Safe Oakland Streets

SAFE OAKLAND STREETS

Assembly Bill 2336 (Friedman and Ting)

Enforcing Speed Limits to Save Lives

Exhibit F

MCPD Action Request

- Letter of support for AB 2336

(A drafted template is available)

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

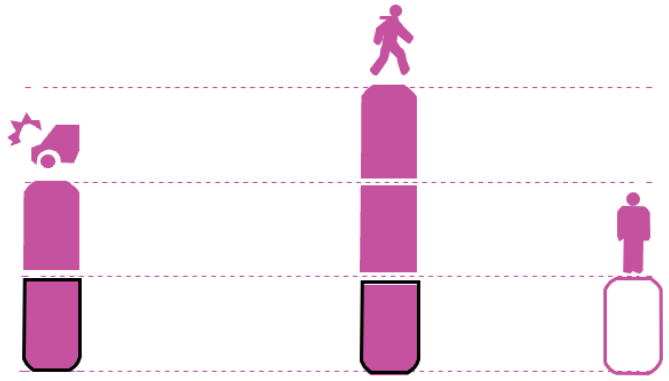
- In **2021, 29 people lost their lives** on Oakland's streets due to traffic violence
- Approximately **two life-changing or life-ending** traffic crashes happen **each week**

Exhibit F

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

Exhibit F

Source: Oakland Crash Analysis, 2018.

Severe and Fatal Crashes Disproportionately Impact People with Disabilities

- People with disabilities are more likely to be pedestrians
- 37.5% of severe and fatal crashes involving a pedestrian occur in crosswalks at an intersection
- People with disabilities may spend more time than average in intersections and on the road in general
- Severe crashes may result in disability

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Source: mysidewalk.com, 2022

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**

3. **Inform effective and equitable safety strategies**

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Equity & Efficacy Analysis

- ENGINEERING
- POLICY
- PLANNING & EVALUATION
- ENGAGEMENT, EDUCATION & PROGRAMS
- ENFORCEMENT

Exhibit F

Strategies Summarized

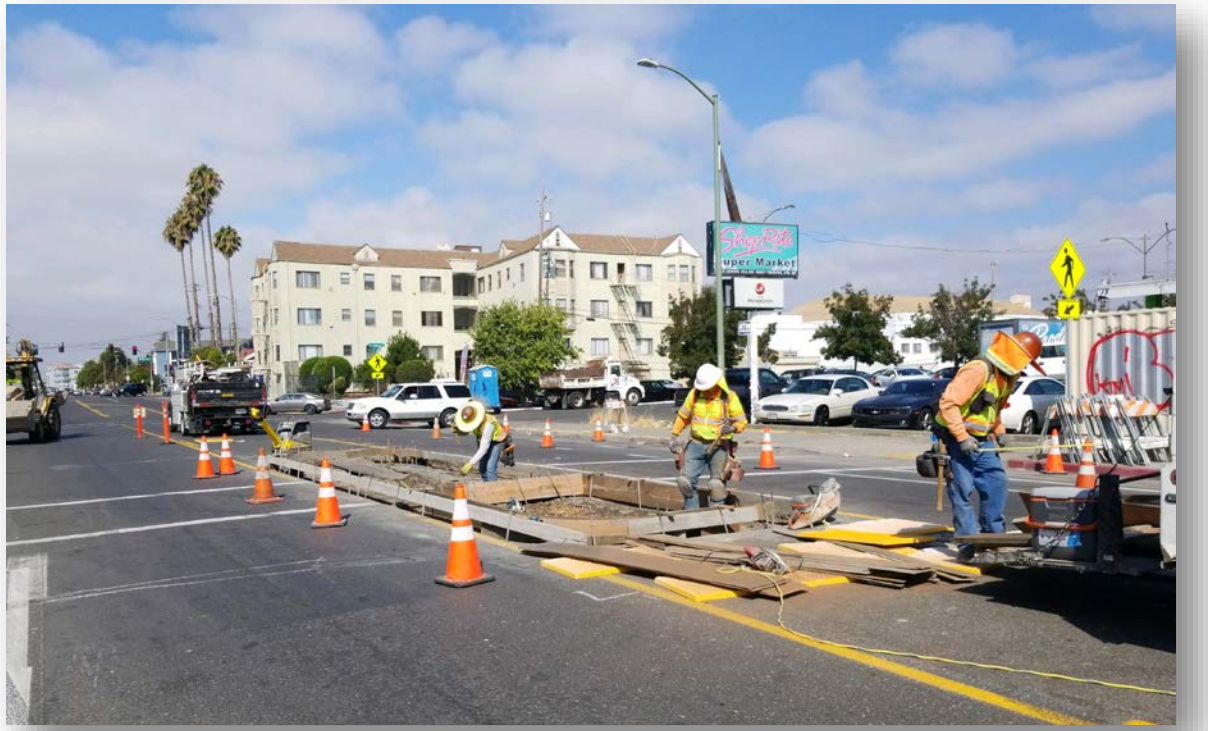
ENGINEERING	Most critical element, prioritize this with strong engagement
POLICY	Focus on speed-related policies
PLANNING & EVALUATION	Build more robust and transparent injury data; update HIN
ENGAGEMENT, EDUCATION & PROGRAMS	Engage communities in strategies, partner w/ CBOs on programs, and seek opportunities for collaboration
COLLABORATION	Coordinate across departments & public; report to Council annually
ENFORCEMENT	Use new traffic enforcement strategies, improve data & guidance to reduce disparities

Exhibit F

Engineering Projects

98th & Cherry, in front of an elementary school

(image of crosswalk with painted pedestrian island protected by plastic bollards)



Bancroft & Avenal

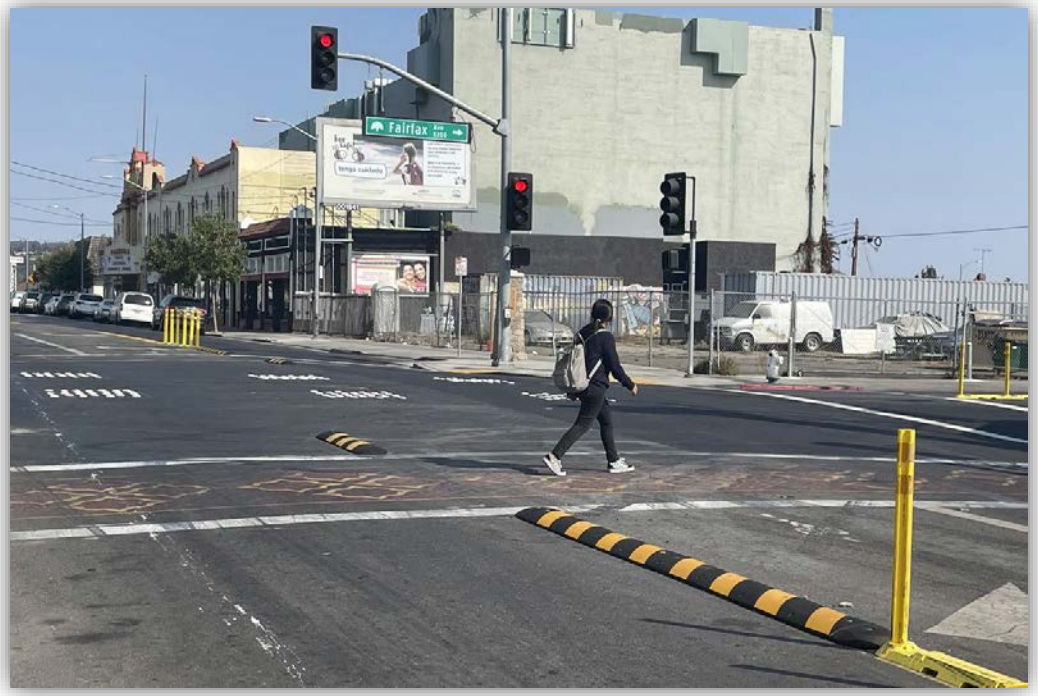
(image of workers installing a pedestrian island)

Exhibit F

Engineering Projects

35th Avenue
(Image of street with a speed hump)

Exhibit F



Foothill and Fairfax
(image of speed bumps and Bott's Dots installed throughout an intersection)

Engineering Projects

MacArthur Blvd by Mills College (Image of cyclist in cycletrack)

Chinatown Lake Merritt BART (New bike lanes and bulb outs protected with plastic bollards)

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Speed Kills

HIGH SPEEDS ARE MORE DEADLY

9 out of 10 pedestrians are killed

5 out of 10 pedestrians are killed

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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Speed Safety Systems
What's their efficacy?

Speed Reductions

Portland

30%

Decrease in speeding vehicles

Chicago

31%

Decrease in speeding vehicles

Denver

28%

Decrease in average speed

Injury and fatality Reductions

New York City

55%

Decrease in fatalities

Montgomery County, MD

39%

Decrease in severe & fatal injuries

Washington, D.C.

70%

Decrease in fatalities

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Reimagining Public Safety Task Force

Recommendation 59

Pending changes in California State law, move most traffic enforcement out of the Oakland Police Department (OPD) and into the Oakland Department of Transportation (OakDOT)

Exhibit F

Strong Equity & Privacy Mitigations

- Non-moving violations without photos of drivers' faces (similar to parking tickets)
- Information is destroyed after 5 days if no violation, 60 days with violation
- Cannot use data for any other purpose
- Must work with stakeholders to develop a Speed Safety System Use Policy, which includes location selection

Comparison of Speed Enforcement Strategies

Officer-Enforced	Speed Safety System	No Enforcement
• Limited Efficacy	• High Efficacy	• No Efficacy
• Implicit biases can lead to more tickets for BIPOC drivers	• No opportunity for racial profiling	• More instances of speeding/extreme speeding
• OPD led	• DOT led	• More loss of life & disability
• Interactions are stressful and can escalate	• No interactions b/t law enforcement and public	• Higher stress levels for residents

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Fines Comparison

Speed violation AB 2336	Fine	Speed Violation existing law	Fine
11-15 mph	$50	1-15 mph	$238 and 1 point
16-25 mph	$100	16-25 mph	$367 and 1 point
26 mph and over	$200	26 and over	$490 and 1 point
Speed greater than 100 mph	$500	Speeding greater than 100 mph	$900 and 2 points

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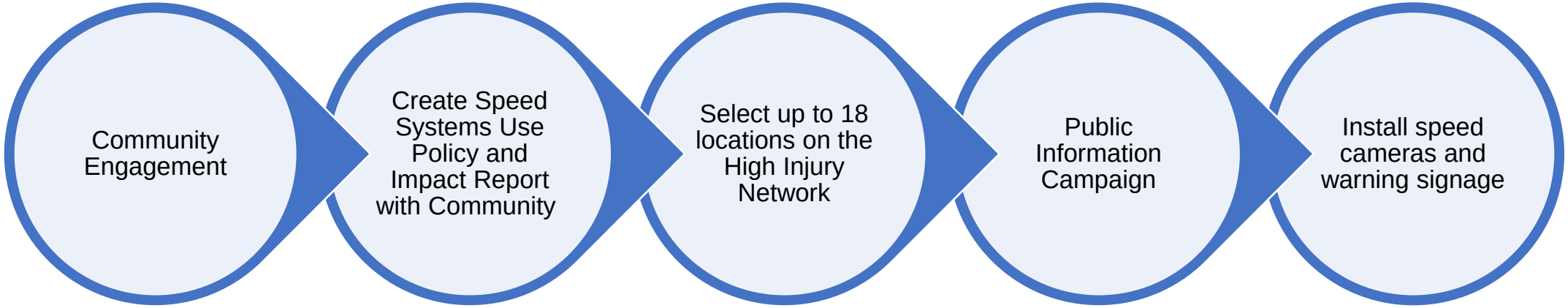
Fine Reductions under AB 2336

Speed violation AB 2336	Fine	Indigent	200% above poverty level
11-15 mph	$50	$10	$25
16-25 mph	$100	$20	$50
26 mph and over	$200	$40	$100
Speed greater than 100 mph	$500	$100	$250

Exhibit F

AB 2336 (Friedman and Ting): Implementation of Automated Speed Enforcement

Before Installation



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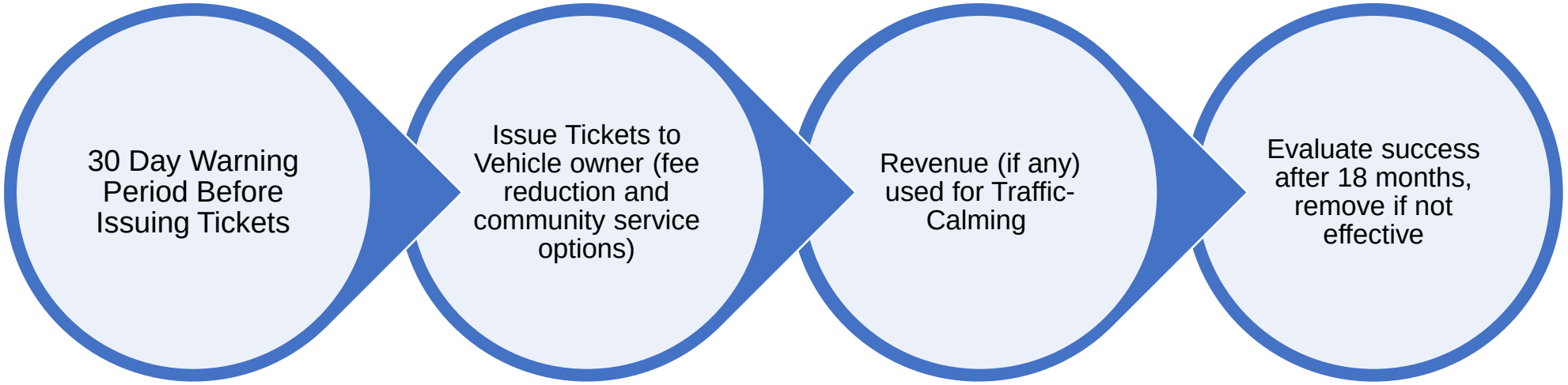
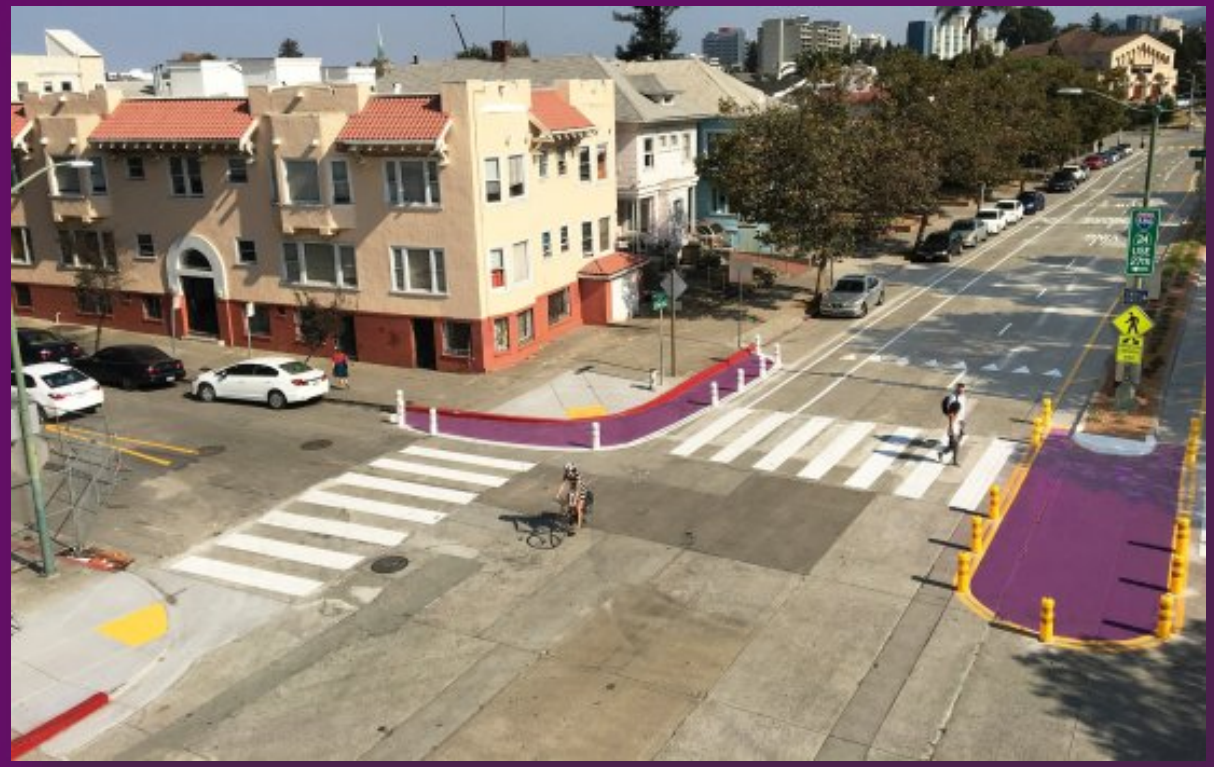
After Installation



Thank you!



More info & resources available at: www.oaklandca.gov/SOS

Nicole Ferrara, Policy & Intergovernmental Affairs Adviser, OakDOT