

Safe Oakland Streets



Assembly Bill 2336 (Friedman and Ting)

Enforcing Speed Limits to Save Lives

MCPD Action Request

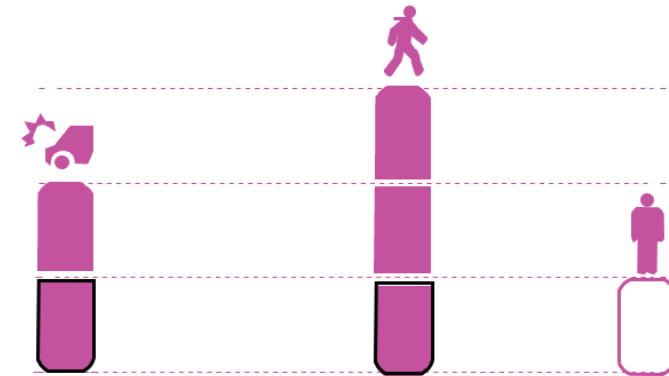
- Letter of support for AB 2336
(A drafted template is available)

Severe and Fatal Crashes Disproportionately Impact Black Oaklanders and Seniors

Older Oaklanders
(65+)



2x more likely to be killed in a crash compared to all other Oaklanders



Black Oaklanders are 2 times as likely to be killed or severely injured in a crash (all modes)

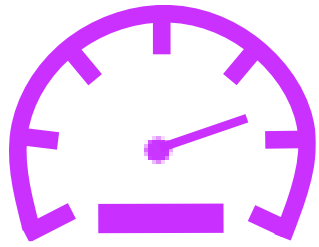
3 times as likely to be killed or severely injured while walking compared to all other Oaklanders

Speed Kills

AND SPEED MATTERS IN OAKLAND



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



Speed Safety Systems What's their efficacy?

Speed Reductions

Portland

30%

Decrease in speeding vehicles

Chicago

31%

Decrease in speeding vehicles

Denver

28%

Decrease in average speed



Injury and fatality Reductions

New York City

55%

Decrease in fatalities

Montgomery County, MD

39%

Decrease in severe & fatal injuries

Washington, D.C.

70%

Decrease in fatalities

Assembly Bill 2336

- Authorizes Speed Cameras in 6 cities for 5 years
 - Up to 18 systems in Oakland
- Cameras can be placed in the following places:
 - High Injury Corridors
 - School Zones
 - Streets with high incidents of speed racing

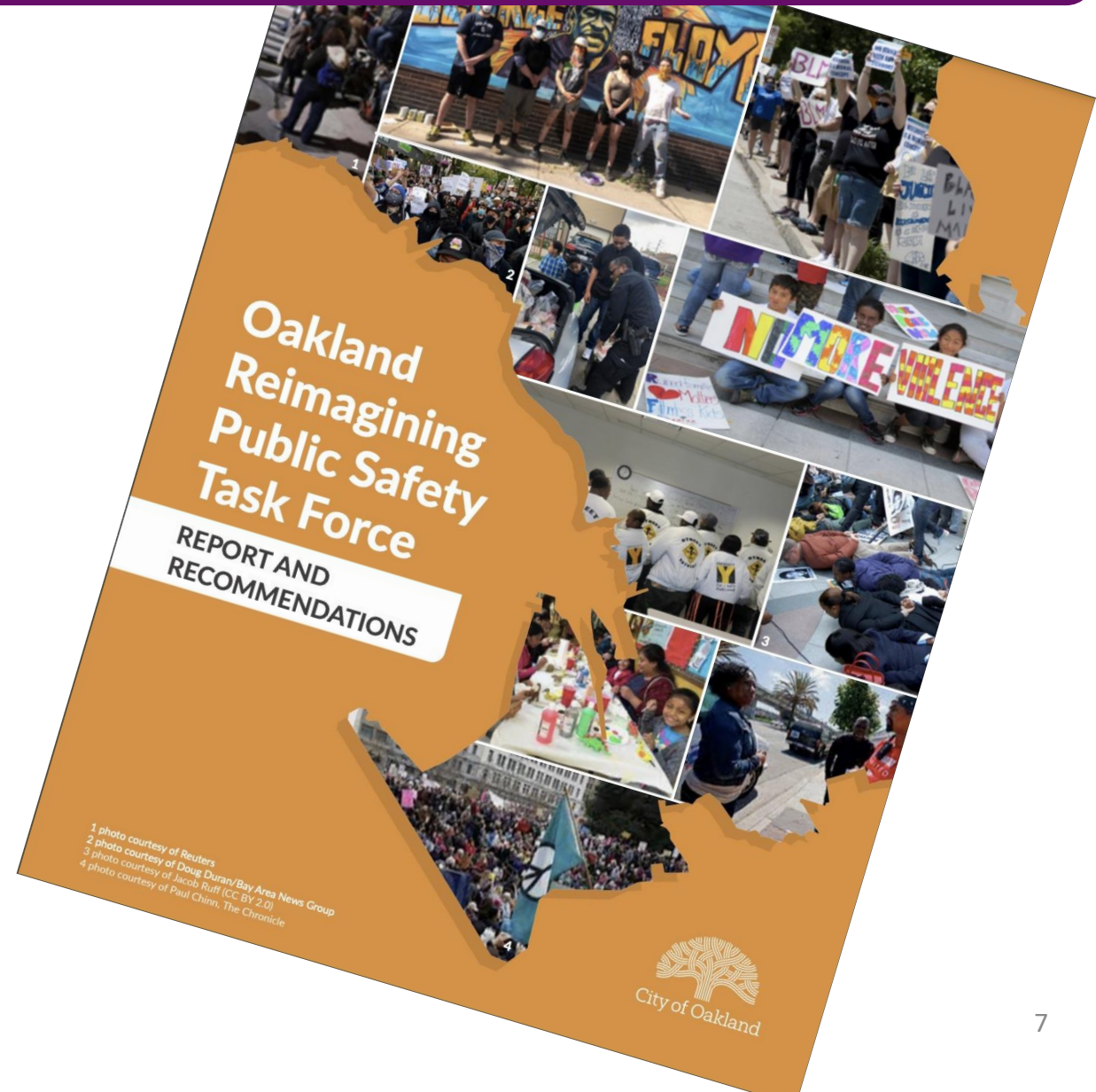


(Image of a street with a sign reading “photo-enforced” and a camera on a pole)

Reimagining Public Safety Task Force

Recommendation 59

Pending changes in California State law, move most traffic enforcement out of the Oakland Police Department (OPD) and into the Oakland Department of Transportation (OakDOT)



Comparison of Speed Enforcement Strategies

Officer-Enforced

- Limited Efficacy
- Implicit biases can lead to more tickets for BIPOC drivers
- OPD led
- Interactions are stressful and can escalate

Speed Safety System

- High Efficacy
- No opportunity for racial profiling
- DOT led
- No interactions b/t law enforcement and public

No Enforcement

- No Efficacy
- More instances of speeding/extreme speeding
- More loss of life & disability
- Higher stress levels for residents

Fines Comparison

Over Speed Limit	Fine AB 2336	Fine Existing law
1-10 mph	\$0	\$238 and 1 point
11-15 mph	\$50	\$238 and 1 point
16-25 mph	\$100	\$367 and 1 point
26 mph and over	\$200	\$490 and 1 point
Speed greater than 100 mph	\$500	\$900 and 2 points

Fine Reductions under AB 2336

Speed violation AB 2336	Fine	Indigent	200% above poverty level
11-15 mph	\$50	\$10	\$25
16-25 mph	\$100	\$20	\$50
26 mph and over	\$200	\$40	\$100
Speed greater than 100 mph	\$500	\$100	\$250

Strong Equity Mitigations

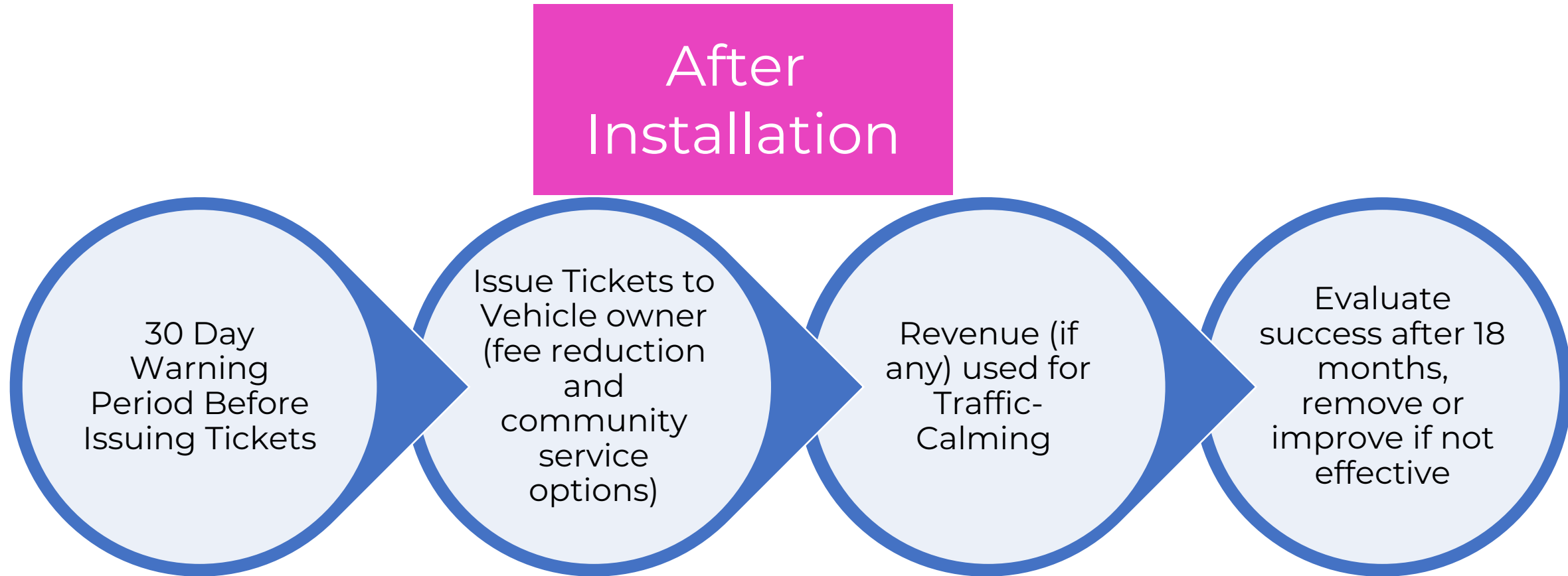
- Non-moving violations without photos of drivers' faces
- Must offer a diversion program and ticket fee reductions between 50% to 80%
- Must work with stakeholders to develop a Speed Safety System Use Policy, which includes location selection
- Flexibility & Warnings: 1-10 mph doesn't get a ticket; camera locations must have signs posted; 60-day warning period

AB 2336 (Friedman and Ting): Implementation of Automated Speed Enforcement

Before
Installation



AB 2336 (Friedman and Ting): Implementation of Automated Speed Enforcement



AB 2336 (Friedman and Ting): Bill Tracking

- Passed in Assembly Transportation Committee and Assembly Privacy and Consumer Protection Committee
- Endorsed by the Oakland Bicyclist and Pedestrian Advisory Commission and current privacy provisions supported by the Oakland Privacy Advisory Commission
- May 19th : Assembly Appropriations Committee (no hearing)

Thank you!



More info & resources available at:

www.oaklandca.gov/SOS

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