

Engineering Safety Improvement Projects

The following table includes projects where the primary purpose is to substantially enhance pedestrian and bicyclist safety and/or to implement safe routes to schools. This includes Capital Improvement projects that began construction in 2024 and Near-Term Improvement projects where a Work Order has been completed and improvements installed in 2024.

Capital Improvements are large-scale and longer-term, generally incorporating whole corridors and including substantial community engagement to inform a project's design.

Near-Term projects are much smaller in scope and scale, and generally include improvements delivered in-house such as signage, striping, and other temporary materials.

| Improvement Type | Subtype | Project Description (if applicable) | Street | Project Location - Start | Project Location - End | City Council District | 2018 HIN | Equity Priority | Neighborhood Designation |
|------------------|---------------------------------|---|--|-------------------------------------|------------------------|-----------------------|----------|-----------------|--------------------------|
| Capital | AHSC | AHSC Intermodal Terminal Coliseum BART Improvements | 71st Ave; [Hawley St] | Snell St; [71st St] | Hawley St; [72nd Ave] | CCD6 | N | Highest | |
| Capital | HSIP | HSIP 9 Pedestrian Crossing Improvements | 7th & Filbert St; Oakland & Moss Ave; 8TH Ave & C St | | | CCD1,3&7 | N | Highest | |
| Capital | HSIP | HSIP 10 - 98th Avenue Crossing Improvements | 98th Ave | Pearmain St | Birch St | CCD7 | Y | Highest | |
| Capital | AHSC | AHSC Coliseum Connections Bike Improvements | Flora St, San Leandro St, Edgewater Dr | (Havenscourt-69th Ave); (66th- 75th | 3 Locations | CCD6 & 7 | N | Highest | |
| Capital | AHSC | AHSC San Pablo MLK Bike Lanes | Martin Luther King Jr Way | 7th Street | 20th St | CCD3 | N | Highest | |
| Capital | Paving/Bikeway | 14th St Safety Project | 14th St | Brush St | Oak St | CCD 2 & 3 | Y | Highest | |
| Capital | Paving/Bikeway | 19th Street BART to Lake Merritt Urban Greenway Project | 20th St | Broadway | Harrison | CCD3 | N | Highest | |
| Capital | Paving/Bikeway | Install New Bike Lane | Mountain Boulevard | Calaveras Avenue | Kuhnle Avenue | CCD6 | N | Lowest | |
| Capital | Paving/Bikeway | Install Road Diet and New Buffered Bike Lane | Adeline Street | 7th Street | 10th Street | CCD3 | Y | Highest | |
| Capital | Paving/Bikeway | New Buffered Bike Lane, Road Diet (Rremoved Parking lane) | Edes Avenue | 85th Avenue | Jones Avenue | CCD7 | N | High | |
| Capital | Paving/Bikeway | Install Road Diet and New Buffered Bike Lane, 3 protected intersections | W Grand Ave | Market St | Campbell St | CCD3 | Y | Highest | |
| Capital | Paving/Bikeway | Install new Buffer Bike lane, Road Diet | 13th St | Franklin St | Fallon St | CCD2 | Y | Highest | |
| Capital | Paving/Bikeway | Install new Buffer Bike lane | San Leandro St | 69th Ave | 75th Ave | CCD6 | N | Highest | |
| Capital | Paving/Bikeway | Install New Buffered Bike Lane | Piedmont Ave | Pleasant Valley Ave | Ramona Ave | CCD1 | Y | Lowest | |
| Capital | Paving/Bikeway | Remove RR Track | Wood St | 20th St | 34th St | CCD3 | N | Lowest | |
| Capital | Paving/Bikeway | Install New Bike Lane, remove tracks | 18th St | Campbell St | Peralta Ave | CCD3 | N | Lowest | |
| Capital | Paving/Bikeway | Remove RR Tracks | 26th St | Wood St | Magnolia St | CCD3 | N | Medium | |
| Capital | Paving/Bikeway | Remove RR Tracks | Union St | 5th St | 12th St | CCD3 | N | Highest | |
| Capital | Paving/Bikeway | Remove RR Tracks | Poplar St | 14th St | Peralta St | CCD3 | Y | Highest | |
| Capital | Paving/Bikeway | Remove RR Tracks | Louise St | Peralta St | North End | CCD3 | N | Medium | |
| Capital | Safe Routes to School | Safe Routes To Schools Improvements - East Oakland Pride Elementary | 81st Ave | Bancroft Ave | Plymouth St | CCD6 | Y | Highest | |
| Capital | Safe Routes to School | Safe Routes To Schools Improvements - Lincoln Elementary | Lincoln Elementary School | 11th St | Jackson St | CCD2 | Y | Highest | |
| Capital | Safe Routes to School | Safe Routes to Schools Improvements - MLK JR. Elementary School | MLK JR. Elementary School | 12st St | Market St | CCD3 | Y | Highest | |
| Capital | Safe Routes to School | Safe Routes to Schools Improvements - Westlake Middle School | Westlake Middle School | Hamilton Pl | | CCD3 | N | Medium | |
| Capital | Safe Routes to School | Safe Routes To Schools Improvements - Yu Ming Charter School | Yu Ming Charter | Alcatraz Ave/ Herzog St | San Pablo Ave | CCD1 | N | Low | |
| Near-Term | 15MPH School Zones | Misc. Sign | 14th St | Castro St | | CCD3 | Y | Highest | |
| Near-Term | 15MPH School Zones | Traffic - Other Traffic Cntrl Device Install Repair Replace | 39TH AV | Reinhardt Dr | | CCD4 | N | Low | |
| Near-Term | 15MPH School Zones | Misc. Sign | 73rd Ave | CA-24 Onramp | | CCD6 | Y | Highest | |
| Near-Term | 15MPH School Zones | Misc. Sign | Alcatraz Av | Colby St | | CCD1 | N | Lowest | |
| Near-Term | 15MPH School Zones | Misc. | Aliso Av | 4200 block | | CCD4 | N | Low | |
| Near-Term | 15MPH School Zones | Misc. Sign | Ascot Dr | Mountain Blvd | | CCD4 | N | Lowest | |
| Near-Term | 15MPH School Zones | Misc. Sign | Carrington St | 40th Av | | CCD5 | N | Medium | |
| Near-Term | 15MPH School Zones | Misc. Sign | Chabot Rd | Revere Ave | | CCD1 | N | Low | |
| Near-Term | 15MPH School Zones | Misc. Sign | Dana St | North St | | CCD1 | N | Lowest | |
| Near-Term | 15MPH School Zones | Misc. | E 12th St | Derby Av | | CCD5 | N | High | |
| Near-Term | 15MPH School Zones | Misc. Sign | E 17th St | Mountain Blvd | | CCD6 | N | Lowest | |
| Near-Term | 15MPH School Zones | Misc. Sign | Hiller Dr | S Hill Court | | CCD4 | N | Lowest | |
| Near-Term | 15MPH School Zones | Traffic - Sign New Install | Krause Ave | 73rd Ave | | CCD6 | Y | High | |
| Near-Term | 15MPH School Zones | Traffic - Sign New Install | Mountain Blvd | Ascot Dr | | CCD4 | N | Lowest | |
| Near-Term | 15MPH School Zones | Misc. Sign | Shattuck Ave | 61st St | | CCD1 | N | Low | |
| Near-Term | 15MPH School Zones | Misc. Sign | Shattuck Ave | 61st St | | CCD1 | N | Low | |
| Near-Term | 15MPH School Zones | Misc. Sign | Topanga Dr | El Paseo Dr | | CCD7 | N | High | |
| Near-Term | AC Transit Request | Traffic - Paint Investigate | 2003 Telegraph Ave | | | CCD3 | Y | High | |
| Near-Term | AC Transit Request | Red-curb Extension | 40th St | Market St | | CCD1 | Y | Highest | |
| Near-Term | AC Transit Request | Red-curb Extension | 4135 Park Blvd | | | CCD2 | N | Medium | |
| Near-Term | AC Transit Request | Traffic - Paint Curb Red | 4612 Martin Luther King Jr Way | | | CCD1 | Y | Medium | |
| Near-Term | AC Transit Request | Traffic - Paint Curb Red | 748 Oakland Ave | | | CCD1 | N | Low | |
| Near-Term | AC Transit Request | Traffic - Legends | 8TH ST | Madison St | | CCD2 | Y | Highest | |
| Near-Term | AC Transit Request | Red-curb Extension | Linda Ave | Piedmont Ave | | CCD1 | Y | Medium | |
| Near-Term | AC Transit Request | Red Curb | Martin Luther King Jr Way | 10th St | | CCD1 | N | Highest | |
| Near-Term | AC Transit Request | Red-curb Extension | MLK Jr Way | 47th St | | CCD1 | Y | Medium | |
| Near-Term | AC Transit Request | Red Curb | Park Blvd | Hampel St | | CCD4 | N | Low | |
| Near-Term | AC Transit Request | Striping | Telegraph | 20th St | | CCD3 | Y | High | |
| Near-Term | Business Activity District | Misc. Sign | MacArthur Blvd | 73rd Ave to 77th St | | CCD5 | Y | High | |
| Near-Term | Business Activity District | Traffic - Sign New Install | SAN PABLO AV | 24th St | | CCD3 | Y | Medium | |
| Near-Term | Administrative/Council Priority | Traffic - Delineator Install Repair Replace | 13534 Skyline Blvd | | | CCD6 | N | Low | |
| Near-Term | Public Request | Traffic - Sign New Install | 64TH AVE | Brann St | | CCD6 | N | High | |
| Near-Term | Council Earmark-Discretionary | Misc. | Bay Pl | Montecito Ave | | CCD3 | Y | Medium | |
| Near-Term | Administrative/Council Priority | Misc. Sign | Bellevue Ave | Perkins St | | CCD3 | N | High | |
| Near-Term | Administrative/Council Priority | Stop Sign | E 12th St | 16th Ave | | CCD5 | Y | High | |
| Near-Term | Administrative/Council Priority | Misc. Sign | E 12th St | 16th Ave | | CCD5 | Y | High | |
| Near-Term | AC Transit Request | Red Curb | E 18th St | 40th Av | | CCD1 | N | High | |
| Near-Term | Administrative/Council Priority | Misc. Sign | Fruitvale Av | International | | CCD5 | Y | Highest | |
| Near-Term | Public Request | Traffic - Crosswalk Striping | Lakeshore Ave | MacArthur Blvd | | CCD2 | Y | Low | |
| Near-Term | AC Transit Request | Misc. Sign | Market St | 48th Ave | | CCD1 | N | Medium | |
| Near-Term | Administrative/Council Priority | Stop Sign | Marlow Dr | Revere Ave | | CCD7 | N | Medium | |
| Near-Term | Administrative/Council Priority | Misc. Sign | San Pablo Ave | E34th St | | CCD3 | N | Medium | |
| Near-Term | Public Request | Traffic - Sign New Install | Sigourney Ave | Oak Hill Rd | | CCD7 | N | Low | |
| Near-Term | Administrative/Council Priority | Stop Sign | 6th St | Castro St | | CCD3 | N | Highest | |
| Near-Term | Rapid Response | Traffic - Delineator Install Repair Replace | 20TH ST | Telegraph Ave | | CCD3 | Y | High | |
| Near-Term | Rapid Response | Misc. | 4200 International Blvd | | | CCD5 | Y | High | |
| Near-Term | Rapid Response | Red Curb and New Sign Install | International Blvd | 45th Ave | | CCD5 | N | Highest | |
| Near-Term | Rapid Response | Red Curb | International Blvd | 58th Ave | | CCD6 | Y | Highest | |
| Near-Term | Rapid Response | Misc. | Joaquin Miller Rd | Skyline Blvd | | CCD5 | N | Low | |
| Near-Term | Rapid Response | Traffic - Sign New Install | Macarthur Blvd | Byron Ave | | CCD7 | N | High | |
| Near-Term | Rapid Response | Misc. Sign | San Pablo Ave | 23rd St | | CCD3 | Y | Medium | |
| Near-Term | Rapid Response | Misc. | Seminary Ave | Outlook Ave | | CCD6 | N | Medium | |
| Near-Term | School Request | Red Curb and New Sign Install | 2634 Pleasant St | | | CCD5 | Y | High | |

Attachment A

| | | | | | | | | |
|-----------|---------------------------------|---|--------------------|---------------|-----------|----------|---|---------|
| Near-Term | School Request | Traffic - Sign New Install | 3301 E 12th St | 12th St | | CCD5 | N | High |
| Near-Term | School Request | Red Curb | Harold St | Champion St | | CCD5 | N | High |
| Near-Term | School Request | Misc. | Park Blvd | E34th St | | CCD2 | Y | Medium |
| Near-Term | School Request | Traffic - Curb paint and Sign New Install | 116 Montecito Ave | | | CCD3 | N | Medium |
| Near-Term | School Request | Traffic - Paint Curb Blue | 4215 La Cresta Ave | | | CCD4 | N | Low |
| Near-Term | School Request | Traffic - Crosswalk Striping | Alcatraz Ave | Dana St | | CCD1 | N | Lowest |
| Near-Term | School Request | Traffic - Striping (not crosswalks) | Lincoln Ave | Scenic Ave | | CCD4 | N | Low |
| Near-Term | Sideshow Prevention | Misc. | International Blvd | 66th Ave | | CCD7 | Y | Highest |
| Near-Term | Sideshow Prevention | Traffic - Sign New Install | MARKET ST | 14th St | | CCD3 | Y | Highest |
| Near-Term | Sideshow Prevention | Misc. | Skyline Blvd | Redwood Rd | | CCD6 | N | Low |
| Near-Term | Speed Bumps | Traffic - Striping (not crosswalks) | ESTATES DR | McAndrew Dr | | CCD4 | N | Lowest |
| Near-Term | Speed Bumps | Traffic - Striping (not crosswalks) | LYMAN RD | Waterhouse Rd | | CCD4 | N | Low |
| Near-Term | Public Request | Misc. Sign | 35th Ave | Kansas St | | CCD4 | Y | Low |
| Near-Term | Council Earmark-Discretionary | Lane Reduction | Park Blvd | Beaumont Ave | | CCD4 | N | Low |
| Near-Term | Council Earmark-Discretionary | Cul de sac improvements | Courtland Court | | | CCD6 | Y | High |
| Near-Term | Council Earmark-Discretionary | Speed Cushions | E Street | 98th Ave | 105th Ave | CCD7 | Y | Highest |
| Near-Term | Council Earmark-Discretionary | Speed Cushions | Golf Links Rd | Fontaine St | 98th Ave | CCD6 | N | Medium |
| Near-Term | Administrative/Council Priority | International Boulevard Quick Build Project | International Blvd | 42nd Ave | 107th Ave | CCD5,6&7 | Y | Highest |

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

2024 Rapid Response Investigations and Implementation Status

OakDOT mobilizes its Rapid Response Program primarily in response to fatal traffic crashes. A Rapid Response investigation is activated following fatal traffic collisions involving vulnerable populations, including but not limited to children, seniors, people with disabilities, pedestrians, and bicyclists. The Program involves an engineering assessment that is separate and informed by police investigation of the crash, focused on the prevention of future loss of life.

Identified improvements are delivered through the Rapid Response Program (via a maintenance treatment or quick-build improvement) or through other existing programs, such as the paving program or capital improvements when there are existing plans for improvements as part of a larger project. In some cases, the engineering investigation may determine that the crash and resulting fatality was not preventable through engineering treatments, and no engineering action is identified for these cases.

Numerous Rapid Response investigations in 2024 were related to fatalities on International Boulevard. Improvements developed from these investigations have been folded into the International Boulevard Quick Build Project.

The following table includes the status of all Rapid Response investigations activated in response to 2024 fatalities or collisions.

| Incident Date | Location | | Fatal/Injury Category | Rapid Response Improvement | Status (as of May 2024) | City Council District |
|---------------|--------------------|-------------------------------|--|---|-------------------------|-----------------------|
| | Major St | Cross Street | | | | |
| 1/1/2024 | International Blvd | 4 ft N of 42nd Ave | 1 Pedestrian Fatality | Replace damaged Sideshow prevention posts | Installed | 5 |
| 1/9/2024 | San Pablo Ave | 2300 block | 1 Pedestrian Fatality | Install additional crosswalk and pedestrian warning signs and prune trees to increase sign visibility | Installed | 3 |
| 1/14/2024 | MacArthur Blvd | 8 ft W of 90th Ave | 1 Pedestrian Fatality | Restore missing Street light | Installed | 6 |
| 2/5/2024 | International Blvd | 95th Ave | 1 Pedestrian Fatality | Install bus lane delineators as a part of AC/OakDOT Transit International Blvd Quick Built Project | Installed | 7 |
| 2/27/2024 | 12th St | Madison St | 1 Bicyclist Fatality | Install additional one-way signage and bicycle extension markings | Installed | 2 |
| 2/28/2024 | Park Blvd | Cleveland Ave | 1 Pedestrian Fatality | Refresh all existing red curbs at intersection. | Installed | 2 |
| 3/25/2024 | West Grand Ave | San Pablo Ave | 1 Pedestrian Fatality | No engineering action identified | n/a | 3 |
| 4/1/2024 | 98th Ave | San Leandro St | 1 Pedestrian Fatality | No engineering action identified | n/a | 7 |
| 4/8/2024 | 75th Ave | San Leandro St | 1 Pedestrian Fatality | Install new "no ped crossing" signs and "use crosswalk" sign | Installed | 7 |
| 6/6/2024 | Skyline Blvd | Evergreen Ave | 1 Bicyclist Fatality | No engineering action identified | n/a | 4 |
| 6/14/2024 | International Blvd | 50 ft W of 103rd Ave | 1 Pedestrian Fatality | Install bus lane delineators as a part of AC/OakDOT Transit International Blvd Quick Built Project | Installed | 7 |
| 6/20/2024 | 105th Ave | 125 ft N of Nattress Way | 1 Bicyclist Fatality | No engineering action identified | n/a | 7 |
| 7/21/2024 | 27th St | Broadway | 1 Bicyclist Fatality | No engineering action identified. 27th St complete street project will install a protected intersection and bike facility for this intersection | n/a | 3 |
| 8/19/2024 | International Blvd | 50 ft west of 72nd Ave | 1 Pedestrian Fatality, 1 Pedestrian Injury | Install bus lane delineators as a part of AC/OakDOT Transit International Blvd Quick Built Project | Installed | 6 |
| 8/29/2024 | 98th Ave | 25 ft N of Bancroft Ave | 1 Pedestrian Fatality | No engineering action identified | n/a | 7 |
| 10/7/2024 | E 12th St | 2200 block (west of 23rd Ave) | 1 Pedestrian Fatality, 1 Driver Injury | No engineering action identified | n/a | 2 |
| 10/28/2024 | Dwight Way | 3500 block | 1 Bicyclist Fatality | No engineering action identified | n/a | 4 |
| 11/23/2024 | Baldwin St | Hegenberger Rd | 1 Bicyclist Fatality | No engineering action identified | n/a | 7 |
| 12/12/2024 | Foothill Blvd | 8th Ave | 1 Pedestrian Fatality | Install hardened centerline to slow down left turns | In Progress | 2 |
| 12/23/2024 | Shepherd Canyon Rd | 6000 block | 1 Bicyclist Injury | No engineering action identified | n/a | 4 |

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.



2 Weekly severe or fatal injuries.

\$650 Million

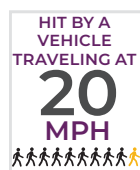
Yearly cost of traffic crashes in Oakland. This includes lost quality of life, property damage, lost work time, medical care, and other costs. ¹



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



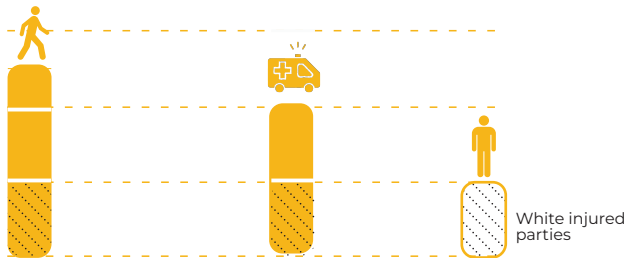
compared to **26%** of severe and fatal crashes impacting pedestrians in Oakland under age 65



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:



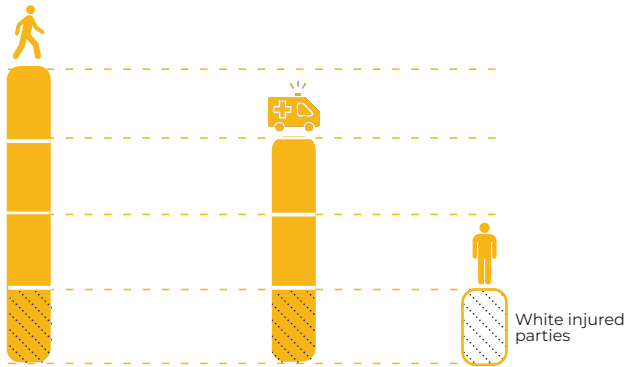
2.5 times

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.

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

2024 OPD Stop Data Analysis

OPD collaborates with OakDOT to analyze all non-dispatch, non-intelligence-led traffic stops to develop the charts and graphs in this attachment.

Safe Oakland Streets Traffic Safety Initiative: OPD Stop Analysis, 2024

**A Comprehensive, Interdepartmental
Set of Strategies to Save Lives and Advance
Traffic Safety and Equity**

Safe Oakland Streets Initiative: Goals

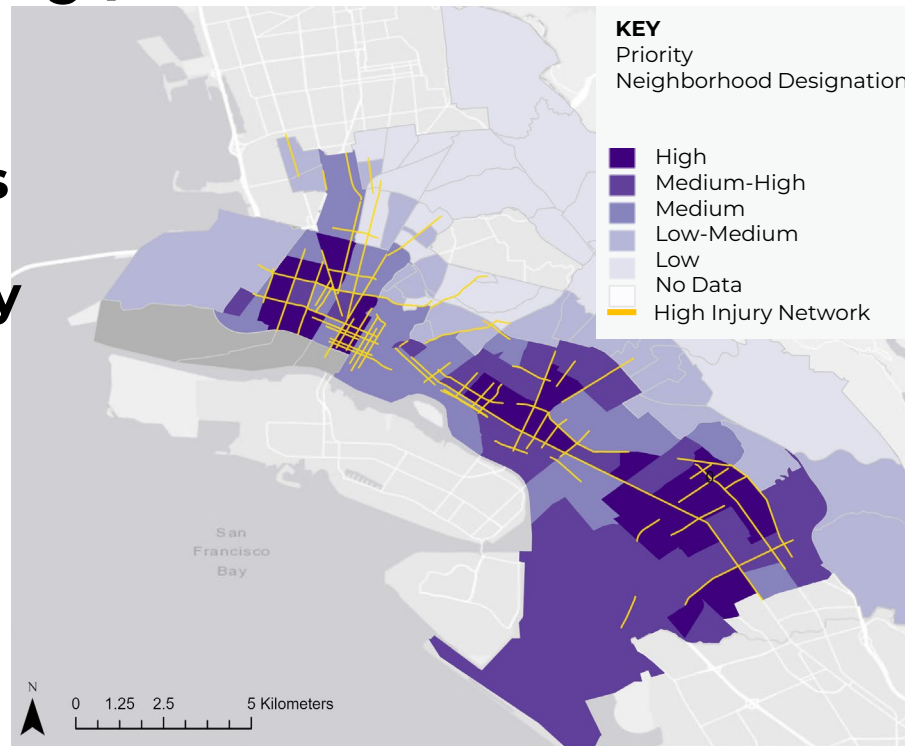
- **Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, persons with disabilities, seniors, and low-income populations;
- **Eliminate severe and fatal injury inequities** including racial disparities impacting BIPOC communities that exist today in Oakland;
- **Inform effective and equitable safety strategies** that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, and low-income populations; and
- **Eliminate crash fatalities on all of Oakland's roadways by 2042** through targeted and strategic prevention.

Severe and Fatal Crashes are Highly, and Disproportionately, Concentrated

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





These are the City's **2018 High Injury Network (HIN)**

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



Source: 2018 High Injury Network: 2012-2016 Data from SWITRS
(Statewide Integrated Traffic Records System) prepared by Fehr & Peers.

Most Dangerous Driving Behaviors That Account for 74% of Severe and Fatal Crashes

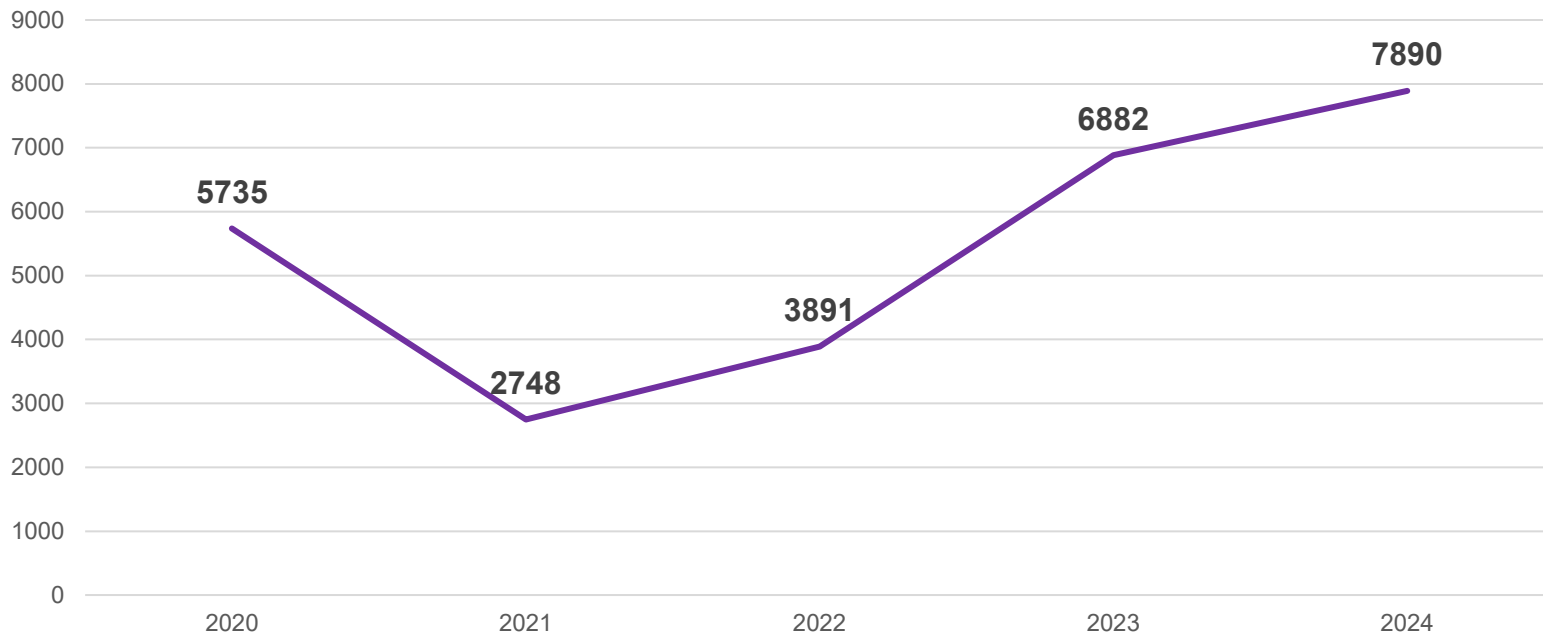
| Crashes Causes (Primary Collision Factors) | Percent of Crashes Resulting in People Being Killed or Severely Injured |
|---|---|
|  Failure to Yield | 35% |
|  Unsafe Turning | 29% |
|  Unsafe Speed | 17% |
|  Disobeying Signs and Signals | 9% |

SWITRS 2023-2024*

*2023 and 2024 SWITRS data are considered provisional and subject to change

Traffic Stops Have Increased with Return of Traffic Enforcement Unit

Non-Dispatch, Non-Intel Led Traffic Stops
Over Time



Non-Dispatch Non-Intel Led Traffic Stops, 2020-2024, OPD

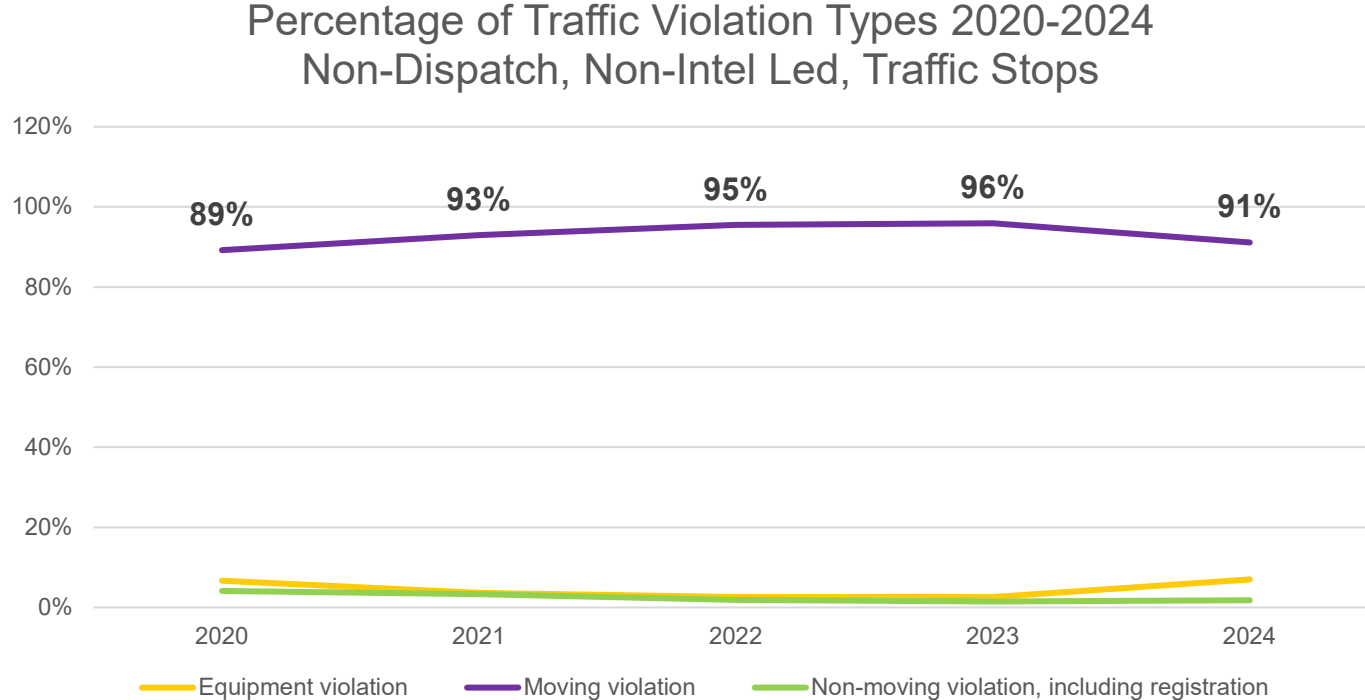
Traffic Stops Are More Focused on HIN and Most Dangerous Moving Violations

- Traffic Stops on the HIN*
 - 2019: 61%
 - 2023: 63%
 - 2024: 69%
- Traffic Stops for Most Dangerous Behaviors**
 - 2019: 40%
 - 2023: 77%
 - 2024: 83%






**within 500 ft of HIN; Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2019, 2023, 2024 OPD*

***SWITRS 2022-2024 (2022 and 2023 SWITRS data provisional and subject to change)*

Traffic Stops Continue to Focus on Moving Violations in 2024

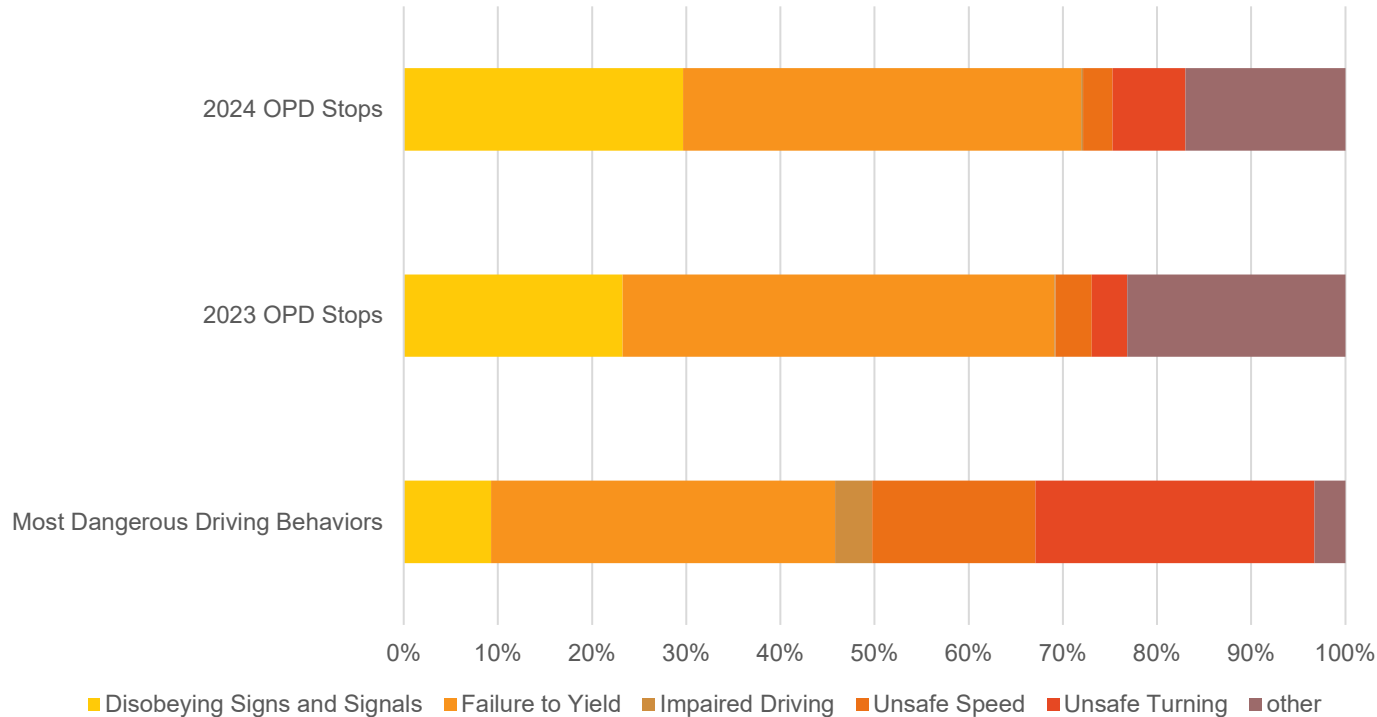


Monitoring Moving Violations by Race

| | 2020 | 2021 | 2022 | 2023 | 2024 | Trend 2020-2024 |
|---------------|------|------|------|------|------|---|
| BLACK | 87% | 93% | 95% | 96% | 90% |  |
| LATINE | 92% | 93% | 96% | 96% | 92% |  |
| WHITE | 91% | 94% | 96% | 96% | 89% |  |
| ASIAN | 92% | 96% | 97% | 98% | 94% |  |
| OTHER | 87% | 92% | 96% | 96% | 90% |  |

- Higher proportion of moving violations
- The gap between racial groups increased slightly in 2024

And the Most Dangerous Driving Behaviors



**SWITRS 2022-2024 (2022 and 2023 SWITRS data provisional and subject to change)*

***Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2020 and 2024, OPD*

Traffic Stop Locations 2024, Jan. - April

- Over half of traffic stops are on both the 2018 High Injury Network and in a High Priority Equity Neighborhood
- 68% of the 2018 HIN is in High Priority Neighborhoods
- 73% of traffic stops were on the 2018 HIN

| | Occurred in Priority Equity Neighborhoods** | Occurred Outside Priority Equity Neighborhood |
|---|---|---|
| Occurred on High Injury Network* | 61% | 12% |
| Occurred outside of High Injury Network | 11% | 15% |

**within 500 ft of 2018 HIN*

***High and Highest Priority Equity Neighborhoods in Geographic Equity Toolbox*

Traffic Stop Locations 2024, May-Dec.

- **67% of traffic stops were on the 2024 HIN**
- **64% of the 2018 HIN is in High Priority Neighborhoods**

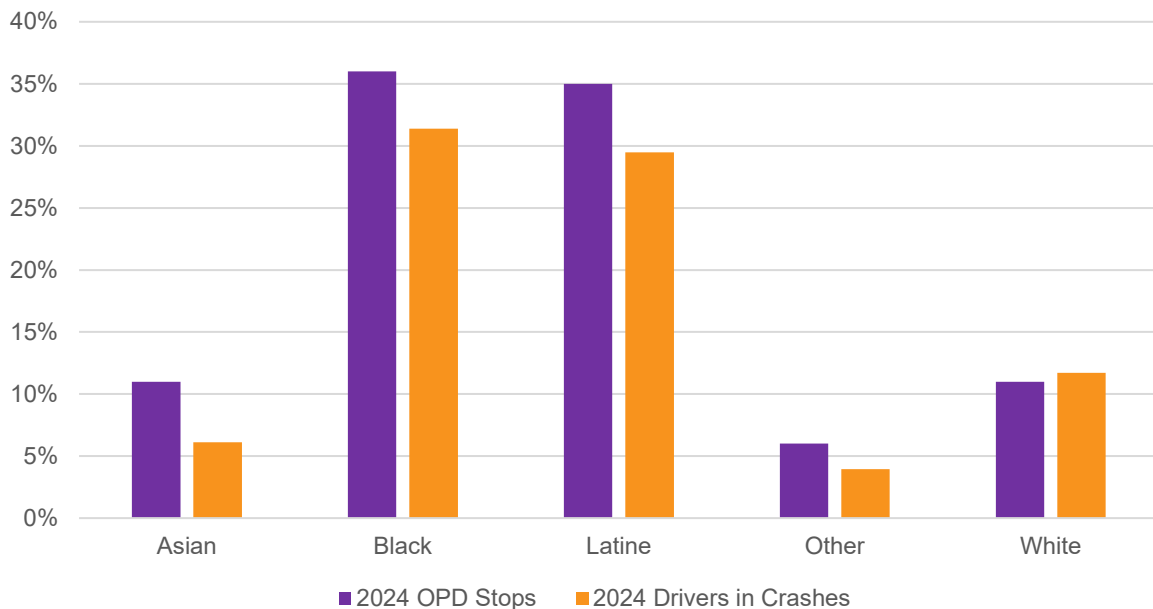
| | Occurred in Priority Equity Neighborhoods** | Occurred Outside Priority Equity Neighborhood |
|---|---|---|
| Occurred on High Injury Network* | 58% | 9% |
| Occurred outside of High Injury Network | 15% | 18% |

**within 500 ft of 2024 HIN*

***High and Highest Priority Equity Neighborhoods in Geographic Equity Toolbox*

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 Traffic Stops, 2024 OPD SWITRS 2024 (provisional and subject to change)

Responsive Action

- **OPD regularly assesses traffic violation stops**
- **OPD holds monthly risk management meetings, which focus on stop data and other risk data**
- **Supervisors and Commanders are expected to ensure that officers actions are lawful, effective and responsive**
- **Where disparity is evident, supervisors and command work to determine causes and potential mitigations**