	21%
Speeding	78	18%
Near-miss – I was walking	65	15%
Near-miss – I was riding a bicycle	37	9%
Near-miss – I was driving	20	5%
No category chosen	32	7%
<b>TOTAL</b>	<b>433</b>	



► **Figure 10: 2023 Street Safety Concern Reports**