

Safe Oakland Streets (SOS) Initiative

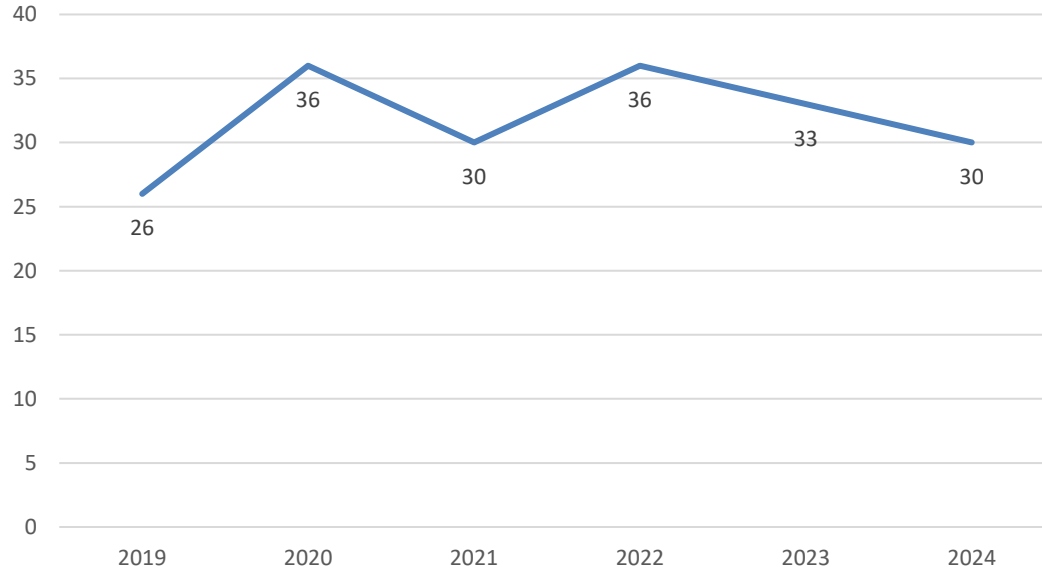


2024 Annual Report

Too Many People are Dying

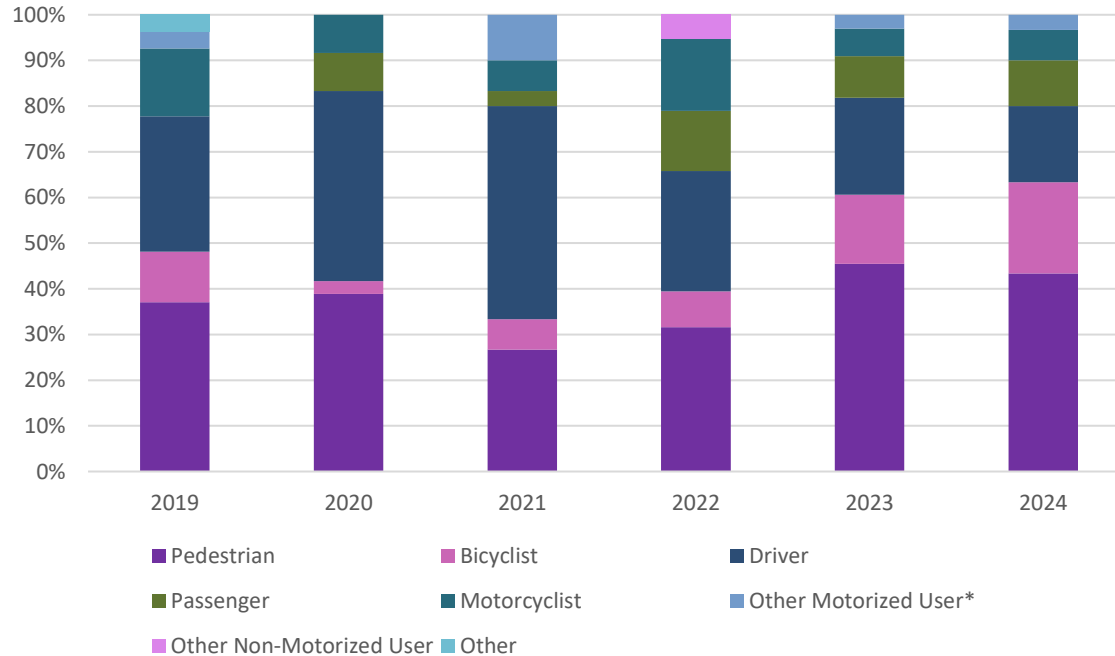
2024 was another deadly year on Oakland's Streets, with a total of 30 crash fatalities

Total Fatalities in Oakland 2019-2024



Too Many People are Dying

Fatalities by Mode in Oakland 2019-2024



People walking, rolling, biking, or riding motorcycles are especially vulnerable to traffic violence- Making up over 70% of fatalities in 2024

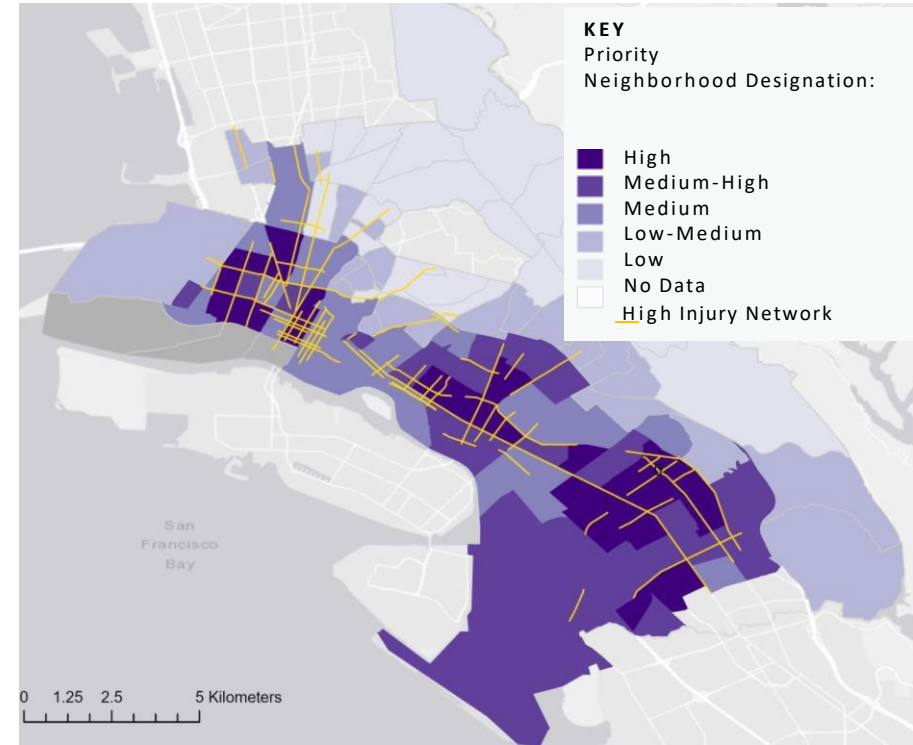
Source: Statewide Integrated Traffic Records System (SWITRS)

* 2022 and 2023 data are provisional and may be incomplete or subject to change.

2018 High Injury Network (HIN)

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





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



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

Most Dangerous Driving Behaviors

These Factors Account for 90% 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*

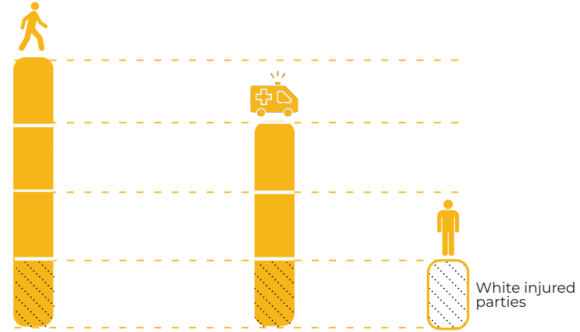
Severe and Fatal Crashes Disproportionately Impact Black Oaklanders and Seniors

Older Oaklanders
(65+)



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

Compared to White injured parties,
Black injured parties in Oakland were:



4 times

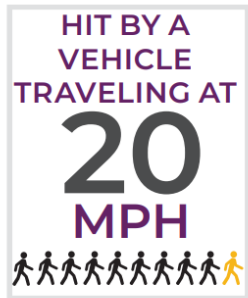
as likely to be
killed or severely
injured while
walking

3 times

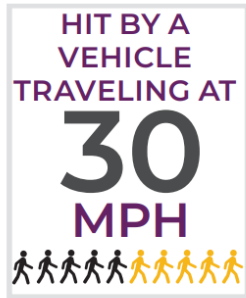
as likely to be
killed or severely
injured in a crash

Speed Kills

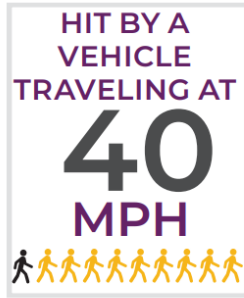
HIGH SPEEDS ARE MORE DEADLY



**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

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** including racial disparities impacting BIPOC communities that exist today in Oakland
3. **Inform effective and equitable safety strategies** that prevent injury and injury inequities, and do not have adverse equity impacts on BIPOC communities, seniors, people with disabilities and low-income populations
4. **Eliminate crash fatalities on all of Oakland's roadways by 2042** through targeted and strategic prevention



Safe Oakland Streets History

SOS is an Interdepartmental Partnership between:

**Oakland
Department of
Transportation
(OakDOT)**

**Oakland
Police
Department
(OPD)**

**City
Administrator's
Office
(CAO)**

**Department
Of Race and
Equity
(DRE)**

Efficacy and Equity Assessment

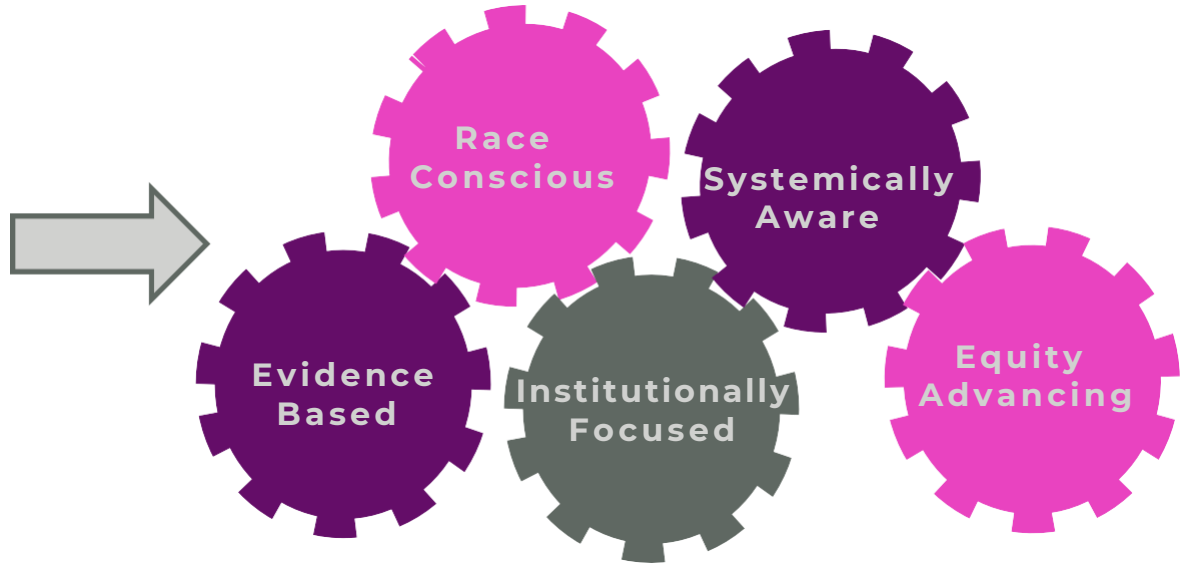
ENGINEERING

POLICY

PLANNING &
EVALUATION

ENGAGEMENT,
EDUCATION &
PROGRAMS

ENFORCEMENT



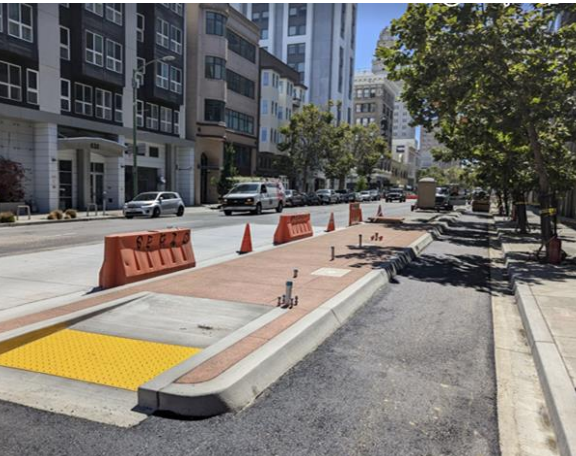
Strategy 1. Coordination & Collaboration

In 2024, key agreements were made between DOT and OFD on the placement of pedestrian safety islands and flexible plastic delineator posts in the public right-of-way while maintaining adequate clearance for emergency response



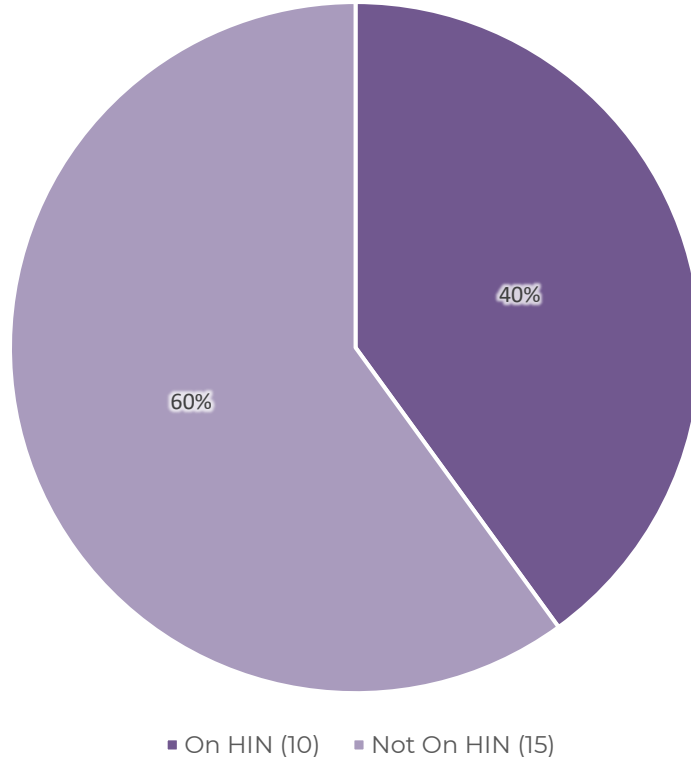
Strategy 2. Engineering

Traffic Safety Improvement Highlights (2024)



Strategy 2. Engineering

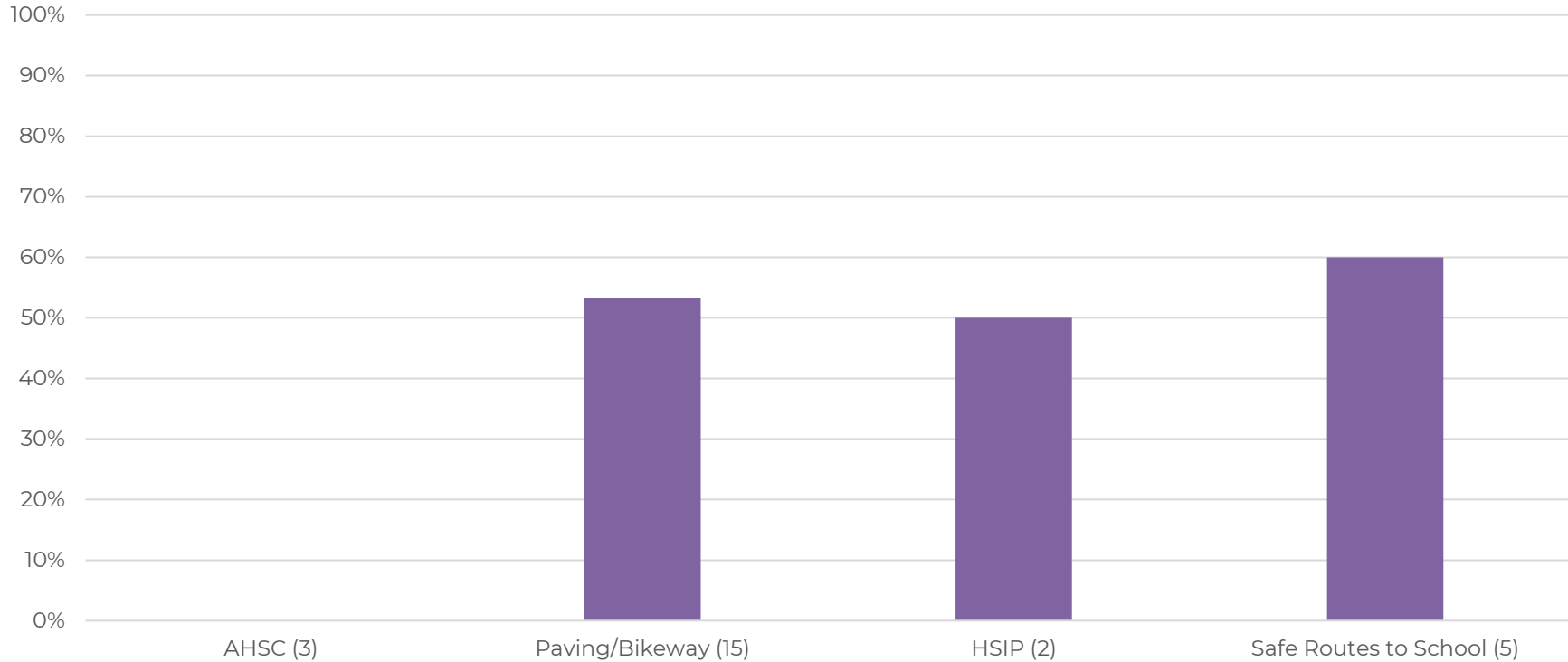
2024 Capital Improvement Program HIN Analysis (25 total)



40% of CIP
Traffic Safety
Projects were
on the High
Injury Network

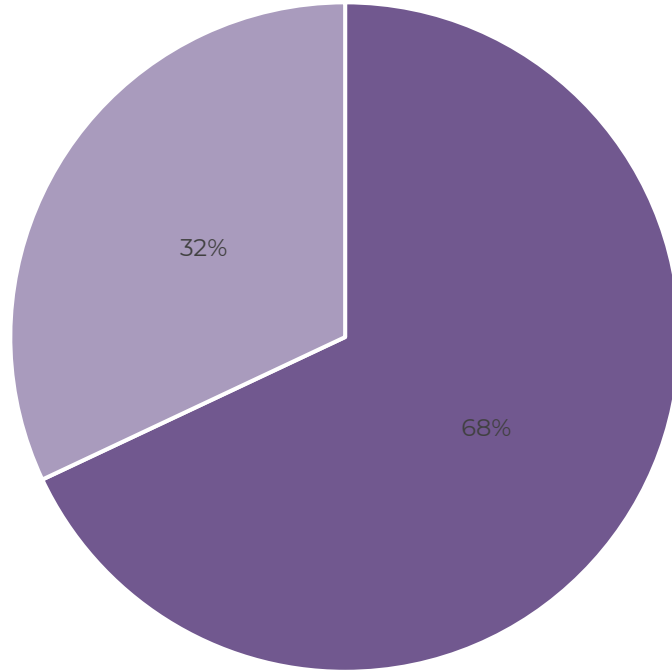
Strategy 2. Engineering

Percent of CIP Projects by Program on the HIN (25 Total)



Strategy 2. Engineering

2024 Capital Improvement Program
Equity Community Analysis (25 total)



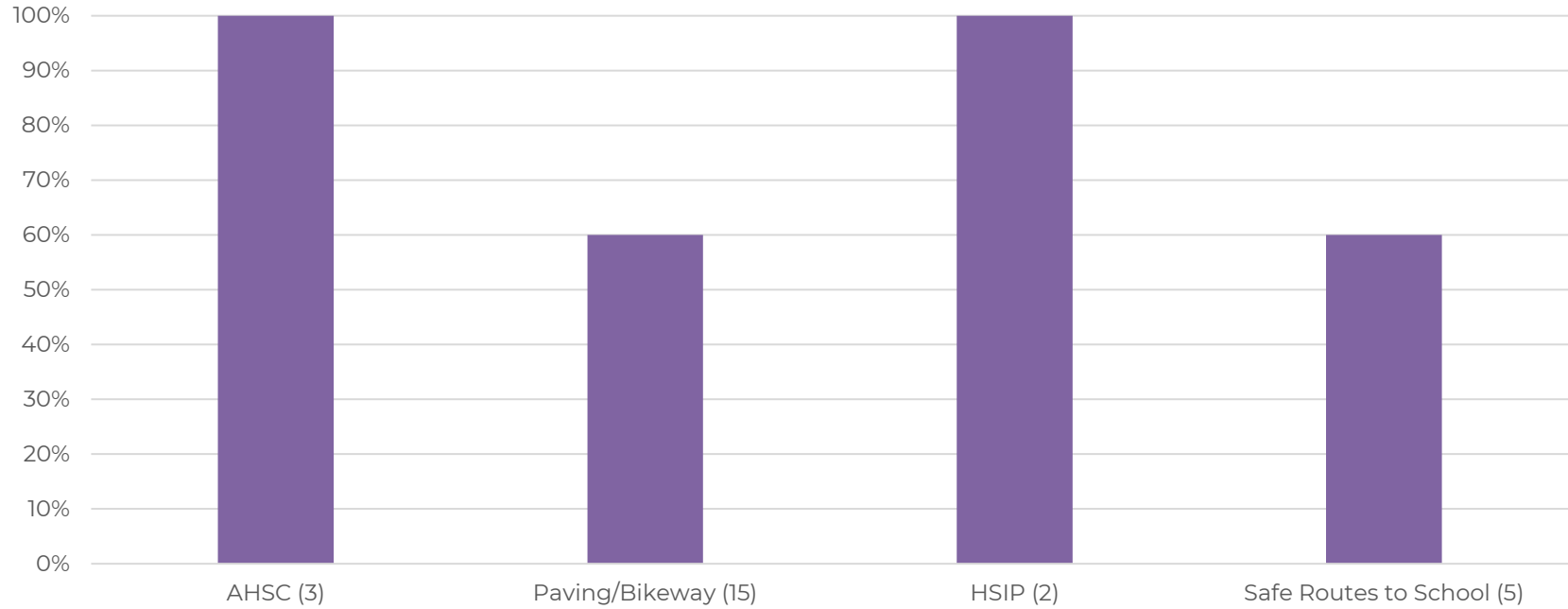
- In High and Highest Priority Communities (17)
- In Lowest, Low and Medium Priority Communities (8)



68% of CIP Traffic Safety Projects
were in High and Highest Priority
neighborhoods

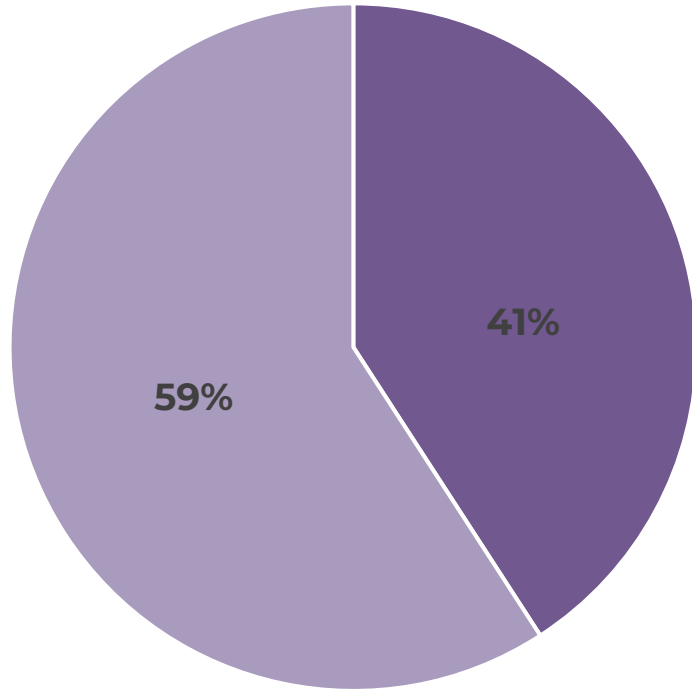
Strategy 2. Engineering

Percent of CIP Projects by Program in High and Highest Priority Equity Communities (25 Total)



Strategy 2. Engineering

2024 Near-Term Projects HIN Analysis (71 total)

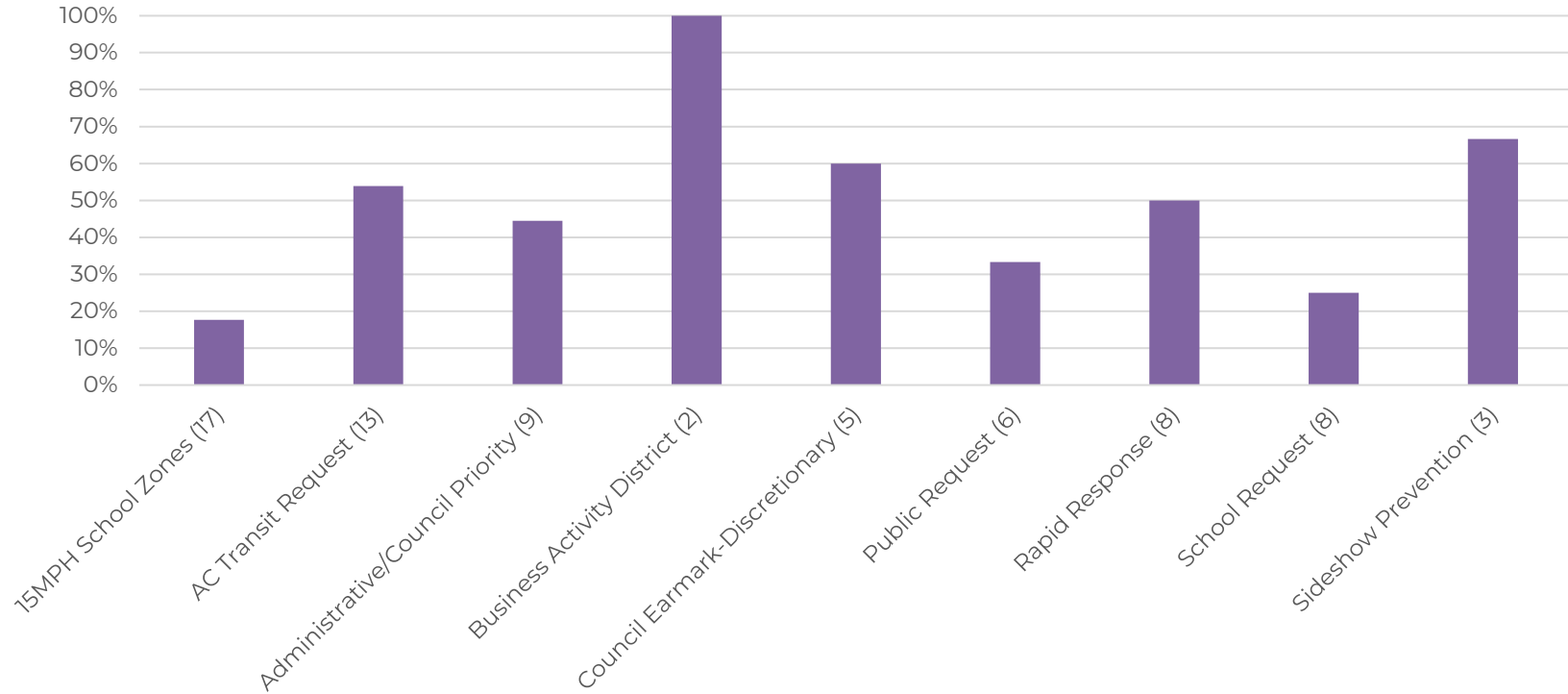


■ On HIN (29) ■ Not On HIN (42)

41% of Near-Term Projects were on the High Injury Network

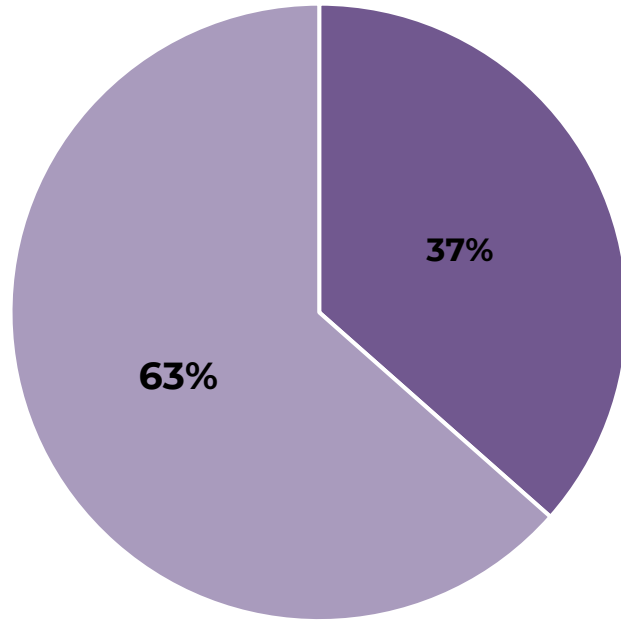
Strategy 2. Engineering

Percent of Near-Term Projects by Program on the High Injury Network (71 Total)



Strategy 2. Engineering

2024 Near-Term Projects Priority
Neighborhood Analysis (115 total,
Including Speed Bumps)



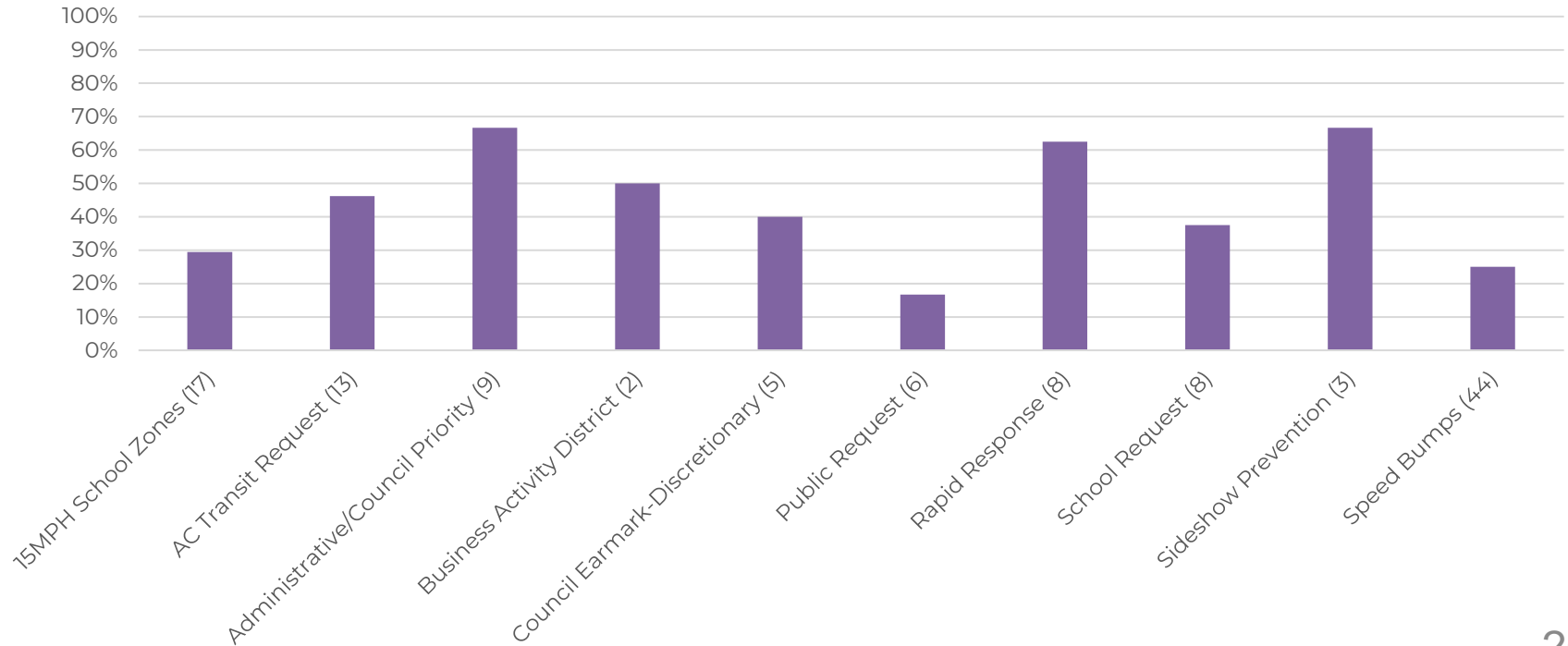
- In High and Highest Priority Communities (42)
- In Lowest, Low and Medium Priority Communities (73)

37% of Near-Term Projects
were in High and Highest
Priority neighborhoods



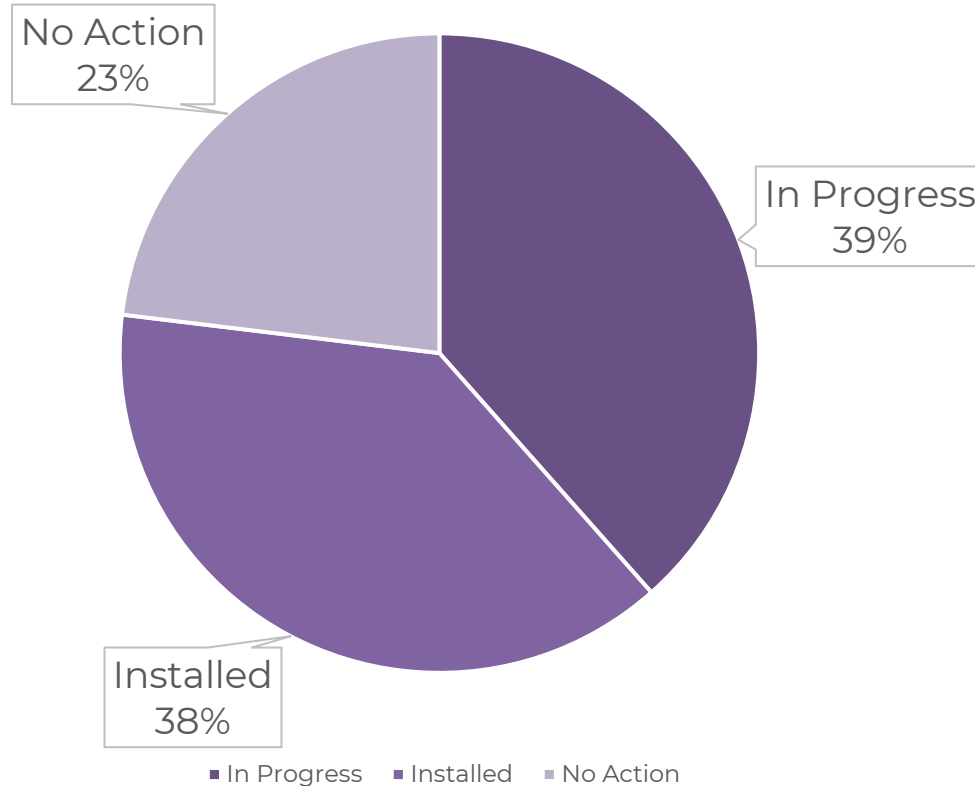
Strategy 2. Engineering

Percent of Near-Term Projects by Program in High and Highest Priority Equity Community (71 Total)



Strategy 2. Engineering

Status of 2024 Rapid Response Investigations (26 Total)



- When streets have projects in pre-construction, Rapid Response treatments are identified for inclusion in the larger project

Strategy 3. Policy



Significant progress was made in 2024 toward implementation of Speed Safety Cameras. Locations were selected and action was taken toward finding a vendor.*



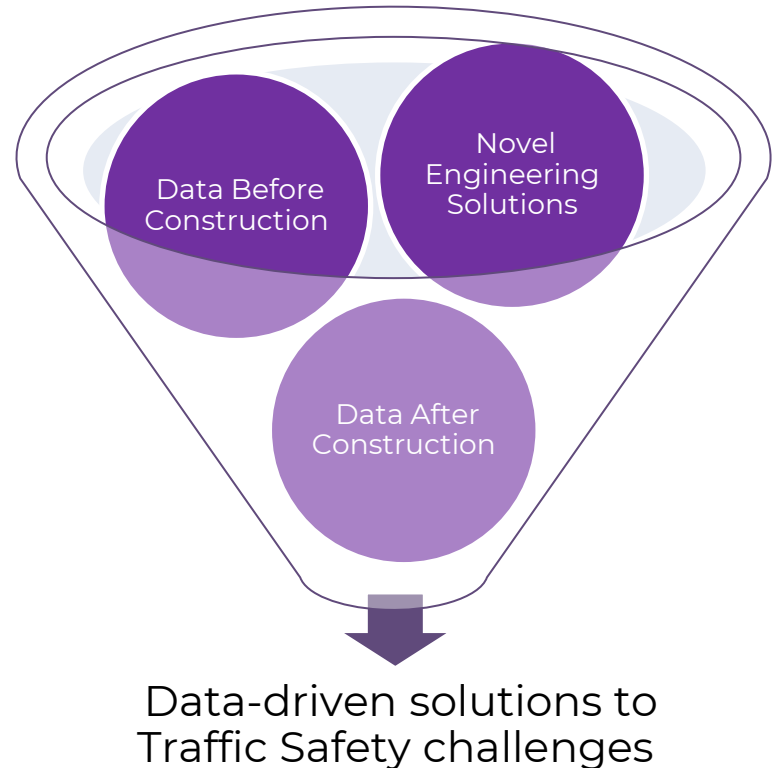
In 2024, OakDOT, in collaboration with the California City Transportation Initiative (CaCTI), successfully advocated for an appointed seat on the Task Force to represent City perspectives on establishing vehicle weight fees.

[*More information is available at: City of Oakland | AB 645 \(oaklandca.gov\)](https://www.oaklandca.gov/projects/assembly-bill-645-friedman-speed-safety-systems-pilot-program)

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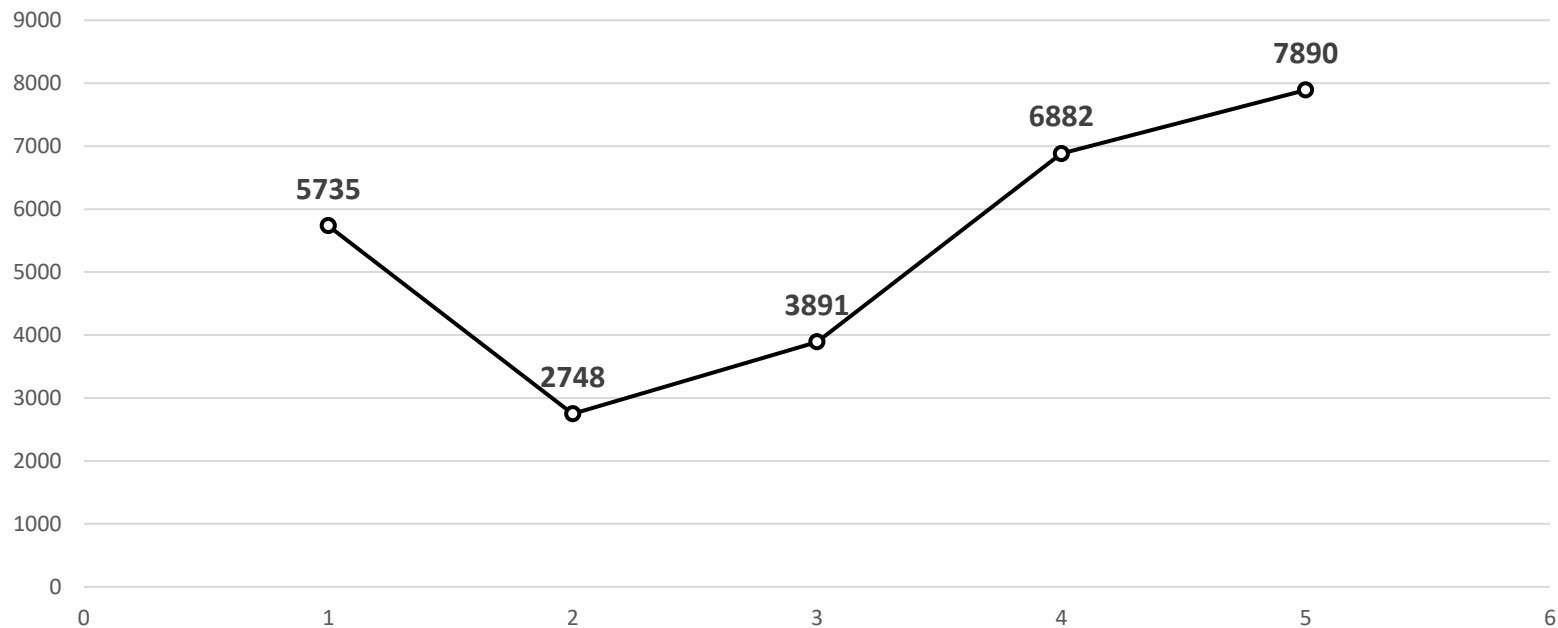
Strategy 4. Planning and Evaluation

- OakDOT completed a City Wide Crash Analysis using data from 2017-2021 to create a 2 pages of infographics which is publicly available.
- Project evaluation was completed for the West Street Road Diet. Improvements included removing lanes and adding pedestrian islands, raised intersections, bike buffers and speed humps.



Traffic Stops Have Increased with Return of Traffic Enforcement Units

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



*Traffic Enforcement Units were
reinstated October 2022

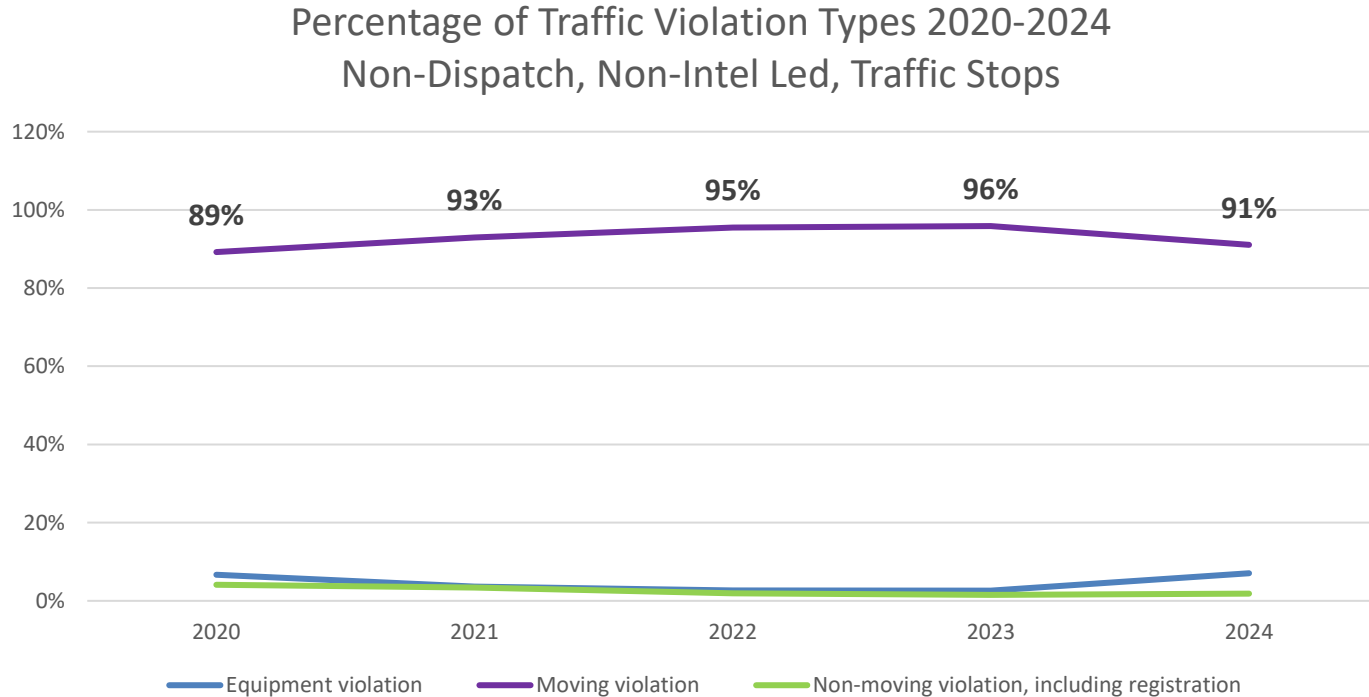
Traffic Stops Are More Focused on HIN and Most Dangerous Moving Violations

- Traffic Stops on the HIN*
 - 2019: 61%
 - 2024: 69%
- Traffic Stops in Equity Priority Areas
 - 2024: 73%
- Traffic Stops for Most Dangerous Behaviors**
 - 2019: 40%
 - 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



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

Monitoring Moving Violations by Race

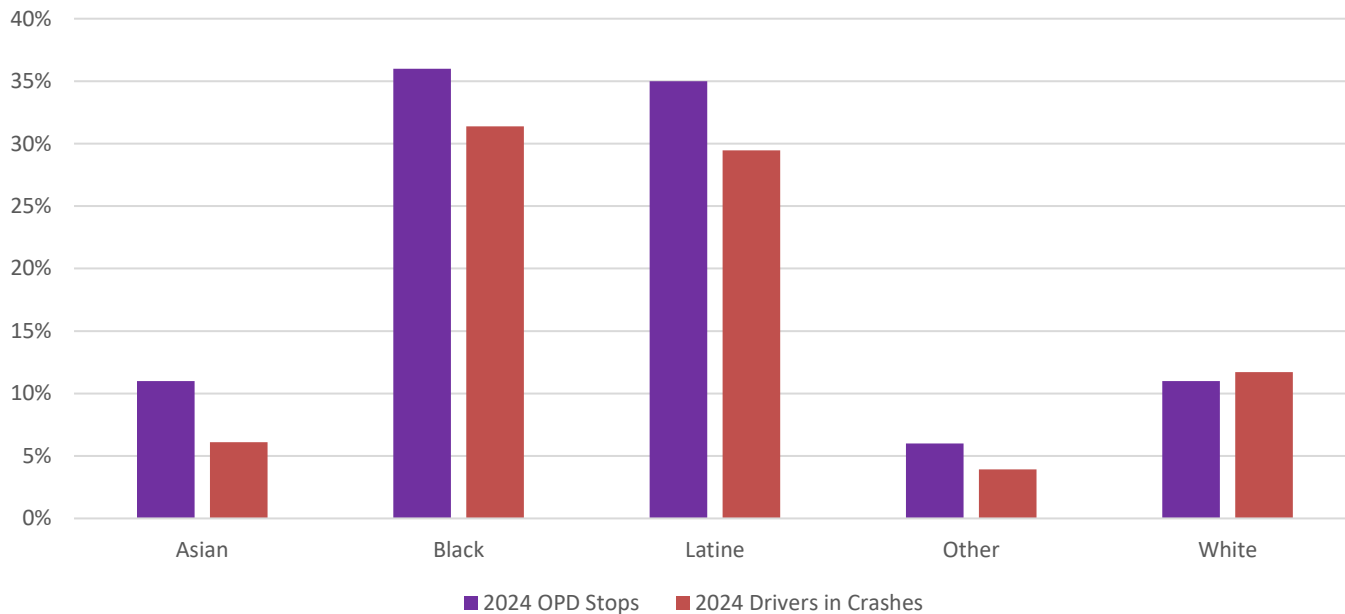
	2020	2021	2022	2023	2024
BLACK	87%	93%	95%	96%	90%
LATINE	92%	93%	96%	96%	92%
WHITE	91%	94%	96%	96%	89%
ASIAN	92%	96%	97%	98%	94%
OTHER	87%	92%	96%	96%	90%

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

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

Racial Disparities in Traffic Stops

- **OPD has reduced racial disparities in stops** since 2016
- **Still, more stops are conducted on Black and Latine Drivers** than crashes involving Black and Latine 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)

Looking Forward: 2025

- Speed Safety Camera Pilot Program:** OakDOT intends for the speed safety camera systems to be installed by the end of 2025
- Data Partnership with Alameda Public Health Department (ACPHD):** OakDOT will continue to work with the ACPHD on augmenting OPD's crash injury and fatality data with hospital and EMS data to more comprehensively capture crash outcomes to inform prioritization efforts
- Evaluate opportunities to improve internal processes to increase the proportion of projects delivered on the HIN and in High and Highest Priority Communities**

Resources

Safe Oakland Streets: www.oaklandca.gov/SOS

- OakDOT Major Projects Map: www.oaklandca.gov/resources/active-major-improvements-project
- 5-Year Paving Plan: www.oaklandca.gov/topics/paving
- OPD Stop Data: www.oaklandca.gov/resources/stop-data
- Sideshow Prevention: www.oaklandca.gov/topics/sideshow-prevention-efforts
- Geographic Equity Toolbox: www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox
- Speed Bump Application: www.oaklandca.gov/services/apply-for-a-speed-bump