

Safe Oakland Streets



Year-One Report on the Safe Oakland Streets Initiative

EXHIBIT D

Agenda

I. Background

II. Strategy Updates

1. Coordination and Collaboration

2. Engineering

3. Policy

4. Planning and Evaluation

5. Engagement, Education and Programs

6. Enforcement

EXHIBIT D Stay Engaged

Too Many People are Dying

Approximately **two life-changing or life-ending** traffic crashes happen **each week**

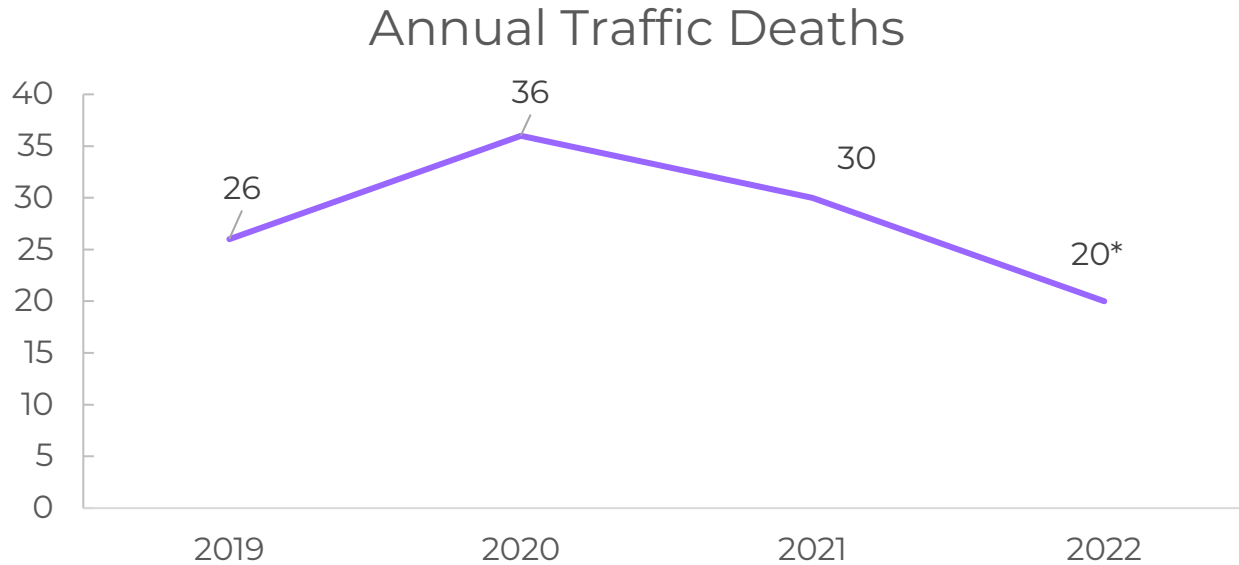


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*through June 8, 2022



Severe and Fatal Crashes Disproportionately Impact Black Oaklanders and Seniors

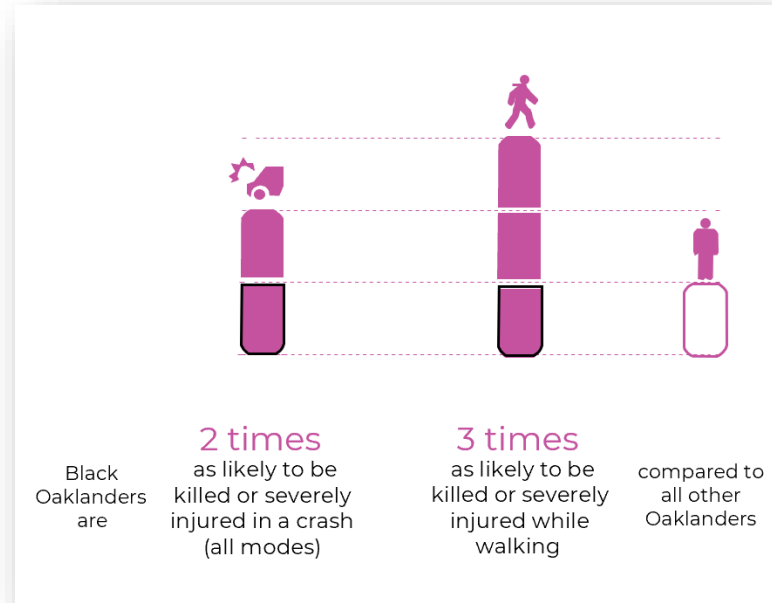
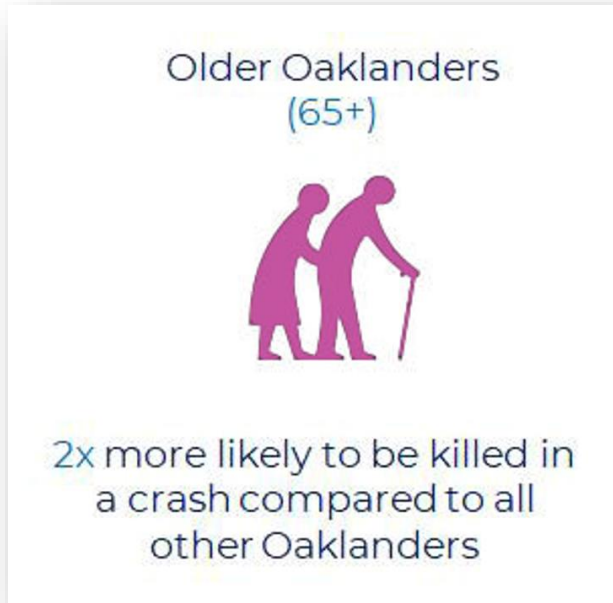


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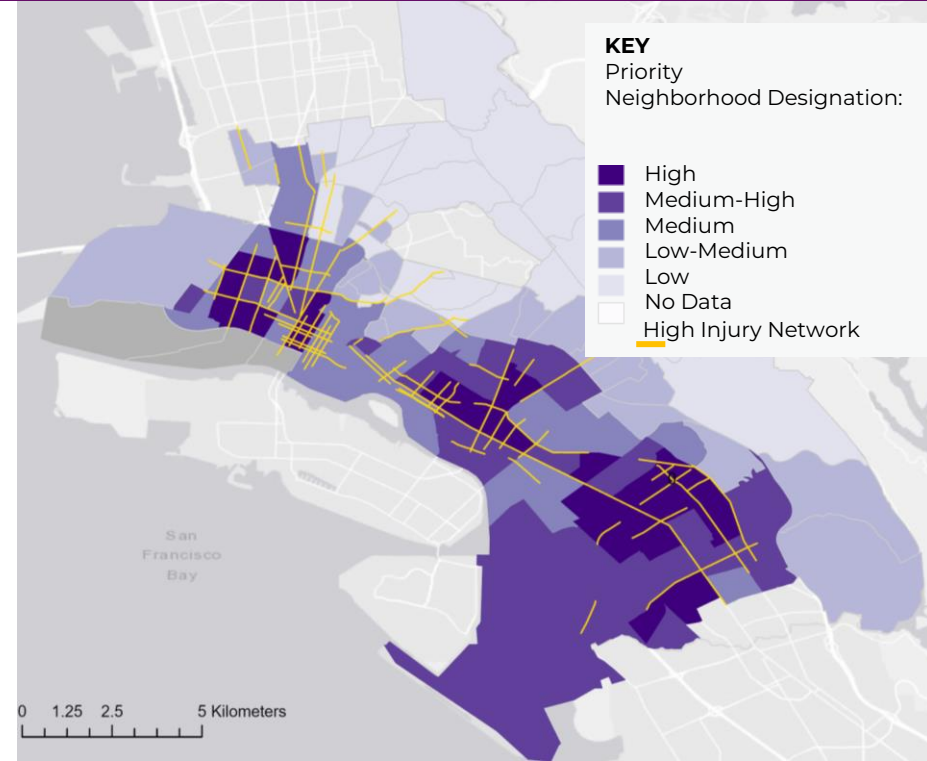
Source: Oakland Crash Analysis, 2018.

High Injury Network (HIN)

HIN = 6% of Oakland's Streets that account for **60% of severe and fatal crashes**

95% of the HIN is in Medium to High Priority Equity Neighborhoods

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Source: High Injury Network: 2012-2016 Data from SWITRS (Statewide Integrated Traffic Records System) prepared by Fehr & Peers.

Most Dangerous Driving Behaviors






Crash Causes (Primary Collision Factors)	Crashes Resulting in Severe and Fatal Injuries (70%)
 Failure to yield	18%
 Unsafe speed	17%
 Unsafe Turning (especially left turns)	14%
 Impaired Driving	13%
 Disobeying Traffic Signals and Signs	8%

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Safe Oakland Streets History

SOS Core Team
Began Analysis in
2020

SOS
Initiative
launched in
2021

First Annual
Report in
2022

Safe Oakland Streets History

Department of
Transportation

Police
Department

Department of
Race and Equity

City
Administrator's
Office

Safe Oakland Streets Goals

- 1. Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, seniors, people with disabilities and low-income populations
- 2. Eliminate severe and fatal injury**
- 3. Inform effective and equitable safety strategies**
- 4. The overarching goal is zero traffic deaths in 20 years**

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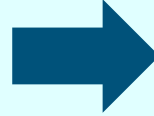
Lake Merritt BART
intersection safety improvements

Safe Oakland Streets Approach

Traditional Approach

Safe Oakland Streets (SOS) Approach

Focus on ***all crashes***



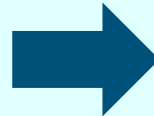
Focus on ***fatal and severe injury*** crashes, and ***eliminating inequities***

Individual responsibility



A ***Safe System*** that ***Protects the Most Vulnerable***

Perfecting human behavior



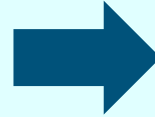
Anticipate that ***people make mistakes*** and have a ***range of abilities***

Safe Oakland Streets Approach

Traditional Approach

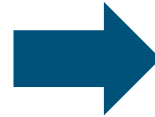
Safe Oakland Streets (SOS) Approach

Agencies working in **silos**



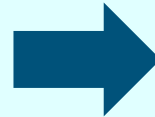
Interdepartmental coordination is a **valuable asset**

Community engagement **is too time consuming**



We **must engage** with **communities most impacted**

Complaint-driven improvements
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Strategic investments where severe injuries are concentrated in areas of historic under-investment

Efficacy and Equity Assessment

ENGINEERING

POLICY

**PLANNING &
EVALUATION**

**ENGAGEMENT,
EDUCATION &
PROGRAMS**

ENFORCEMENT

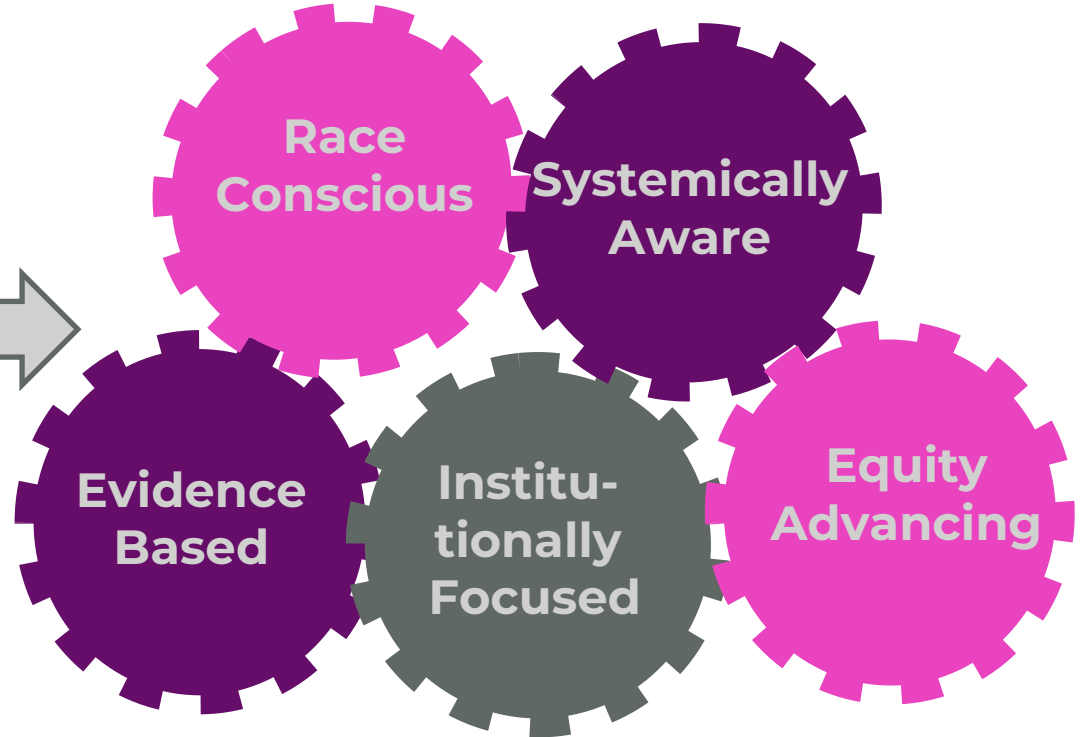
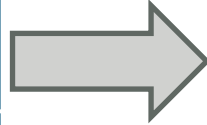


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Strategies Summarized

ENGINEERING	Most critical element, prioritize this with strong engagement
POLICY	Focus on speed-related policies
PLANNING & EVALUATION	Build more robust and transparent injury data; update HIN
ENGAGEMENT, EDUCATION & PROGRAMS	Engage communities in strategies, partner w/ CBOs on programs, and seek opportunities for collaboration
COLLABORATION	Coordinate across departments & public; report to Council annually
ENFORCEMENT <i>EXHIBIT D</i>	Use new traffic enforcement strategies, improve data & guidance to reduce disparities

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EXHIBIT D Stay Engaged

Strategy 1. Coordination & Collaboration

Actions

Hired an **SOS Coordinator**

Established interdepartmental team led by CAO with OakDOT, DRE, OFD, and OPD

Opportunities

Increase Collaboration with Alameda County Public Health Department and hospitals

Increase collaboration with Department of Violence Prevention

Strategy 2. Engineering

Safety Improvements Delivered

238 in 2021

(Including 132 Traffic Safety Service Requests)

181 in 2022

(Not including Traffic Safety Service Requests and emerging near-term Improvements)

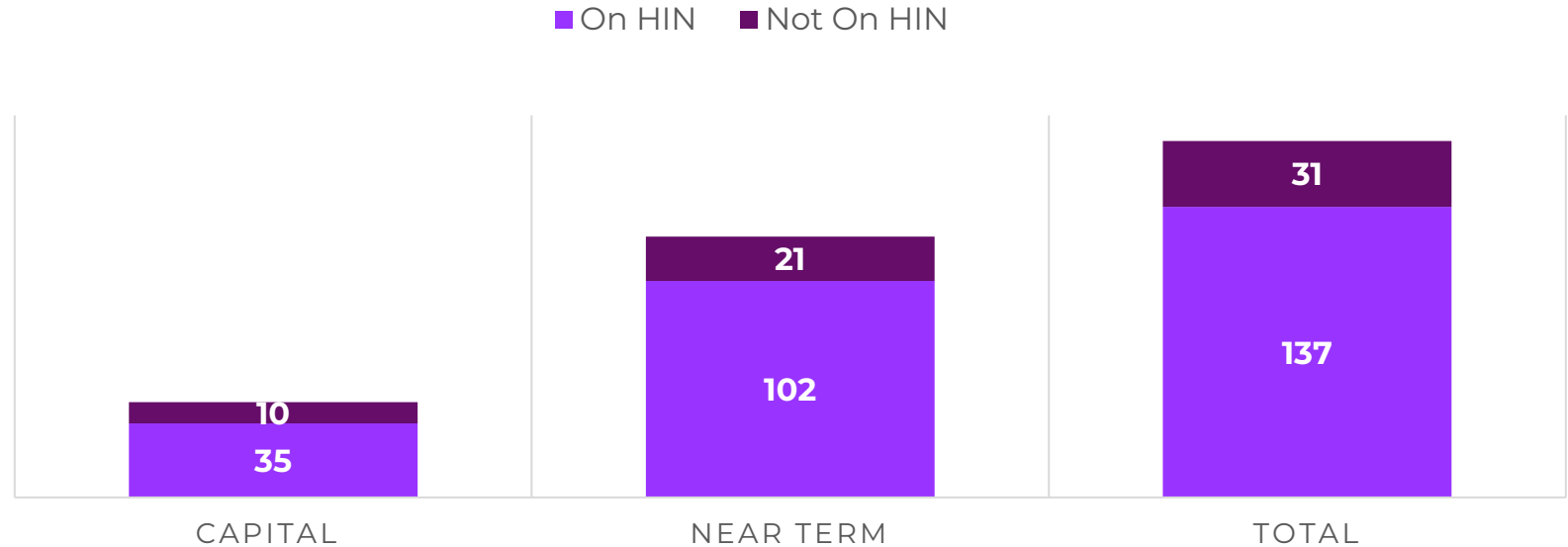
**Total of 419
Safety Improvements**
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(and counting)



LAAMPS Project at MacArthur Blvd & Richards Road (completed 2021)

Strategy 2. Engineering

82% of 2021 & 2022 Mapped Improvements on HIN

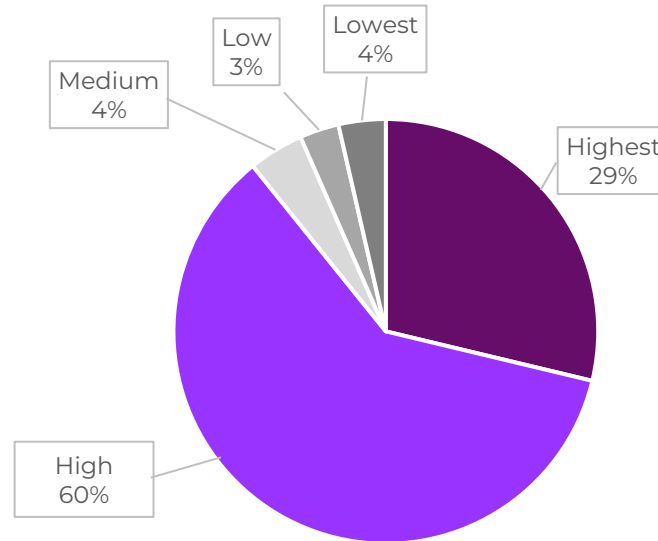


*Total number of mapped improvements = 168 out of 419. Speed bumps, traffic safety service requests, and 2022 special event reduction locations are not represented.

**Some projects extend beyond the HIN; all projects included are at least 50% on the HIN.

Strategy 2. Engineering

89% of Mapped Improvements in High/Highest Priority Equity Communities



*Total number of mapped improvements = 168 out of 419. Speed bumps, traffic safety service requests, and 2022 speed reduction locations are not represented.

**Some projects extend beyond one priority community.

Strategy 2. Engineering

Safety Improvement Projects



Foothill and Mitchell (Completed 2021)

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Strategy 2. Engineering

Safety Improvements Delivered Via Paving



MacArthur Blvd (73rd Ave to 82nd) - completed 2021

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Strategy 2. Engineering- Opportunities

Focus on **data-driven prioritization processes** focusing resources on the HIN and in High Priority Equity Communities

Address City of Oakland **recruitment and retention issues**

Streamline and improve the **contracting process** with Community Based Organizations

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Pedestrian Island Construction on Bancroft and Avenal (2021)

Strategy 3. Policy

Automated Enforcement Actions and Opportunities

Actions

Oakland and other CA cities advocated for Automated Speed Enforcement (ASE)

Pursued ASE to implement the Reimagining Public Safety goal of moving traffic enforcement to OakDOT

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Opportunities

Re-introduce a Red Light Camera Program

Continue advocacy for ASE in 2023; secure City Council support early.

Strategy 3. Policy

Lower Speed Limits

15 MPH School Zones

- 10 schools completed summer 2022
- 10 more schools by the end of 2022
- Continued implementation

in 2023
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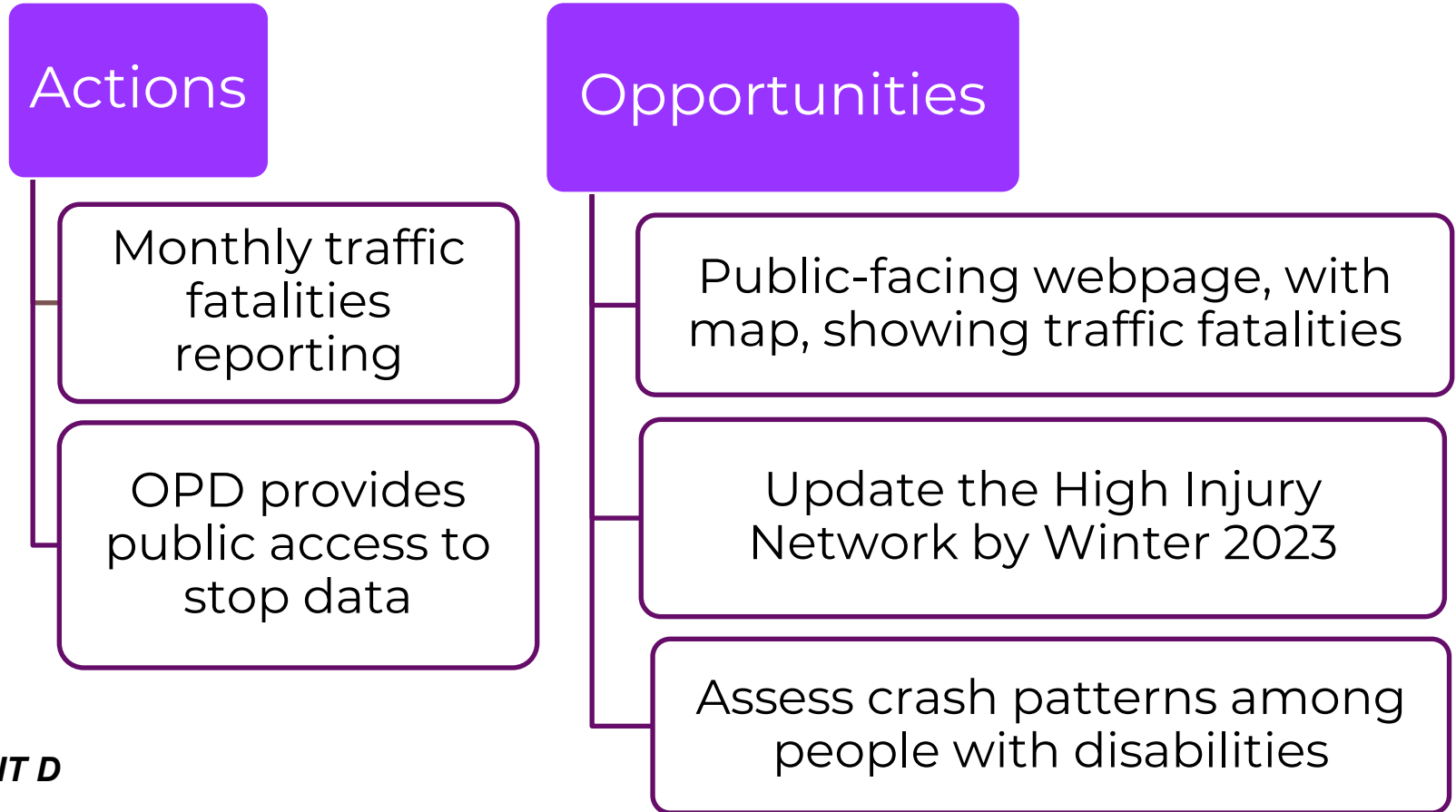
Lowering Speeds in Commercial Districts

- 5 slow zones (20-25 mph) in 2022
- 5 more in 2023

Additional Implementation

- 60% of Speed Surveys will be active in 2022
- Speeds won't have to increase
- Gateway Speed Limit Signs

Strategy 4. Planning and Evaluation



Strategy 5. Engagement, Education & Programs

Actions

Coordinated with DVP, OPW AND NEST to address the intersection with traffic safety

Created an SOS Webpage, High Injury Network map and the Geographic Equity Toolbox

Opportunities

Learn from and apply restorative justice lessons

Build on info sharing with NSCs, and through website, social media accounts, and news outlets

Strategy 6. Enforcement

Traffic Stops have Notably Decreased

Non-Dispatch Non-Intelligence Led Traffic Stops

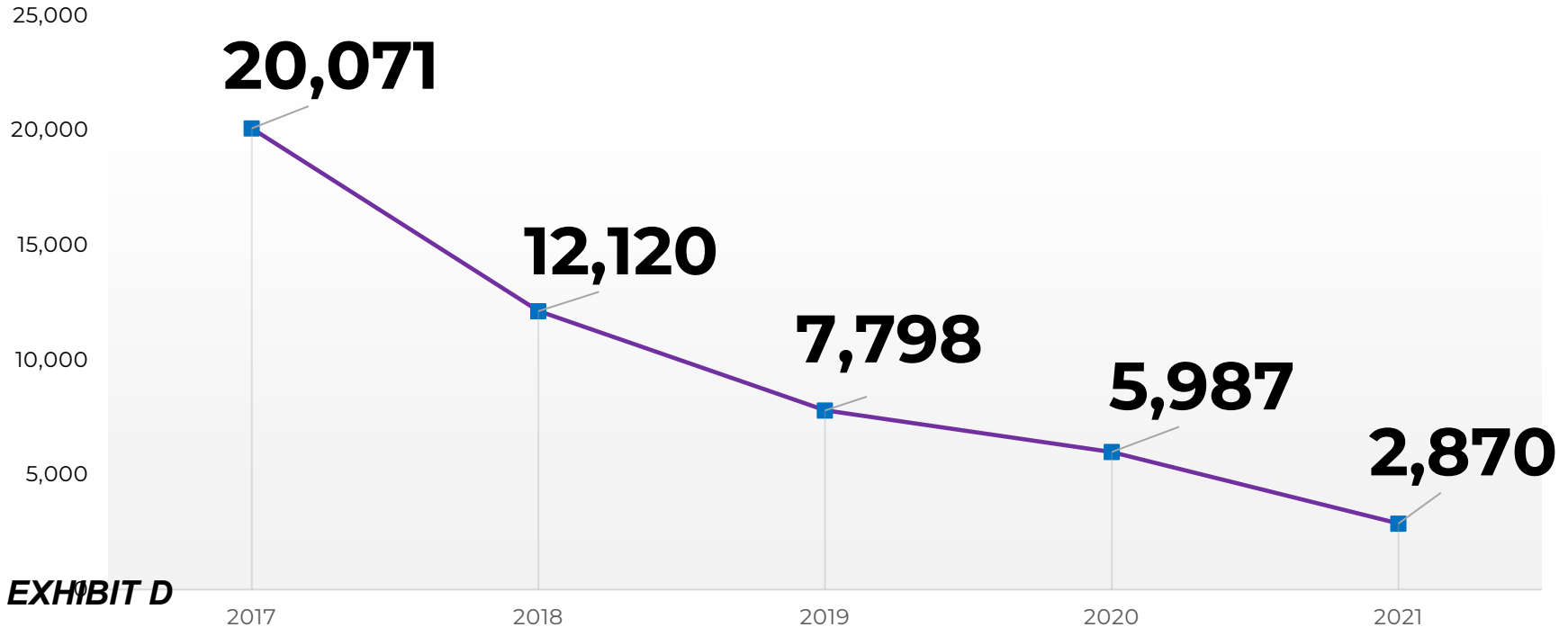


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Strategy 6. Enforcement

Traffic Stops Increasingly Focused on Moving Violations

	2019	2020	2021
Moving Violation	80% (7,280)	88% (5,279)	93% (2,661)
Equipment Violation	13% (1,212)	8% (456)	4% (113)
Non-Moving Violation, Including Registration	7% (627)	4% (251)	3% (96)
Null	0% (1)	0% (1)	0% (0)
Grand Total	100% (9,120)	100% (5,987)	100% (2,870)

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*Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2019-2021,
OPD*

Strategy 6. Enforcement

Traffic Stops Focused on HIN in 2021

Over 50% of traffic stops were on the HIN and in Priority Equity Neighborhood

68% of the HIN is in High Priority Equity Neighborhoods

71% of traffic stops were on the HIN

	Occurred in Priority Equity Neighborhoods**	Occurred Outside Priority Equity Neighborhood
Occurred on High Injury* Network	[1777] 52%	[646] 19%
Occurred outside of High Injury Network	[523] 15%	[461] 14%

* Within 500 ft of HIN

** Defined as High and Highest Priority Equity Neighborhoods

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Strategy 6. Enforcement

Racial Disparities in Traffic Stops

- **OPD has reduced racial disparities in stops** since 2016
- **Still, more stops are conducted on Black and Latiné Drivers** than crashes involving Black and Latiné drivers (*our best proxy for who is driving on local streets*)

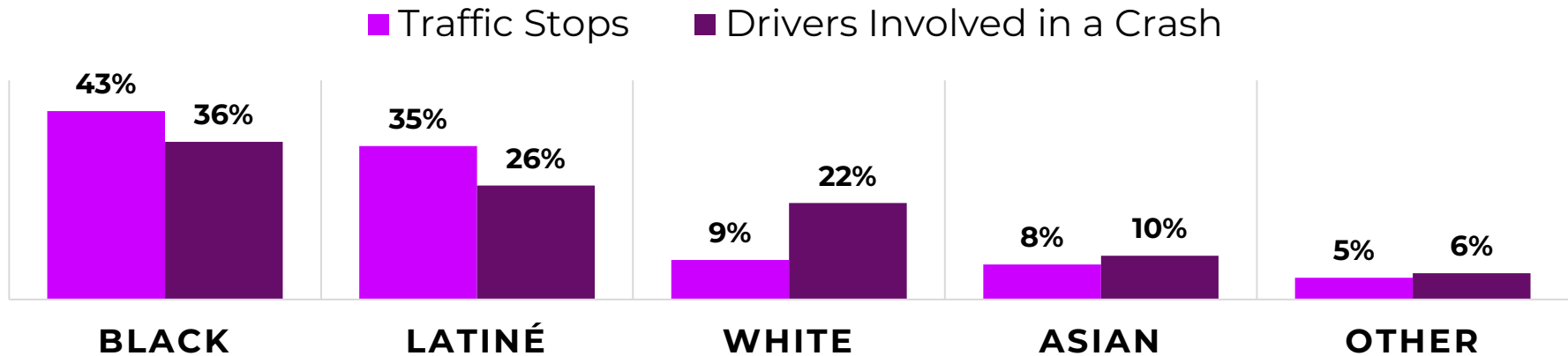


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Non-Dispatch, Non-Intelligence-Led Stops, 2021 OPD
SWITRS 2020

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EXHIBIT D III. Stay Engaged

Stay Engaged:

- Safe Oakland Streets: [City of Oakland | Safe Oakland Streets \(oaklandca.gov\)](https://www.oaklandca.gov/safe-oakland-streets)
- OakDOT Major Projects Map: <https://www.oaklandca.gov/resources/active-major-improvements-project>
- 5-Year Paving Plan: [City of Oakland | Paving \(oaklandca.gov\)](https://www.oaklandca.gov/paving)
- OPD Stop Data: [City of Oakland | Oakland Police Department Stop Data \(oaklandca.gov\)](https://www.oaklandca.gov/oakland-police-department-stop-data)
- Sideshow Prevention: <https://www.oaklandca.gov/topics/sideshow-prevention-efforts>
- Geographic Equity Toolbox: <https://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox>
- Speed Bump Application: <https://www.oaklandca.gov/services/apply-for-a-speed-bump>
- 2021-2023 Traffic Safety Earmarks: <https://www.oaklandca.gov/projects/2021-2023-traffic-safety-earmarks>

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