Safe Oakland Streets Traffic Safety Initiative

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

Content Warning:

This presentation contains information about death and serious injuries on Oakland streets

In Memoriam: *Lives lost in Oakland Traffic Crashes in 2021*

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Safe Oakland Streets Initiative: Goals

- **Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, 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

Safe Oakland Streets is a shift from the traditional 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

Overview

1. Understanding the Problem

2. Background

3. Research and Analysis

4. Recommended Strategies

5. Next Steps

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Too many people are dying and being severely injured in traffic crashes on Oakland Streets

- In **2020**, OPD reported a **spike in traffic-related fatalities** where **33 people** were killed on our roadways, compared to the 27 people killed in 2019

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

Racial Inequities in Severe, Fatal Crashes

Severe and fatal crashes disproportionately impact Black, Indigenous and people of color (BIPOC), high priority equity communities, and seniors.*
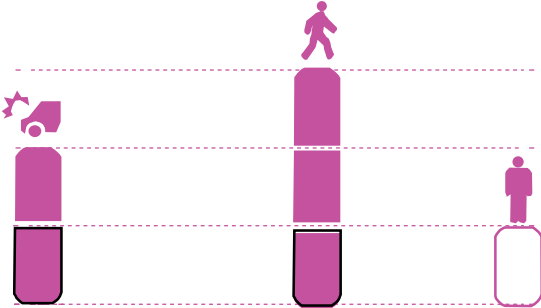
Black Oaklanders are **2 times** as likely to be killed or severely injured in a crash (all modes)

3 times as likely to be killed or severely injured while walking

compared to all other Oaklanders

30% of streets in majority Asian census tracts fall on the City of Oakland Pedestrian High Injury Network - the highest percentage of any ethnicity

Source: Oakland Equity Indicators Report, 2018

Pedestrian Safety scored **1 out of 100** in the 2018 **Oakland Equity Indicators** Report

Source: High Injury Network: 2012-2016 Data from SWITRS (Statewide Integrated Traffic Records System), prepared by Fehr & Peers for the City of Oakland, 2018.
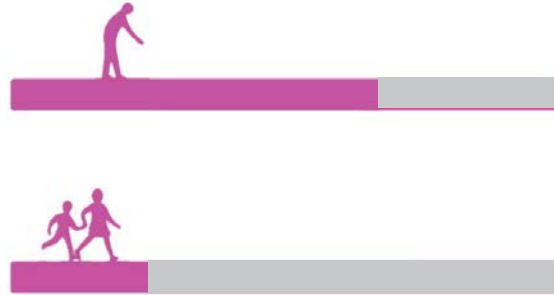
***Note**: studies have found that communities of color are under-represented in crash data.*

Age Inequities in Severe, Fatal Crashes

Older Oaklanders (65+)

2x more likely to be killed in a crash compared to all other Oaklanders

67% of **Older Oaklanders' (65+)** fatalities occur while **walking**

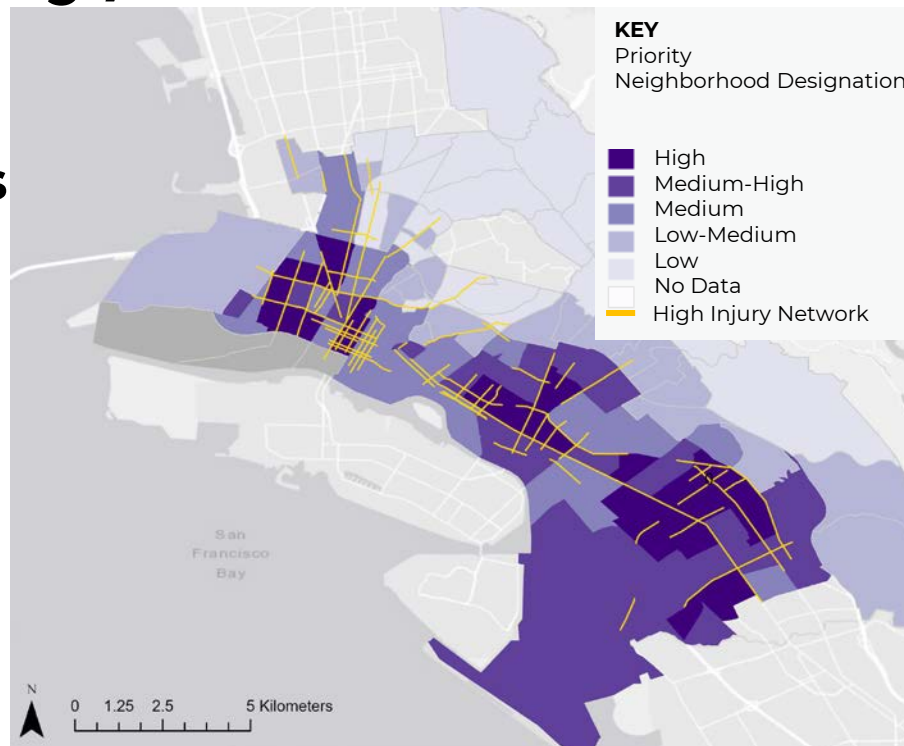compared to only **26%** for Oaklanders of all other ages

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.

KEY
Priority
Neighborhood Designation

- High
- Medium-High
- Medium
- Low-Medium
- Low
- No Data
- High Injury Network

San Francisco Bay

N

0 1.25 2.5   5 Kilometers

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%

Speed Kills

HIGH SPEEDS ARE MORE DEADLY

HIT BY A VEHICLE TRAVELING AT
40 MPH

9 out of 10 pedestrians are killed

HIT BY A VEHICLE TRAVELING AT
30 MPH

5 out of 10 pedestrians are killed

HIT BY A VEHICLE TRAVELING AT
20 MPH

1 out of 10 pedestrians are killed

AND SPEED MATTERS IN OAKLAND

1 in 4 Oaklanders killed are involved in a crash where speed is a primary factor

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Oakland Police Dept. Initiatives

- **Risk Management**

- **OPD focuses traffic patrols** in areas with pedestrian-involved injuries and/or fatal collisions, as well as a variety of factors including safety, equity, and walkability; focusing on the most dangerous streets and intersection for pedestrians.

- Patrol officers are directed to **focus enforcement on the High Injury Network and near schools** where pedestrian traffic is concentrated

- Office of Traffic Safety **grant funding for targeted operations**: DUI check points, distracted driving, speeding
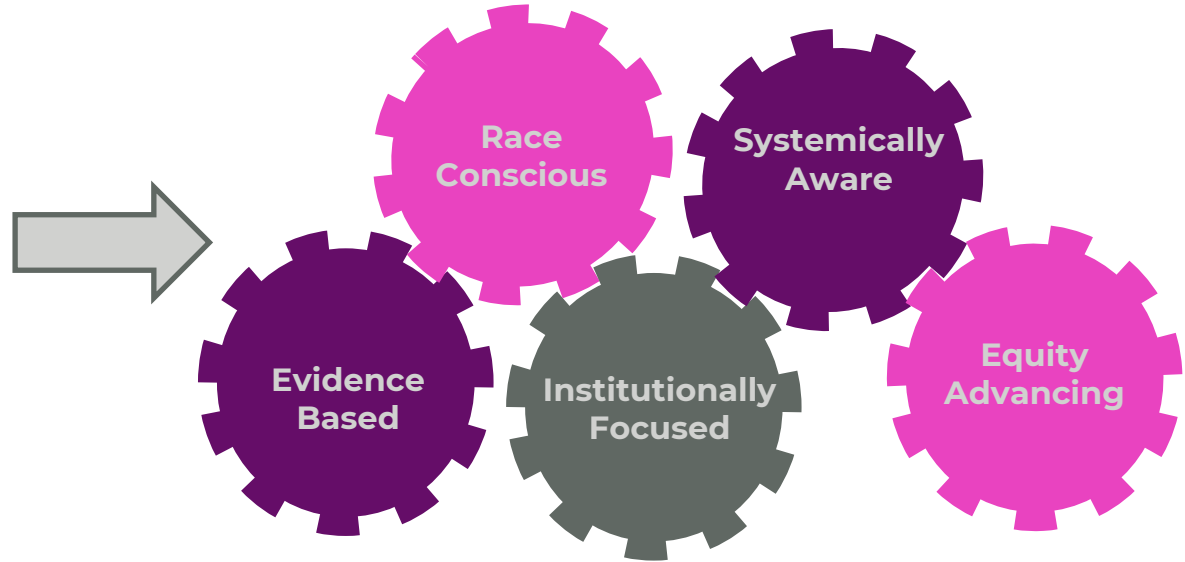
OakDOT Initiatives

- Capital Improvement Program

- Implementation of the Bike and Pedestrian Plans

- Prioritizing the HIN and high priority neighborhoods in Paving projects

- Safe Routes to School

- 311 Service Requests for traffic safety

- Rapid Response Projects

Agenda
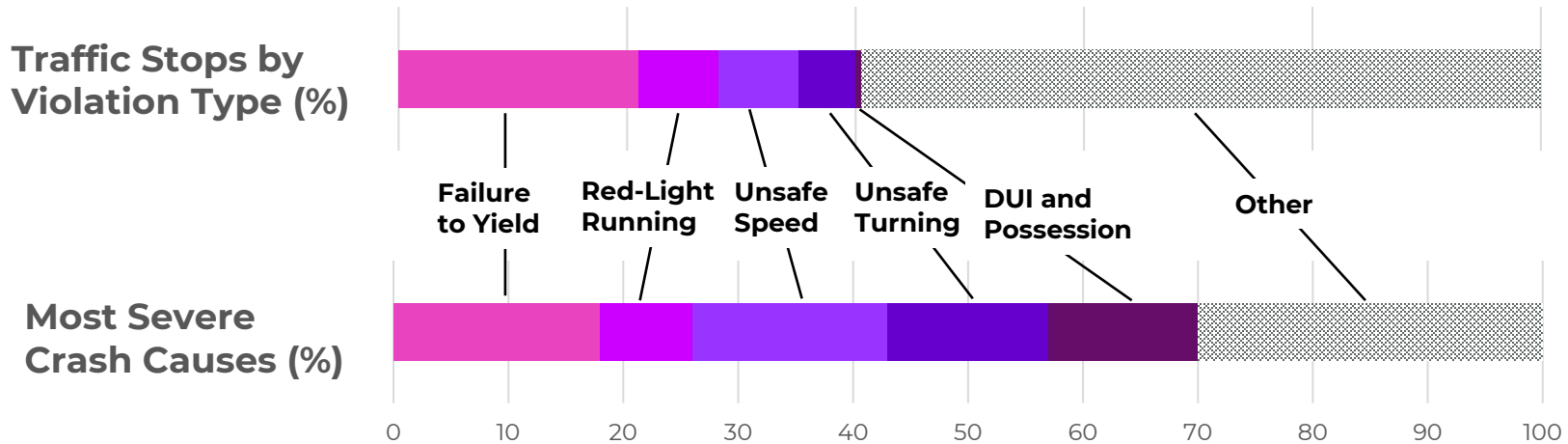
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Efficacy and Equity Assessment

ENGINEERING
POLICY
PLANNING & EVALUATION
ENGAGEMENT, EDUCATION & PROGRAMS
ENFORCEMENT

Race Conscious

Systemically Aware

Evidence Based

Institutionally Focused

Equity Advancing

Traffic Stop Disparities in Crash Causes
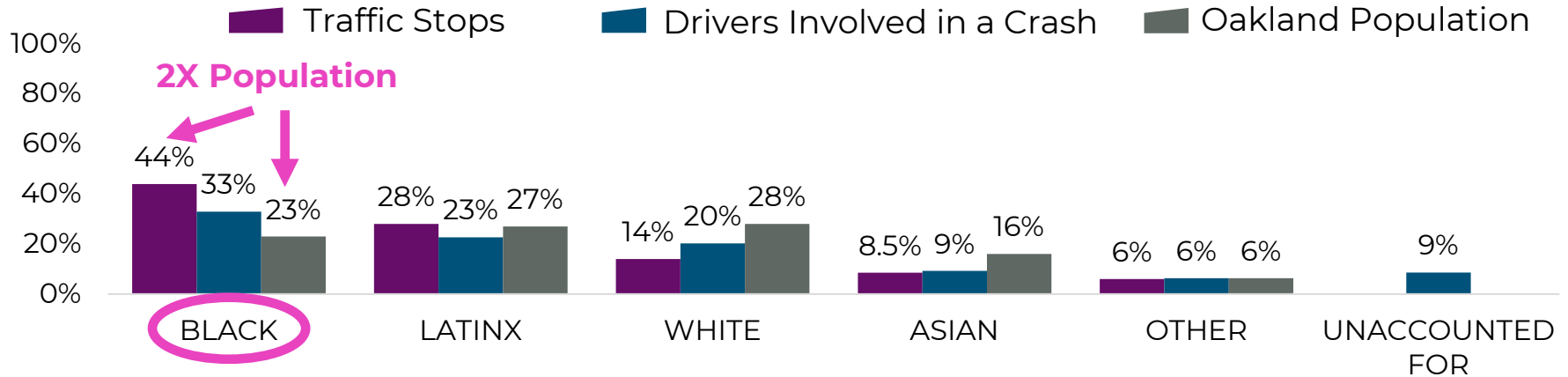
- **43% of traffic stops made on the HIN** where **60%** of most severe crashes occur
- **40% of traffic stops** made for causes contributing to **70%** of most severe crashes

Traffic Stops by Violation Type (%)

Most Severe Crash Causes (%)

Failure to Yield
Red-Light Running
Unsafe Speed
Unsafe Turning
DUI and Possession
Other

0 10 20 30 40 50 60 70 80 90 100

Racial Disparities in Traffic Stops

- **OPD has reduced racial disparities in stops** since 2016
- **Traffic Officer stops** are more likely to address the most dangerous driving behaviors and have a lower racial disparity than **Patrol officer stops**
- **More stops are conducted on Black People** than crashes involving Black drivers and Oakland's Black Population

2X Population

	BLACK	LATINX	WHITE	ASIAN	OTHER	UNACCOUNTED FOR
Traffic Stops	44%	28%	14%	8.5%	6%	
Drivers Involved in a Crash	33%	23%	20%	9%	6%	9%
Oakland Population	23%	27%	28%	16%	6%	

Findings that Inform SOS Strategies

	Engineering	Policy	Planning & Evaluation	Engagement Education & Programs	Enforcement
General Efficacy Score*	**High/ Medium**	**Limited/ Unknown to High (Mixed)** Speed limit reduction policies are high efficacy	**Limited / Unknown** Independent effects difficult to measure but critical complementary strategy	**Limited/ Unknown** Independent effects difficult to measure but can be complementary strategy	**Limited/ Unknown to High (Mixed)** Automated enforcement implementation can have a high efficacy
General Equity Score	★ ★	★ ★	★ ★	★ ★ ★	★

Equity Key: **Benefit =** ★ ★ ★   **It Depends =** ★ ★   **Concern =** ★

*Scores are qualitative summaries; in-depth findings are available in the informational memo appendix

Effective Speed Reduction Strategies

	Engineering	Policy	Planning & Evaluation	Engagement Education & Programs	Enforcement
Speed Strategy *	Lane Reductions and Narrowing	Lowering Speed Limits to 20 MPH	Comprehensive Traffic Safety Plans to Target Investments	Youth Education	Automated Speed Enforcement
General Equity Score	★ ★	★ ★	★ ★	★ ★ ★	★

Equity Key: Benefit = ★ ★ ★   It Depends = ★ ★   Concern = ★

*Strategies that enhance safe speeds are noted with a speedometer

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1. Coordination & Collaboration

1.1 Coordinate collaborative efforts to implement traffic safety strategies.

1.2 Report back to City Council annually on status of Safe Oakland Streets Initiative and traffic safety strategies.

The whole is greater than the sum of its parts

2. Engineering

2.1 Focus project investment in high priority communities and on the High Injury Network.

2.2 Work in partnership with communities to implement *responsive, proactive, and near-term* improvements.

2.3 Apply existing tools to increase safety in the *highest priority neighborhoods* through engagement and partnerships.

2.4 Increase delivery of traffic safety treatments through routine paving projects.

3. Policy

3.1 Reduce school zone speed limits to 15 mph

3.2 Assess past lessons learned and explore re-establishment of red-light automated enforcement

3.3/3.4 Local speed limit reductions and **speed safety cameras** through State Policy Advocacy

3.5 Advance policies to expedite delivery of traffic safety improvements

4. Planning & Evaluation

4.1 Explore data partnerships with Alameda County Public Health Department, Alameda County Sheriff's Office, etc.

4.2 Track traffic deaths publicly for transparent monitoring, and accountability, provide data summarized by demographic groups

4.3 Add stop data to Open Data platform providing public access to data as disaggregated as possible

4.4 Develop Local Road Safety Plan

5. Engagement, Education & Programs

5.1 Effectively engage community on these strategies

5.2 Institutionalize city partnerships to address traffic safety issues in a holistic way

5.3 Provide traffic safety programs to vulnerable groups in partnership with CBOs per Bike and Ped Plans

6. Enforcement

6.1 Use new strategies to traffic enforcement such as automated enforcement and strategies from Reimagining Public Safety Task Force

6.2 Collaborate on data sharing between DOT and OPD for more data driven process

6.3 Pilot high visibility enforcement on dangerous driving behaviors within high injury corridors

6. Enforcement

6.4 Develop guidance for reducing racial disparities between non-dispatch traffic stops and crashes.

6.5 Add traffic violations to a special section within the annual OPD Stop Data report.

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What's Next?

- **Interdepartmental Coordination to Advance Strategies**

- **State Legislation**

- **Speed Management Training**

- **Community Outreach and Engagement**

Public Resources

Safe Oakland Streets:
https://www.oaklandca.gov/topics/safe-oakland-streets

Equity and Safety Maps
https://oakgis.maps.arcgis.com/apps/webappviewer/index.html?id=167a1a636a0a4480a0e0592ad340e52b

Thank You – And Join Us…

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