

Appendix to the 2023 Safe Oakland Streets Informational Report

Attachment 1: Engineering Safety Improvement Projects

All the Capital Improvements in the attached table began construction in 2022. Capital Improvements are large scale and long term; these projects incorporate whole corridors and include community engagement process to determine the design.

Near-Term projects are smaller in scope in scale, and include signage, painting, and quick-build projects. The Near Term projects on the list had work orders issued in 2022; once a work order is issued construction is complete in under six months.

Attachment 2: OPD Stop Data Analysis

OPD provides OakDOT with data on all non-intel traffic stops, the information is analyzed and reported in charts and graphs in this attachment.

Attachment 3: Links to additional reports and resources related to traffic safety in Oakland.

Attachment 4: Informational card for Enforcement Operations

An informational card created by the SOS Interdepartmental Team for distribution to driver's as part of enforcement operations on the High Injury Network.

Attachment 1- Engineering Safety Improvement Projects

Improve ment Type	Subtype	Street	Cross Street/Start	Construction Start/Issued	Priority Equity Community	High Injury Network
Capital	Safety	105th Ave	Railroad Crossing	2022	High	N
Capital	Safety	8th St	Market St	2022	Highest	Y
Capital	Safety	85th Ave	Railroad Ave	2022	High	N
Capital	Safety	Foothill Blvd	26th Ave	2022	Highest	Y
Capital	Safety	Various Locations	Various Locations	2022		N
Capital	Safety	Foothill Blvd	Harrington Ave	2022	High	Y
Capital	Streetscape	Fruitvale Ave	E 12th St	2022	High	Y
Capital	Streetscape	66th Avenue	San Leandro St	2022	Highest	N
Capital	Streetscape	71st Ave	Snell	2022	Highest	N
Capital	Streetscape	Broadway	Embarcadero West	2022	Highest	Y
Capital	Streetscape	Harrison St	27th St	2022	Highest	Y
Capital	Streetscape	8th Street	Washington St	2022	Low	Y
Capital	Utility	53rd St	San Pablo Ave	2022	High	N
Capital	Paving	John Glenn Dr	Ron Cowan Pkwy	2022	High	N
Capital	Paving	Brookdale Ave	Fruitvale Ave	2022	Highest	Y
Capital	Paving	West St	Grand Ave	2022	High	Y
Capital	Paving	Miles Ave	Patton St	2022	Lowest	N
Capital	Paving	Bancroft Ave	42nd Ave	2022	High	Y
Capital	Paving	Park Blvd	McKinley Ave	2022	Medium	Y
Capital	Paving	3rd Ave	Park Blvd	2022	High	Y
Capital	Bike/Ped	Telegraph Ave	20th St	2022	High	Y
Capital	Developer	27th St	Valdez St	2022	Medium	Y
Capital	Utility	Adeline St	19th St	2022	Highest	Y
Capital	Streetscape	14th Ave	E 12th Ave	2022	Medium	Y
Capital		Fruitvale Ave	Alameda Ave	2022	High	Y
Capital		Telegraph Ave	29th St	2022	Medium	Y
Capital		Excelsior Ave/Park Blvd	Kingsley Ave	2022	Low	Y
Capital		Thornhill Dr	Moraga Ave	2022	Lowest	N
Near-Term	Council Earmark	101st	Walnut St	2022	High	N
Near-Term	Council Earmark	53rd St	Gaskill St	2022	High	N
Near-Term	Council Earmark	96th Ave	Olive St	2022	High	N
Near-Term	Council Earmark	Crest Ave	Calandria Ave	2022	High	N
Near-Term	Council Earmark	Crest Ave	Fontaine St	2022	High	N
Near-Term	Council Earmark	E St	103rd Ave	2022	Highest	N
Near-Term	Council Earmark	E St	104th Ave	2022	Highest	N
Near-Term	Council Earmark	Fairmount Ave	Bayo Vista Ave	2022	Low	N
Near-Term	Council Earmark	Shattuck Ave	55th St	2022	Low	Y
Near-Term	Public Request	31st St	San Pablo Ave	2022	High	Y
Near-Term	Public Request	Elwood Ave	Santa Clara Ave	2022	High	Y
Near-Term	Public Request	7th St	Filbert St	2022	Highest	N
Near-Term	Public Request	14th St	Broadway	2022	Highest	Y
Near-Term	Public Request	35th Ave	Foothill Blvd	2022	Highest	Y
Near-Term	Public Request	Broadway	Telegraph Ave	2022	Highest	Y

Attachment 1- Engineering Safety Improvement Projects

Near-Term	Public Request	Foothill Blvd	35th Ave	2022	Highest	Y
Near-Term	Public Request	Frontage Rd	7th St	2022	Low	N
Near-Term	Public Request	Geranium Pl	Mountain Blvd	2022	Low	N
Near-Term	Public Request	Thornhill Dr	Mountain Blvd	2022	Low	N
Near-Term	Public Request	Mandela Parkway		2022	Low	Y
Near-Term	Public Request	40th St	Market St	2022	High	N
Near-Term	Public Request	Foothill Blvd	9th Ave	2022	High	N
Near-Term	Public Request	Seminary Ave	Monadnock Way	2022	High	N
Near-Term	Public Request	Broadway	27th St	2022	High	Y
Near-Term	Public Request	Foothill Blvd	35th Ave	2022	High	Y
Near-Term	Public Request	High St	Wattling St	2022	High	Y
Near-Term	Public Request	Jackson St	17th St	2022	High	Y
Near-Term	Public Request	Lowell St	57th St	2022	High	Y
Near-Term	Public Request	Telegraph Ave	17th	2022	High	Y
Near-Term	Public Request	70th Ave	Favor St	2022	Highest	N
Near-Term	Public Request	17th St	Webster St	2022	Highest	Y
Near-Term	Public Request	98th Ave	Holly St	2022	Highest	Y
Near-Term	Public Request	Broadway	5th St	2022	Highest	Y
Near-Term	Public Request	Foothill Blvd	68th Ave	2022	Highest	Y
Near-Term	Public Request	W. Grand Ave	Mandela Pkwy	2022	Highest	Y
Near-Term	Public Request	MacArthur Blvd	Pierson St	2022	Low	N
Near-Term	Public Request	Santa Clara Ave	Vernon St	2022	Low	N
Near-Term	Public Request	Mountain Blvd		2022	Lowest	N
Near-Term	Public Request	64th Ave	Brann St	2022	Medium	Y
Near-Term	Public Request	Bond St	46th Ave	2022	Medium	Y
Near-Term	Public Request	Foothill Blvd	12th Ave	2022	Medium	Y
Near-Term	Public Request	Jackson St	19th St	2022	Medium	Y
Near-Term	Rapid Response	Bancroft Ave	61st Av	2022	High	N
Near-Term	Rapid Response	Jefferson St	14th St	2022	High	Y
Near-Term	Rapid Response	W MacArthur Blvd	Piedmont Ave	2022	High	Y
Near-Term	Rapid Response	14th St	Poplar St	2022	Highest	Y
Near-Term	Rapid Response	International Blvd	16th Ave	2022	Highest	Y
Near-Term	Rapid Response	Park Blvd	Everett Ave	2022	Low	N
Near-Term	Rapid Response	Shattuck Ave	55th St	2022	Low	Y
Near-Term	School Request	105th Ave	Edes Ave	2022	High	N
Near-Term	School Request	105th Ave	Edes Ave	2022	High	N
Near-Term	School Request	64th Ave	Majestic Ave	2022	High	N
Near-Term	School Request	E. 12th St	Derby Ave	2022	High	N
Near-Term	School Request	A Street	85th Ave	2022	High	N
Near-Term	School Request	E. 10th St	2nd Ave	2022	High	N
Near-Term	School Request	22nd Ave	Foothill Blvd	2022	High	Y
Near-Term	School Request	2nd Ave	E. 11th St	2022	High	Y
Near-Term	School Request	53rd Ave	International Blvd	2022	High	Y
Near-Term	School Request	81st Ave	Birch St	2022	High	Y
Near-Term	School Request	Brockhurst St	Market St	2022	High	Y
Near-Term	School Request	E. 12th St	39th Ave	2022	High	Y
Near-Term	School Request	E. 15th St	9th Ave	2022	High	Y
Near-Term	School Request	10th St	Filbert St	2022	Highest	N
Near-Term	School Request	28th Ave	E. 17th St	2022	Highest	N

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Near-Term	School Request	86th Ave	A St	2022	Highest	N
Near-Term	School Request	11th St	Harrison St	2022	Highest	Y
Near-Term	School Request	21st Ave	International Blvd	2022	Highest	Y
Near-Term	School Request	69th Ave	International Blvd	2022	Highest	Y
Near-Term	School Request	81st Ave	Rudsdale St	2022	Highest	Y
Near-Term	School Request	Foothill Blvd	15th Ave	2022	Highest	Y
Near-Term	School Request	29th Ave	International Blvd	2022	Highest	Y
Near-Term	School Request	45th St	Broadway	2022	Low	N
Near-Term	School Request	53rd Street	Market St	2022	Low	N
Near-Term	School Request	63rd St	Herzog St	2022	Low	N
Near-Term	School Request	La Cresta Ave	Hampel St	2022	Low	N
Near-Term	School Request	Lincoln Ave	Hearst Ave	2022	Low	N
Near-Term	Sideshow	MacArthur Blvd	106th Ave	2022	High	N
Near-Term	Sideshow	42nd Ave	I-880	2022	High	N
Near-Term	Sideshow	42nd Ave	International Blvd	2022	High	Y
Near-Term	Sideshow	Foothill Blvd	55th Ave	2022	Highest	N
Near-Term	Sideshow	MacArthur Blvd	Seminary Ave	2022	Highest	N
Near-Term	Sideshow	15th Ave	International Blvd	2022	Highest	Y
Near-Term	Sideshow	MacArthur Blvd	82nd Ave	2022	Highest	Y
Near-Term	Violence Preven	El Embarcadero	Lakeshore Ave	2022	High	Y
Near-Term	Violence Preven	E. 15th St	16th Ave	2022	Highest	Y
Near-Term	Violence Preven	Wood St	24th St	2022	Low	N

Safe Oakland Streets Traffic Safety Initiative: OPD Stop Analysis, 2022

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

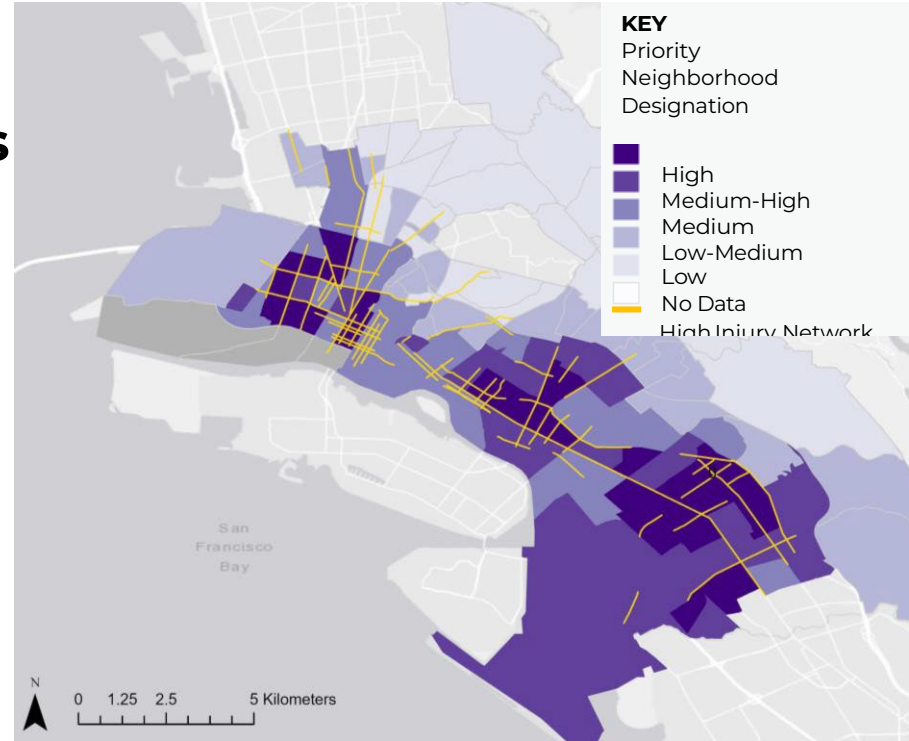
Severe and Fatal Crashes are Highly, and Disproportionately, Concentrated

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





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

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 That Account for 69% of Severe and Fatal Crashes

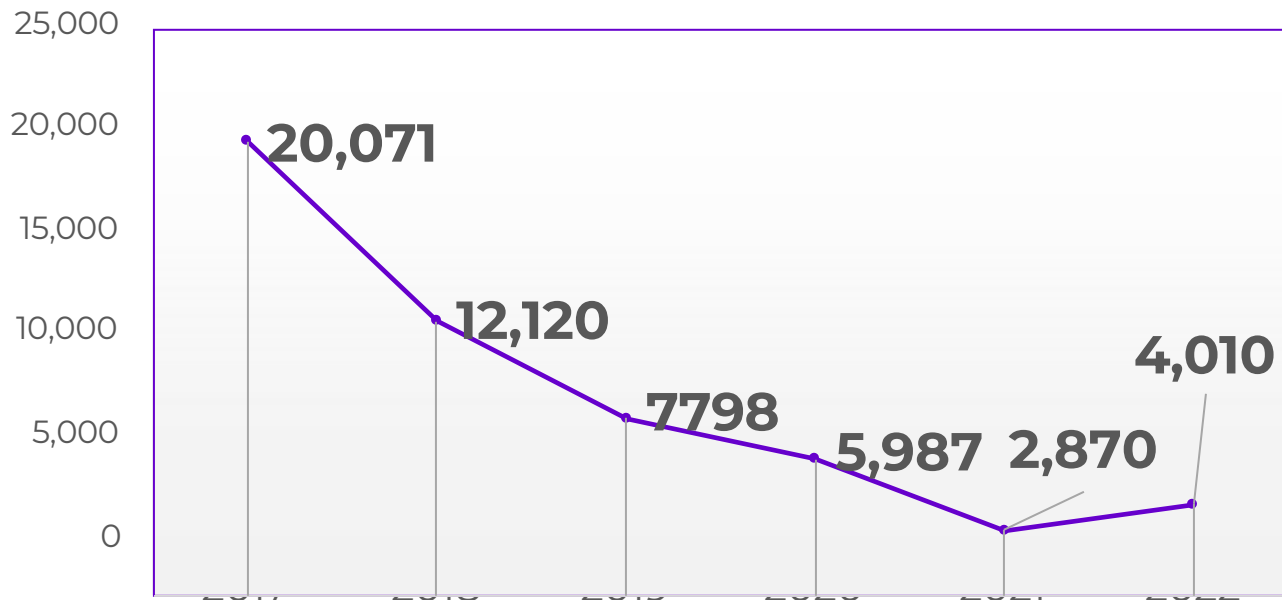
Crashes Causes (Primary Collision Factors)	Percent of Crashes Resulting in People Being Killed or Severely Injured (69%)
 Unsafe speed	24%
 Failure to yield	17%
 Disobeying Traffic Signals and Signs	17%
 Unsafe Turning (especially left turns)	11%

Oakland Police Dept. Initiatives

SOS Enforcement Strategies

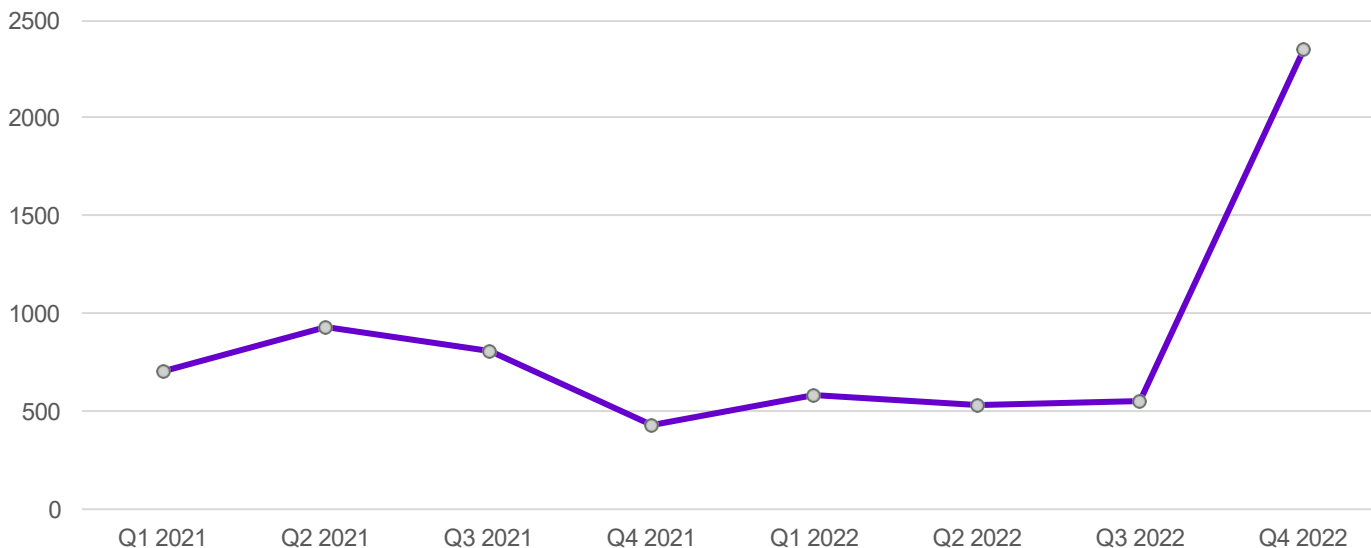
- **6.2** DOT and OPD to collaborate on data sharing to guide traffic enforcement to be more operationally focused, and data driven.
- **6.3** OPD to pilot high visibility enforcement focused on dangerous driving behaviors within the high injury corridors, as feasible.
- **6.4** OPD to develop guidance for reducing the racial disparity between non-dispatch traffic stops and crashes.
- **6.5** OPD to add focused traffic violations as a special section within the annual OPD Stop Data report.

Traffic Stops Overtime



Non-Dispatch Non-Intel Led Stops, 2017-2021, OPD

Stops increased markedly with return of traffic company



Non-Dispatch Non-Intel Led Stops, 2017-2021, OPD

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

- Traffic Stops on the HIN*
 - 2019: 61%
 - 2021: 73%
 - 2022: 69%
- Traffic Stops for Most Dangerous Behaviors
 - 2019: 40%
 - 2021: 64%
 - 2022: 72%

**within 500 ft of HIN*

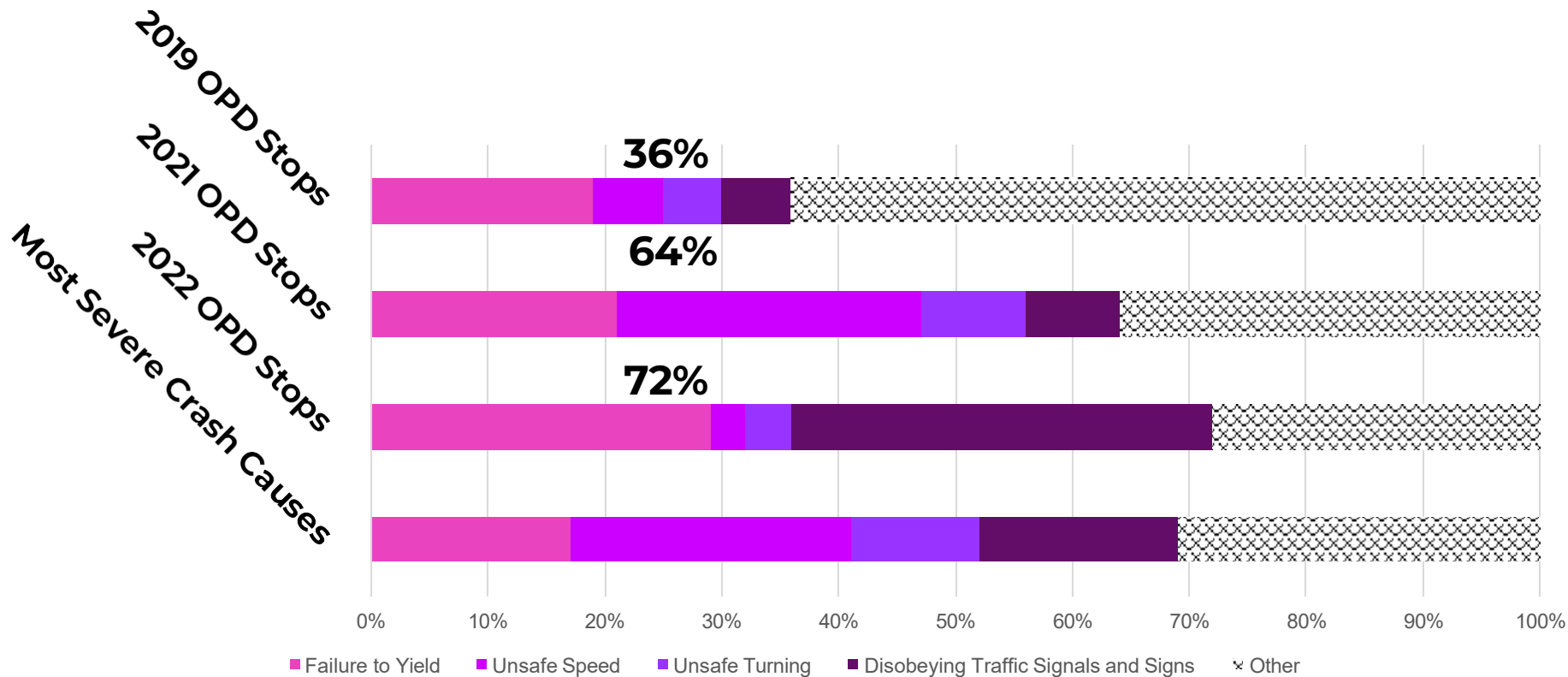
Non-Dispatch, Non-Intelligence-Led Stops, 2019, 2021, OPD

Traffic Stops Are More Focused on Moving Violations in 2022

	2019		2020		2021		2022	
Moving Violation	80%	7,280	88%	5,279	93%	2,661	95%	3,813
Equipment Violation	13%	1,212	8%	456	4%	113	2%	74
Non-Moving Violation, Including Registration	7%	627	4%	251	3%	96	3%	123
Null	0%	1	0%	1	0%	0	0%	0
Grand Total	100%	9,120	100%	5,987	100%	2,870	100%	4,010

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

And The Most Dangerous Behaviors



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

Traffic Stop Locations 2021

- Over half of traffic stops are on both the High Injury Network and in a High Priority Equity Neighborhood
- 68% of the HIN is in High Priority Neighborhoods
- 69% of traffic stops were on the HIN

	Occurred in Priority Equity Neighborhoods**	Occurred Outside Priority Equity Neighborhood
Occurred on High Injury* Network	[54%]	[20%]
	2024	740
Occurred outside of High Injury Network	[17%]	[9%]
	638	350

**within 500 ft of HIN*

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

Non-Dispatch Traffic Stops, 2022OPD 13

OPD Traffic Enforcement is less reliant on grant funds

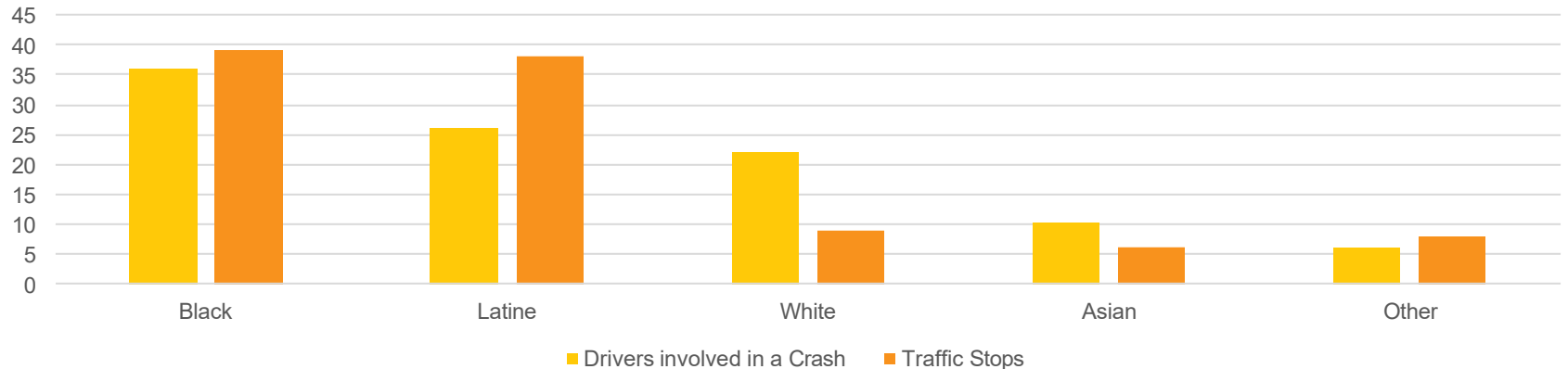
	2020		2021		2022	
Regular Shift	60%	3,618	38%	1,094	76%	3,064
Overtime Assignment	5%	270	6%	292	3%	137
OTS Grant Overtime	35%	2099	52%	1484	20%	809
Total	100%	5,987	100%	2,870	100%	4,010

The measurement used is number of stops

Non-Dispatch, Non-Intelligence-Led Stops, 2021, 2022, OPD

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*) – **comprising 77% of stops in 2022**



*Non-Dispatch, Non-Intelligence-Led Stops, 2021 OPD
SWITRS 2022*

Monitoring Moving Violations by Race

	2019	2020	2021	2022
Black/African American	80%	88%	93%	95%
Hispanic	81%	92%	93%	95%
White	85%	91%	94%	96%
Asian	83%	93%	96%	98%
Other	86%	88%	94%	96%

- **Higher proportion of moving violations**
- **Variation across racial groups is decreasing**

Non-Dispatch, Non-Intelligence-Led Stops, 2019-2022
ORD

Attachment 3: Links to Additional Reports and Resources

[2022 Traffic Safety and Pedestrian Safety Improvements Report](#) – Informational report and recommendations for improving and expediting traffic calming installations.

[2021 Safe Oakland Streets Initiative Report](#)- Informational report on the goals and strategies of the Safe Oakland Streets Initiative.

[2022 Safe Oakland Streets Annual Report](#)- First annual update on the progress and priorities of the Safe Oakland Streets Initiative.

[Traffic Fatalities Reporting Webpage](#)- OakDOT webpage reporting on all traffic fatalities on Oakland's roadways.

[OakDOT Major Projects Map](#)- Published map showing all of OakDOT's Capital Improvement Projects, with estimated timelines and funding sources.

[Paving Program](#)- OakDOT webpage with information on the paving program and links to maps showing paving plans.

[Bicycle Plan](#)- Resources about Oakland's bike plan, including the full plan for download and tracking of the implementation of the plan.

[Crossing Guard Program](#)- Information on Oakland's crossing guard program, and associated locations.

[Speed Bump Program](#)- Link to the speed bump application and status of active applications.

[Traffic Safety Service Requests](#)- OakDOT's Traffic Safety Request program works to deliver quick-build responses to traffic safety requests.

[Sideshow Prevention](#)- OakDOT is using novel engineering approaches to prevent sideshows in heavily impacted locations.

[Sidewalks](#)- Link to report sidewalk damage and ADA sidewalk repair.

[Parking](#)- Information on parking enforcement and links to pay or challenge parking tickets.

**You were pulled over for a high-risk traffic violation on our High Injury Network (HIN).
Unsafe driving can cause death.**



**Approximately
two severe and
fatal crashes occur
in Oakland every
week.**

SAFE OAKLAND STREETS



**60% of these
crashes occur
on 6% of our
roads.
This is our HIN.**

Safe Oakland Streets (SOS) is a Citywide initiative to prevent serious and fatal crashes and eliminate crash inequities on Oakland's streets.

For more information on how we the City is focusing resources to save lives check out our website: www.oaklandca.gov/sos



SAFE OAKLAND STREETS

