

Safe Oakland Streets Traffic Safety Initiative: OPD Stop Analysis, 2019-2021

**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; and
- **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

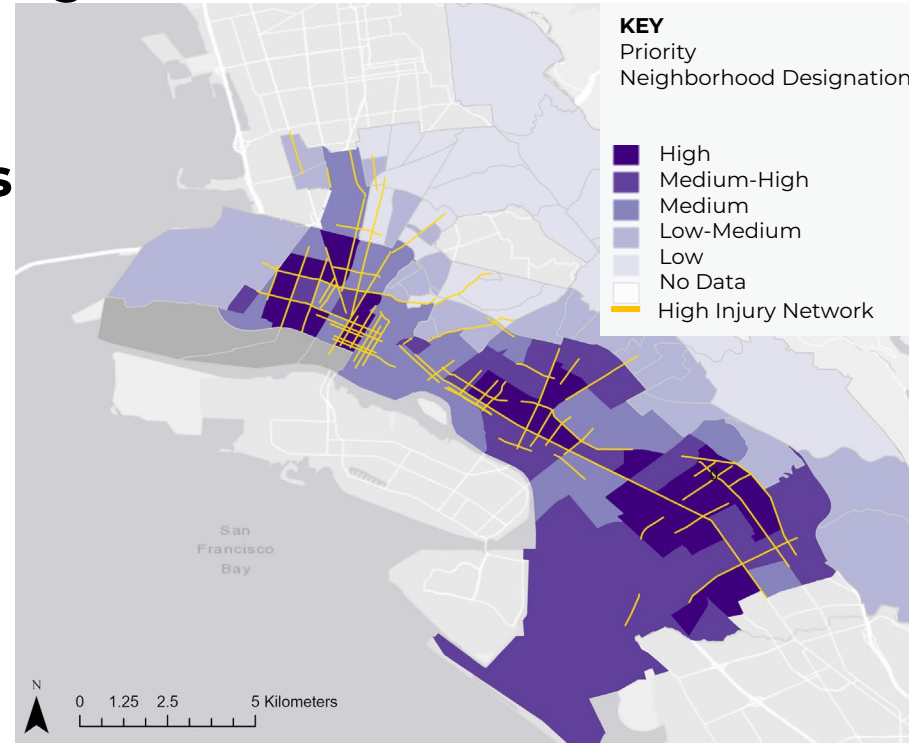
Severe and Fatal Crashes are Highly, and Disproportionately, Concentrated

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 70% of Severe and Fatal Crashes

Crashes Causes (Primary Collision Factors)	Percent of Crashes Resulting in People Being Killed or Severely Injured (70%)
 Failure to yield	18%
 Unsafe speed	17%
 Unsafe Turning (especially left turns)	14%
 Impaired Driving	13%
 Disobeying Traffic Signals and Signs	8%

SWITRS 2019

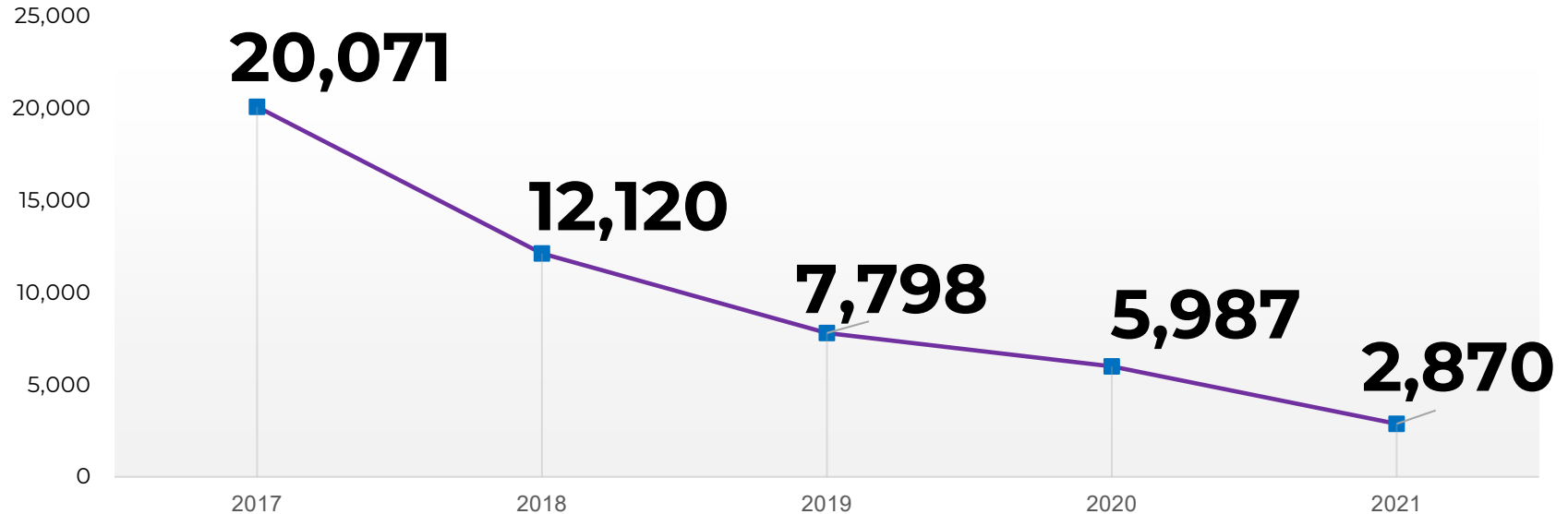
Oakland Police Dept. Initiatives

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 Have Notably Decreased

Non-Dispatch Non-Intelligence Led Traffic Stops



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%
- Traffic Stops for Most Dangerous Behaviors
 - 2019: 40%
 - 2021: 64%

**within 500 ft of HIN*

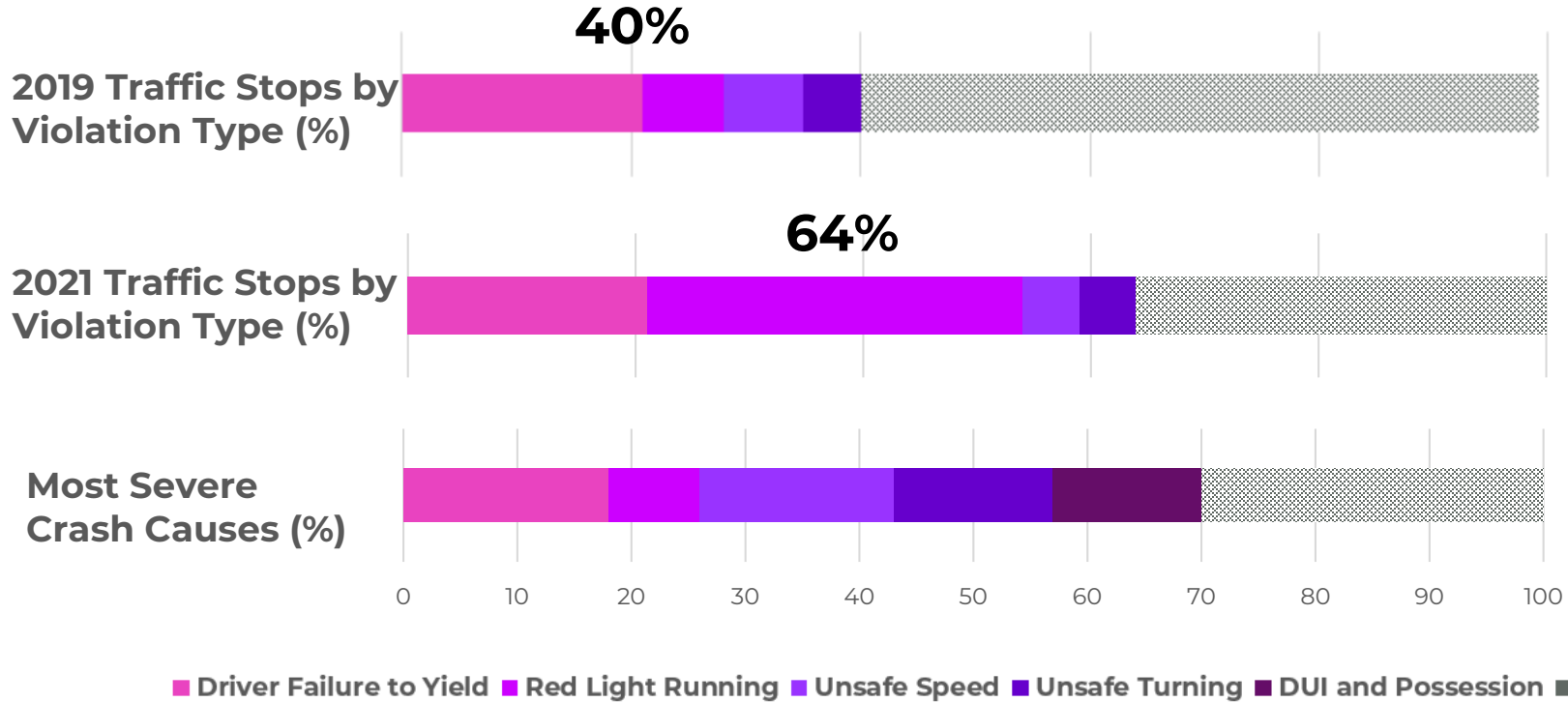
Non-Dispatch, Non-Intelligence-Led Stops, 2019, 2021, OPD

Traffic Stops Are More Focused on Moving Violations in 2021

	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 Stops, 2019-2021, OPD

And The Most Dangerous Behaviors



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**
- **71% of traffic stops were on the HIN**

	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

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

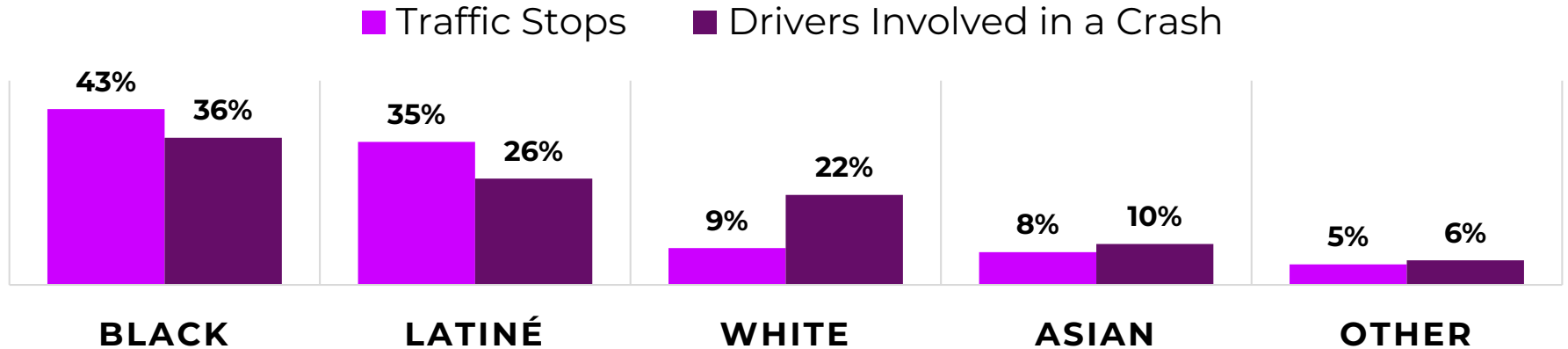
OPD Traffic Enforcement is increasingly reliant on grant funds

	2020	2021
Regular Shift	60% (3,618)	38% (1,094)
Overtime Assignment	5% (270)	6% (292)
OTS Grant Overtime	35% (2099)	52% (1484)
Total	100% (5,987)	100% (2,870)

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

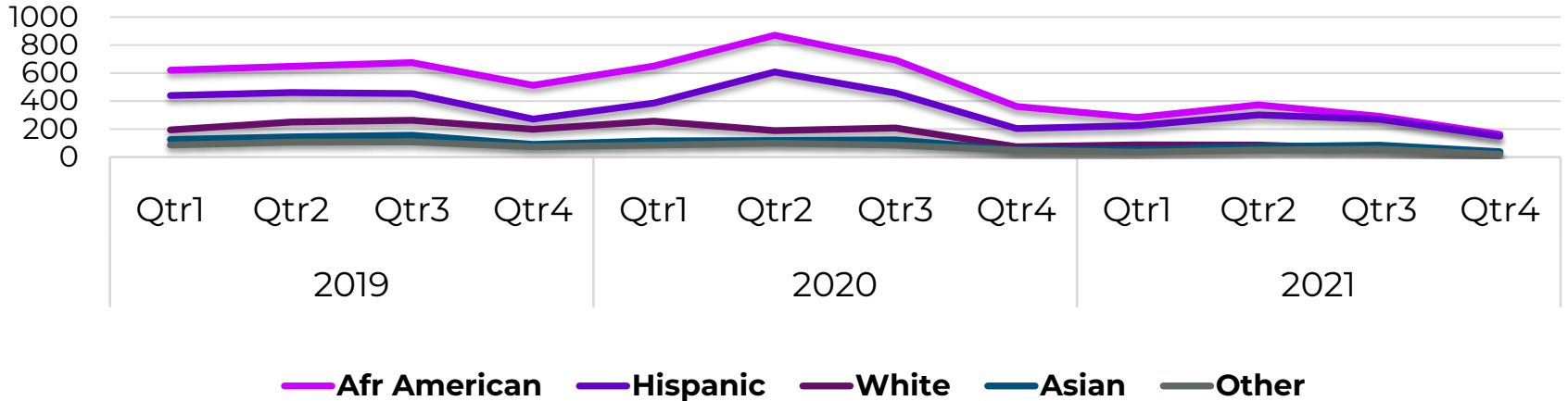
Racial Disparities in Traffic Stops

- **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 78% of stops in 2021*



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

Monitoring Moving Violations by Race



- Number of stops are decreasing
- Higher proportion of moving violations
- Variation across racial groups is decreasing

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

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