

Safe Oakland Streets



Year-One Report on the Safe Oakland Streets Initiative

Agenda

I. Background

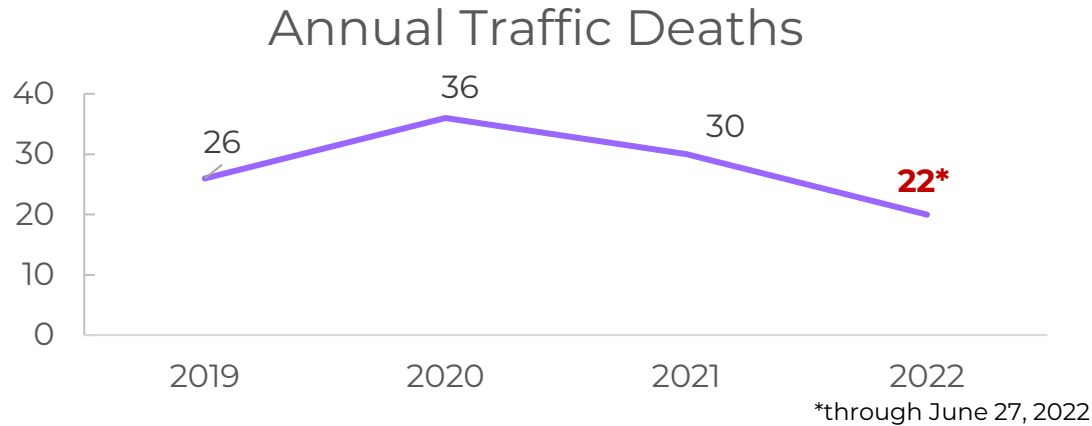
II. Strategy Updates

1. Coordination and Collaboration
2. Engineering
3. Policy
4. Planning and Evaluation
5. Engagement, Education and Programs
6. Enforcement

III. Stay Engaged

Too Many People are Dying

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



Oakland deaths: recent high of 36 in 2020, increasing in 2022.

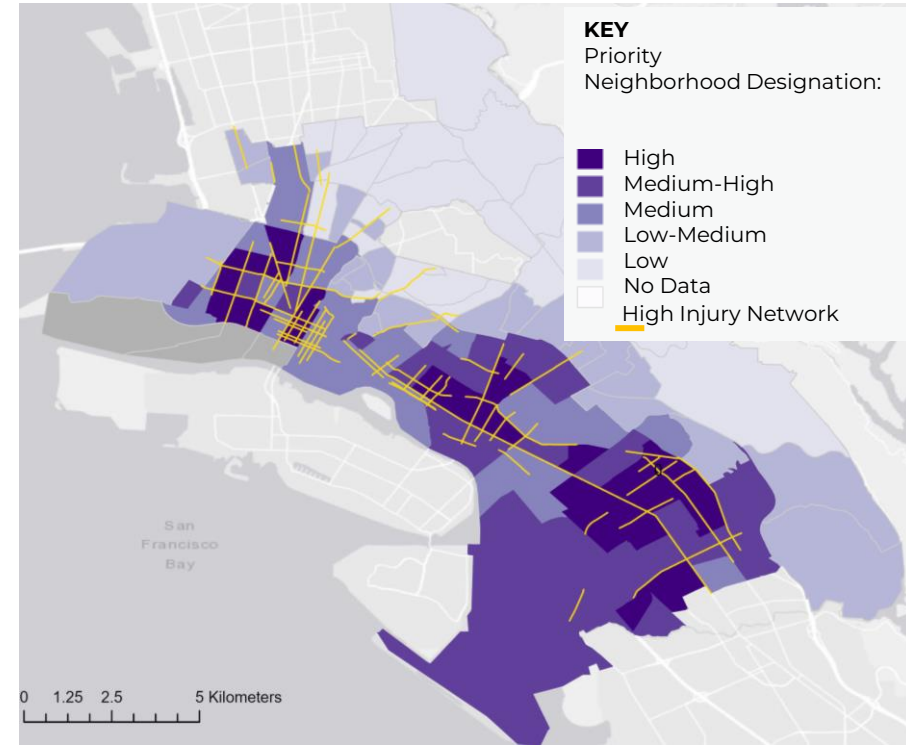
Nationally, traffic deaths reached a 16 year high in 2021 – *speeding, DUI*



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**



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

Most Dangerous Driving Behaviors

These Factors Account for 70% of Severe and Fatal Crashes

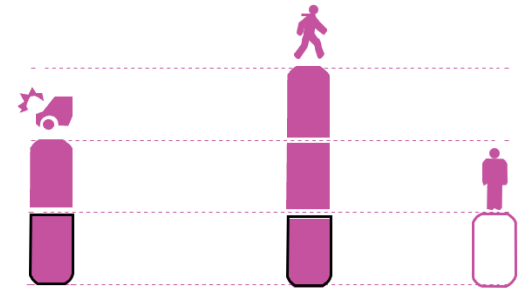
Crash Causes (Primary Collision Factors)	Crashes Resulting in Severe and Fatal Injuries (70%)
 Failure to yield	18%
 Unsafe speed	17%
 Unsafe Turning (especially left turns)	14%
 Impaired Driving	13%
 Disobeying Traffic Signals and Signs	8%

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

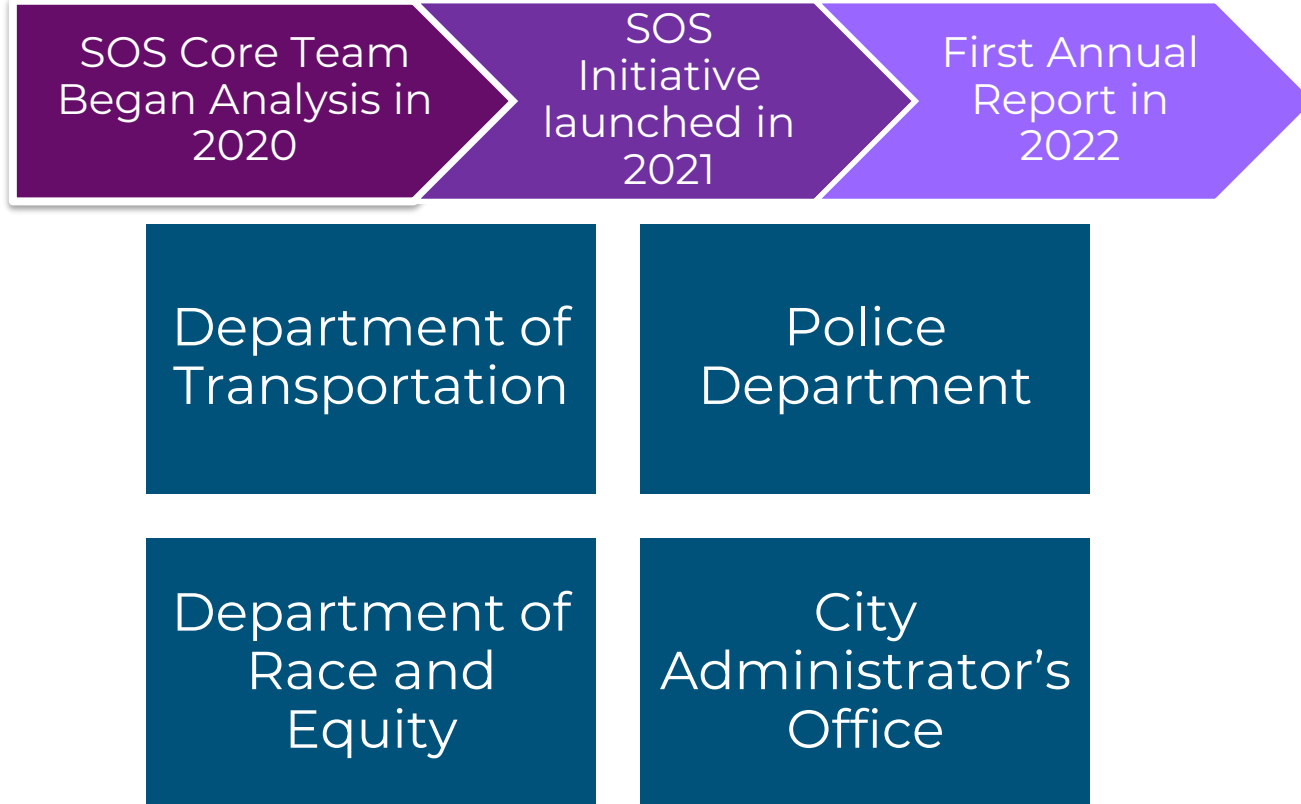
compared to
all other
Oaklanders

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 inequities** including racial disparities impacting BIPOC communities that exist today in Oakland
- 3. Inform effective and equitable safety strategies** that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, people with disabilities and low-income populations
- 4. The overarching goal is zero traffic deaths in 20 years** and our SOS work will continue until that goal is reached



Safe Oakland Streets History



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
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	Strategic investments where severe injuries are concentrated, in areas of historic under-investment

Efficacy and Equity Assessment

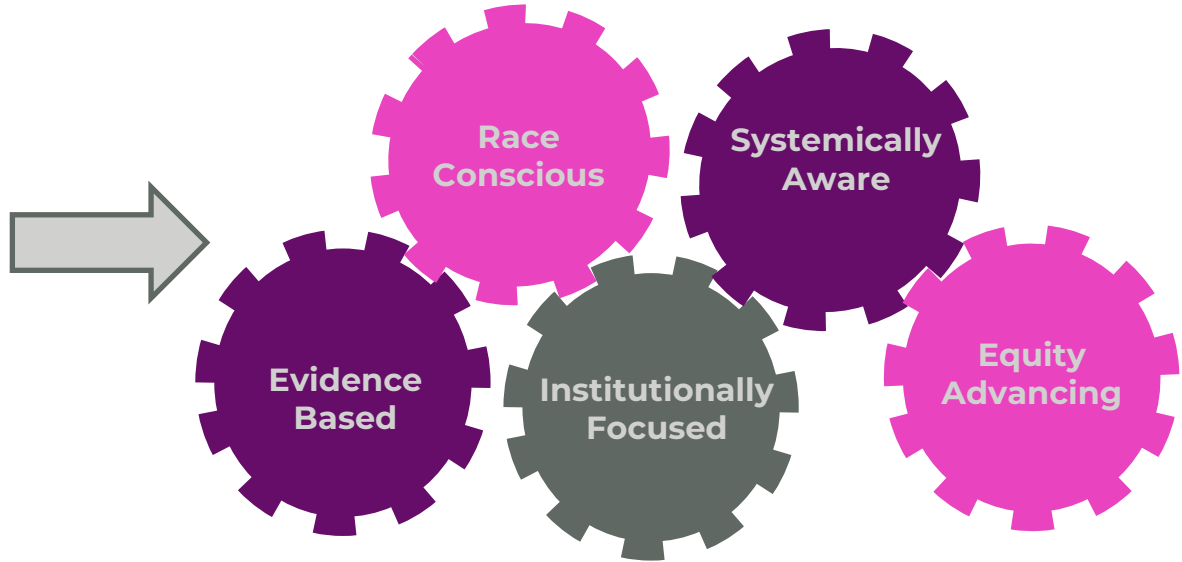
ENGINEERING

POLICY

**PLANNING &
EVALUATION**

**ENGAGEMENT,
EDUCATION &
PROGRAMS**

ENFORCEMENT



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Strategy 1. Coordination & Collaboration

Efficacy & Equity Assessment

Coordinate across departments and partner agencies; report to Council annually

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

Efficacy & Equity Assessment:

Most critical element, prioritize this with strong engagement

Safety Improvements Delivered

- **238** Safety Improvements in 2021
(Including 132 Traffic Safety Service Requests)
- **181** Safety Improvements in 2022
(Not including Traffic Safety Service Requests and emerging near-term Improvements)
- **Total of 419 Safety Improvements (and counting)**



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

Strategy 2. Engineering

Traffic Safety Improvement Highlights (2021-2022):



85 new Leading Pedestrian Intervals (LPIs)



25 areas with slower speed limits (20 schools, 5 business zones)



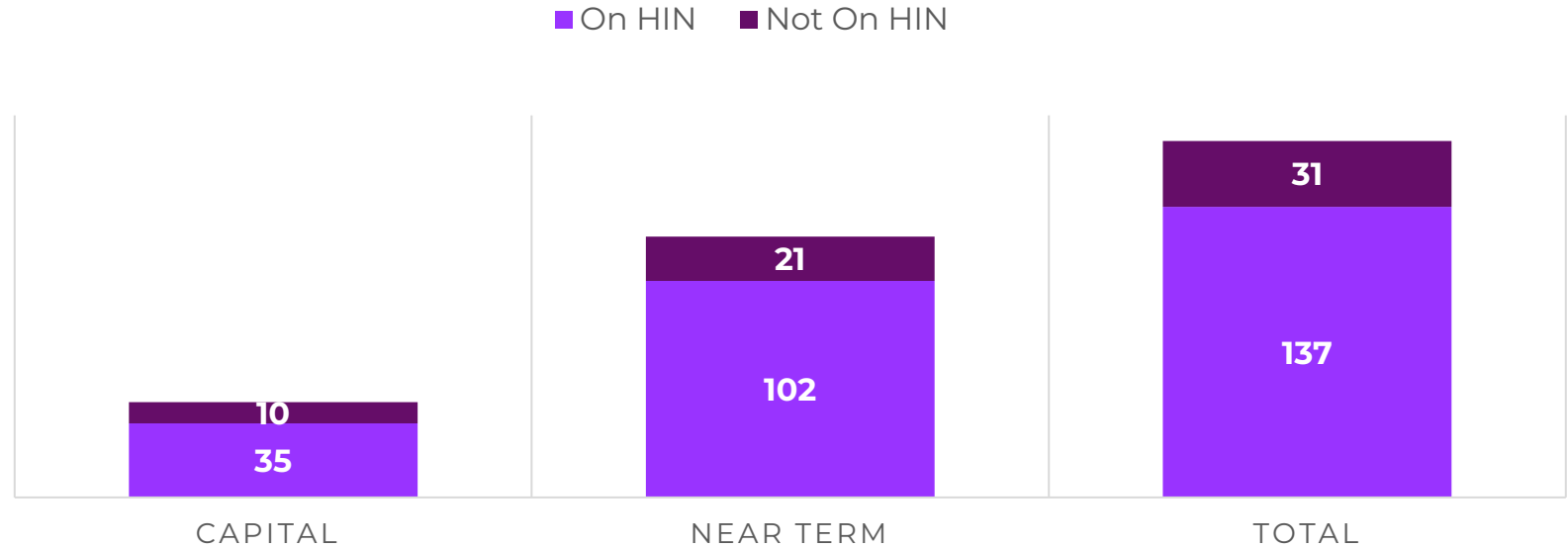
94 new speed bumps



45 capital projects

Strategy 2. Engineering

82% of 2021 & 2022 Mapped Improvements on HIN

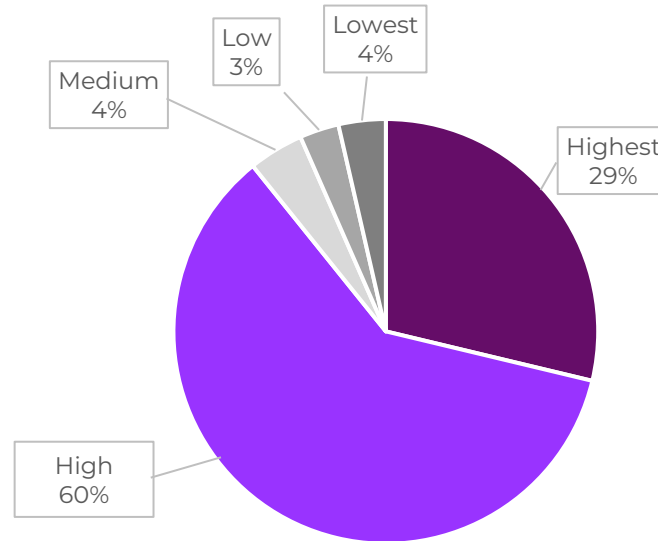


*Total number of mapped improvements = 168 out of 419. Speed bumps, traffic safety service requests, and 2022 speed limit reduction locations are not represented.

**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 limit reduction locations are not represented.

**Some projects extend beyond one priority community.

Strategy 2. Engineering

Safety Improvement Projects



Foothill and Mitchell (Completed 2021)

Strategy 2. Engineering

Safety Improvements Delivered Via Paving



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

Strategy 2. Engineering

Opportunities:

1. Focus on projects that merit improvements through established **data-driven prioritization processes** focusing resources on the HIN and in High Priority Equity Communities
2. Address City of Oakland **recruitment and retention issues**
3. Streamline and improve the **contracting process** with Community Based Organizations



Pedestrian Island Construction on Bancroft and Avenal (2021)

Strategy 3. Policy

Efficacy & Equity Assessment

Focus on speed-limit lowering policies & automated enforcement

Automated Enforcement Actions and Opportunities

Actions

Oakland is part of a coalition of CA cities advocating for **Automated Speed Enforcement (ASE)**

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

Opportunities

Re-introduce a **Red Light Camera** Program

Continue to advocate for automated speed enforcement in 2023; secure City Council support early.



Strategy 3. Policy

Lower Speed Limits

15 MPH School Zones

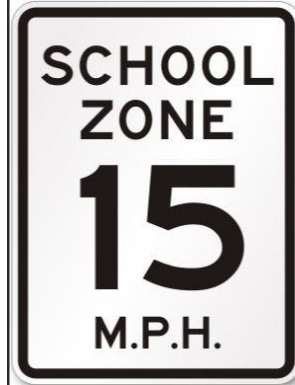
- 10 schools completed summer 2022
- 10 more schools by the end of 2022
- Continued implementation in 2023

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 3. Policy

Challenges

**Driving Under
the Influence**

**Extreme
speeding**

Opportunities

Federal policy
advocacy for
Driver Alcohol
Detection System
for Safety

Federal policy
advocacy to
address speeding
through safer
vehicle design



Strategy 4. Planning and Evaluation

Efficacy & Equity Assessment:

Build more robust and transparent injury data; update HIN



Actions

Monthly traffic fatalities reporting

OPD provides public access to stop data

Opportunities

Public-facing webpage, with map, showing traffic fatalities

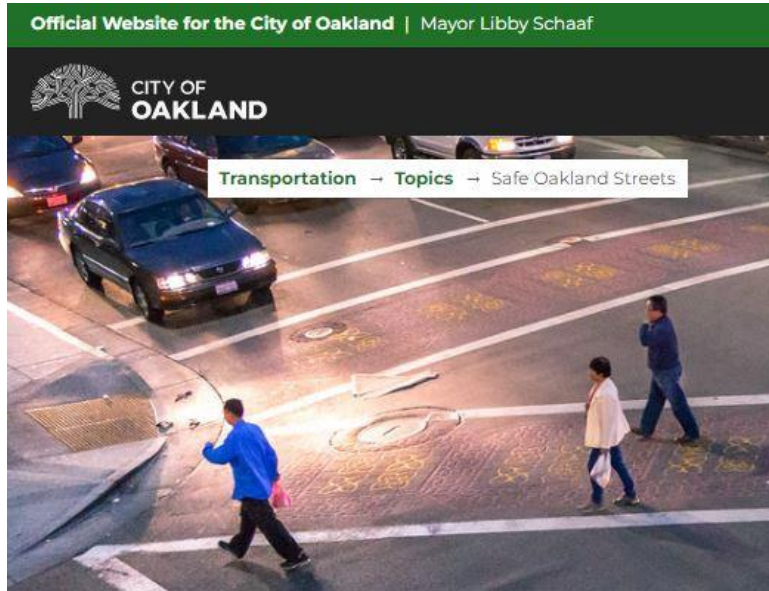
Update the High Injury Network by Winter 2023

Assess crash patterns among people with disabilities

Strategy 5. Engagement, Education & Programs

Efficacy & Equity Assessment:

Engage communities in strategies, partner with CBOs on programs, and seek opportunities for collaboration



Actions

Inter-departmental Coordination addressing **intersection of community violence and traffic safety** in prioritized locations:
NEST Initiative, Sideshow

Created an SOS Webpage, published 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

Efficacy & Equity Assessment

Use new traffic enforcement strategies, improve data & guidance to reduce disparities

Traffic Stops Increasingly Focused on Moving Violations

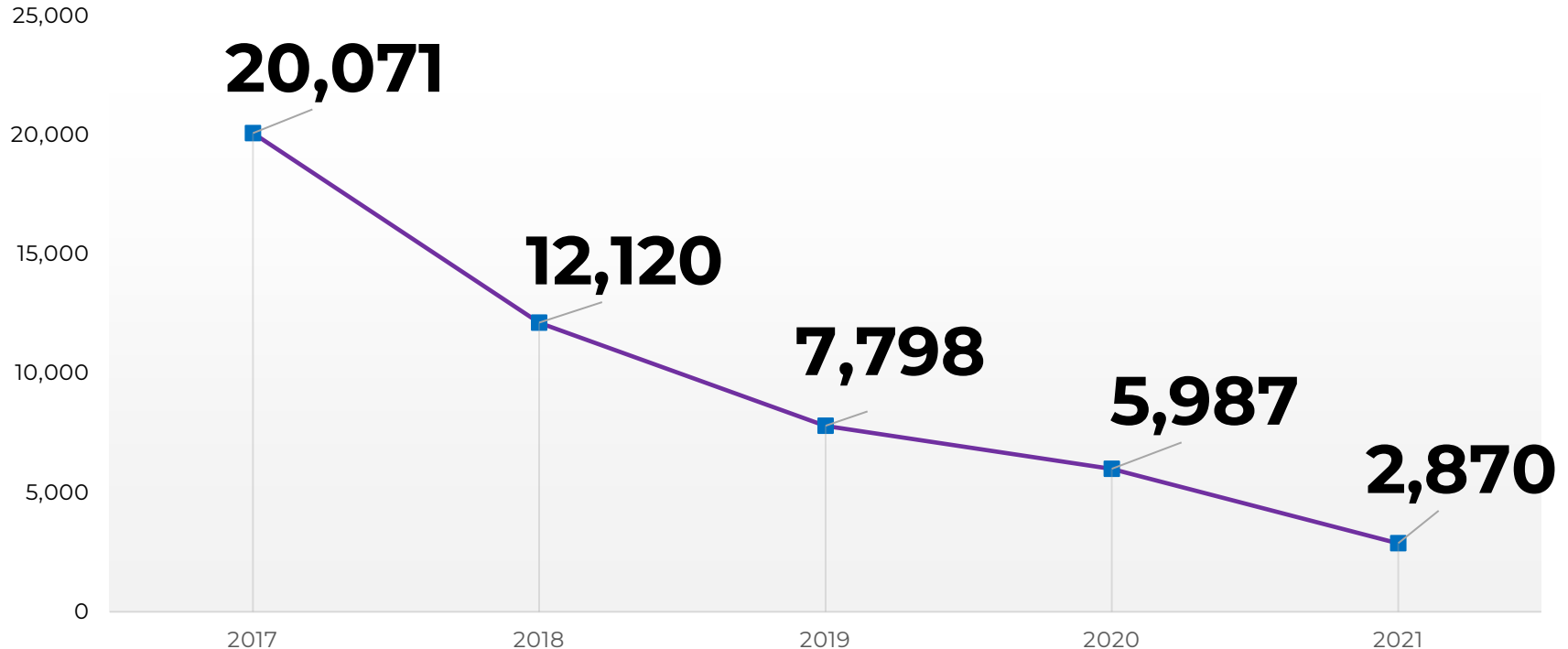
	2019	2020	2021
Moving Violation	80% (7,280)	88% (5,279)	93% (2,661)
Equipment Violation	13% (1,212)	8% (456)	4% (113)
Non-Moving Violation, Including Registration	7% (627)	4% (251)	3% (96)
Null	0% (1)	0% (1)	0% (0)
Grand Total	100% (9,120)	100% (5,987)	100% (2,870)

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

Strategy 6. Enforcement

Traffic Stops have Notably Decreased

Non-Dispatch Non-Intelligence Led Traffic Stops



Strategy 6. Enforcement

Traffic Stops Focused on HIN in 2021

- **71%** of traffic stops were **on the HIN**
- 68% of the HIN is *in High Priority Equity Neighborhoods*
- **Over 50%** of traffic stops were **on the HIN & in Priority Equity Neighborhoods**

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

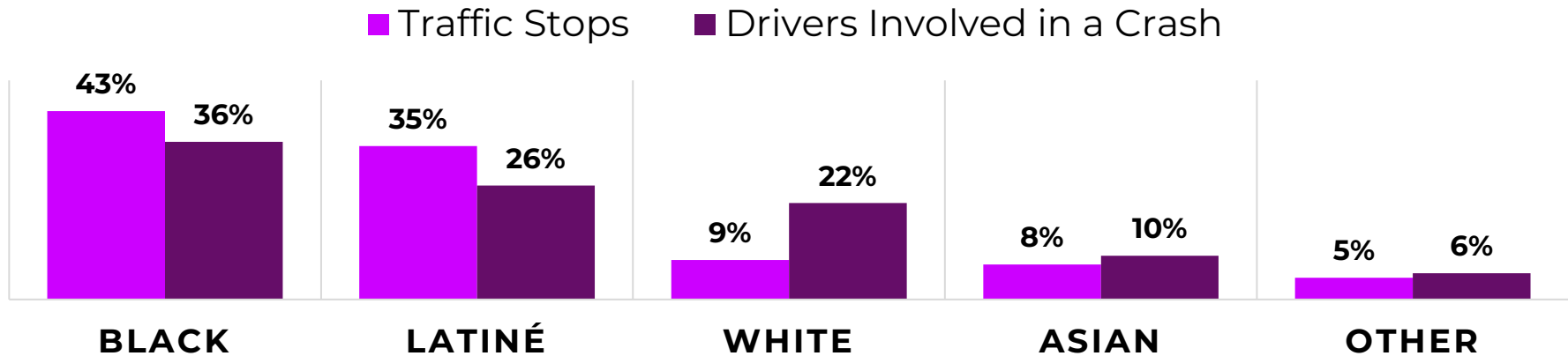
* Within 500 ft of HIN

**Defined as High and Highest Priority Equity Neighborhoods

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*)



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

Strategy 6. Enforcement



Actions

OPD traffic enforcement is **increasingly focused** on the most dangerous behaviors and high injury locations

OPD added traffic stop data to its quarterly Stop Data Reports

Opportunities

Support automated enforcement; seek to reinstate the traffic enforcement unit for focused enforcement efforts as capacity increases

Deepen innovative inter-departmental approaches to violence prevention and trauma response

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Stay Engaged:

Safe Oakland Streets: www.oaklandca.gov/SOS

- OakDOT Major Projects Map: www.oaklandca.gov/resources/active-major-improvements-project
- 5-Year Paving Plan: www.oaklandca.gov/topics/paving
- OPD Stop Data: www.oaklandca.gov/resources/stop-data
- Sideshow Prevention: www.oaklandca.gov/topics/sideshow-prevention-efforts
- Geographic Equity Toolbox: www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox
- Speed Bump Application: www.oaklandca.gov/services/apply-for-a-speed-bump
- 2021-2023 Traffic Safety Earmarks: www.oaklandca.gov/projects/2021-2023-traffic-safety-earmarks