

# **Attachment C. 2023 Safe Oakland Streets (SOS) Initiative Annual Report**

## **2023 OPD Stop Data Analysis**

OPD collaborates with OakDOT to analyze all non-dispatch, non-intelligence-led traffic stops to develop the charts and graphs in this attachment.

# **Safe Oakland Streets Traffic Safety Initiative: OPD Stop Analysis, 2023**

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

# Safe Oakland Streets Initiative: Goals

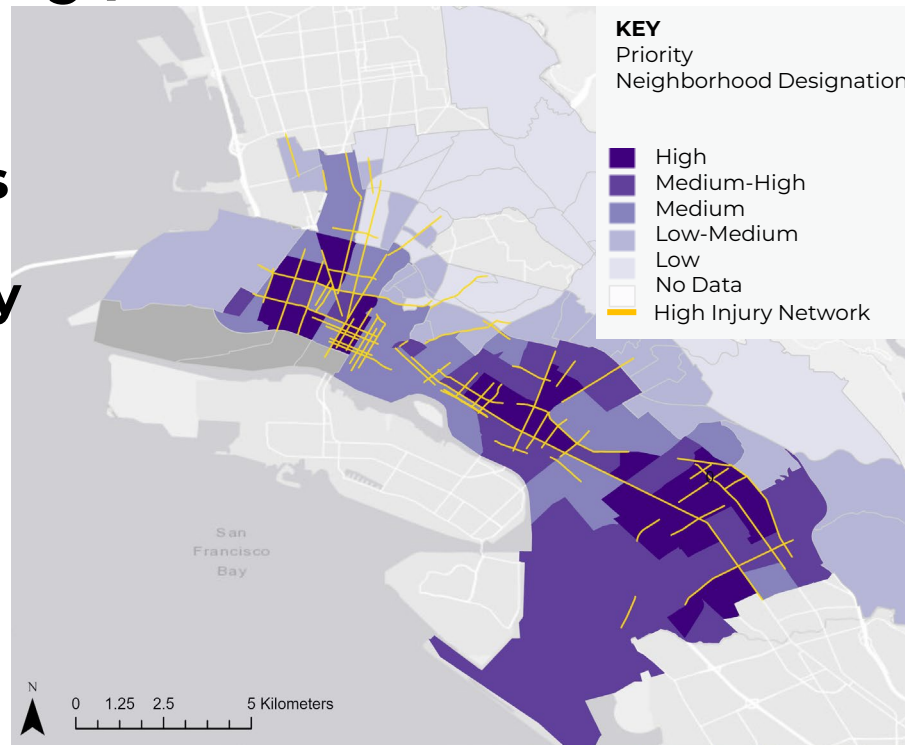
- **Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, persons with disabilities, seniors, and low-income populations;
- **Eliminate severe and fatal injury inequities** including racial disparities impacting BIPOC communities that exist today in Oakland;
- **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; and
- **Eliminate crash fatalities on all of Oakland's roadways by 2042** through targeted and strategic prevention.

# 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 **2018 High Injury Network (HIN)**

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



*Source: 2018 High Injury Network: 2012-2016 Data from SWITRS (Statewide Integrated Traffic Records System) prepared by Fehr & Peers.*

# Most Dangerous Driving Behaviors That Account for 74% of Severe and Fatal Crashes

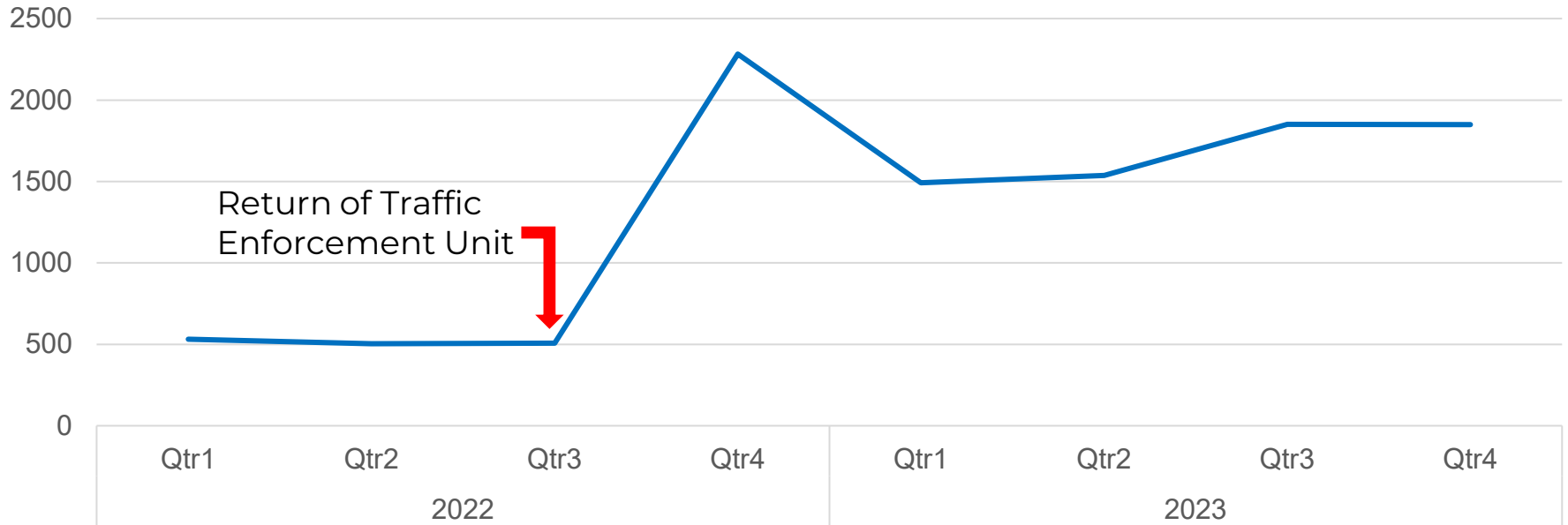
Crashes Causes (Primary Collision Factors)	Percent of Crashes Resulting in People Being Killed or Severely Injured
 <b>Unsafe Turning</b> (especially left turns)	<b>21%</b>
 <b>Unsafe speed</b>	<b>20%</b>
 <b>Impaired Driving</b>	<b>17%</b>
 <b>Failure to yield</b>	<b>15%</b>

SWITRS 2021-2023\*

\*2022 and 2023 SWITRS data are considered provisional and subject to change

# Traffic Stops Have Increased with Return of Traffic Enforcement Unit

Non-Dispatch, Non-Intel Led, Traffic Stops



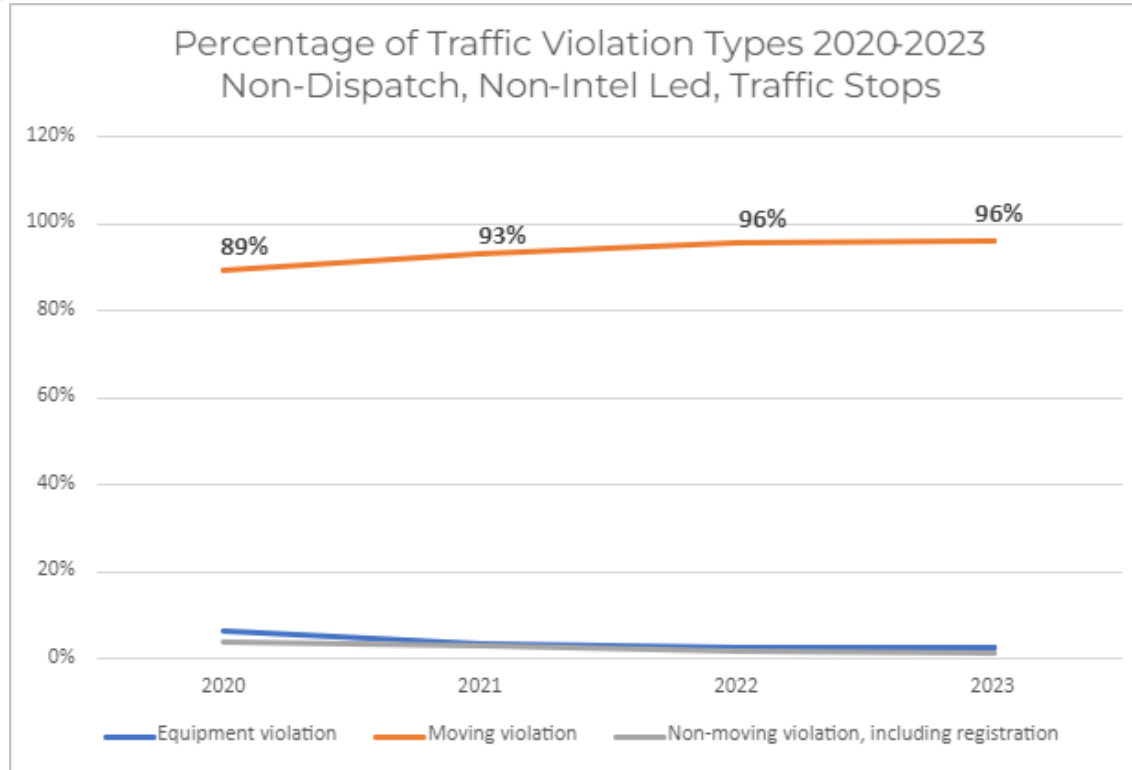
# Traffic Stops Are More Focused on HIN and Most Dangerous Moving Violations

- Traffic Stops on the HIN\*
  - 2019: 61%
  - 2023: 63%
- Traffic Stops for Most Dangerous Behaviors\*\*
  - 2019: 40%
  - 2023: 77%

*\*within 500 ft of HIN; Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2019, 2023, OPD*

*\*\*SWITRS 2019 and 2021-2023 (2022 and 2023 SWITRS data provisional and subject to change)*

# Traffic Stops Continue to Focus on Moving Violations in 2023



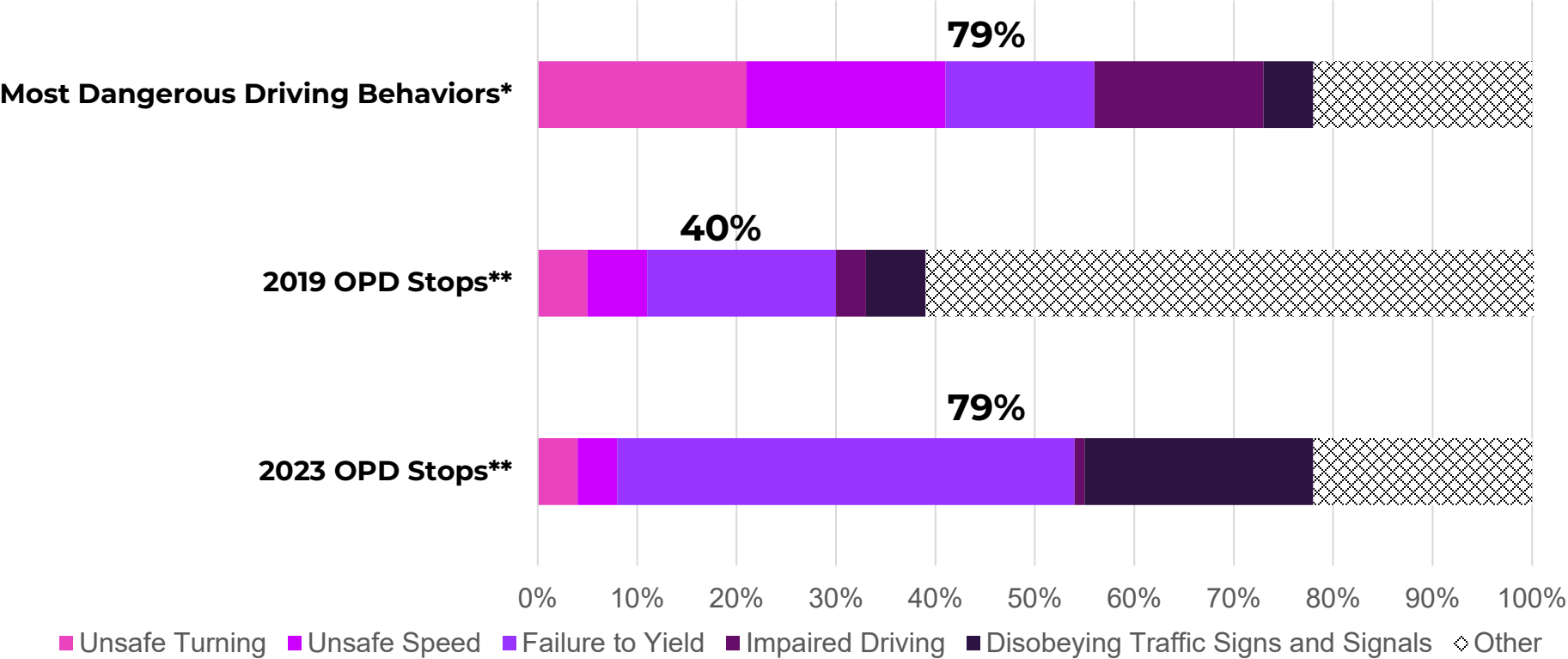


# Monitoring Moving Violations by Race

	2020	2021	2022	2023
<b>BLACK</b>	87%	93%	95%	96%
<b>LATINE</b>	92%	93%	96%	96%
<b>WHITE</b>	91%	94%	96%	96%
<b>ASIAN</b>	92%	96%	97%	98%
<b>OTHER</b>	87%	92%	96%	96%

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

# And the Most Dangerous Driving Behaviors



\*SWITRS 2021-2023 (2022 and 2023 SWITRS data provisional and subject to change)

\*\*Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2019 and 2023, OPD

# Traffic Stop Locations 2023

- **Over half of traffic stops are on both the 2018 High Injury Network and in a High Priority Equity Neighborhood**
- **68% of the 2018 HIN is in High Priority Neighborhoods**
- **63% of traffic stops were on the 2018 HIN**

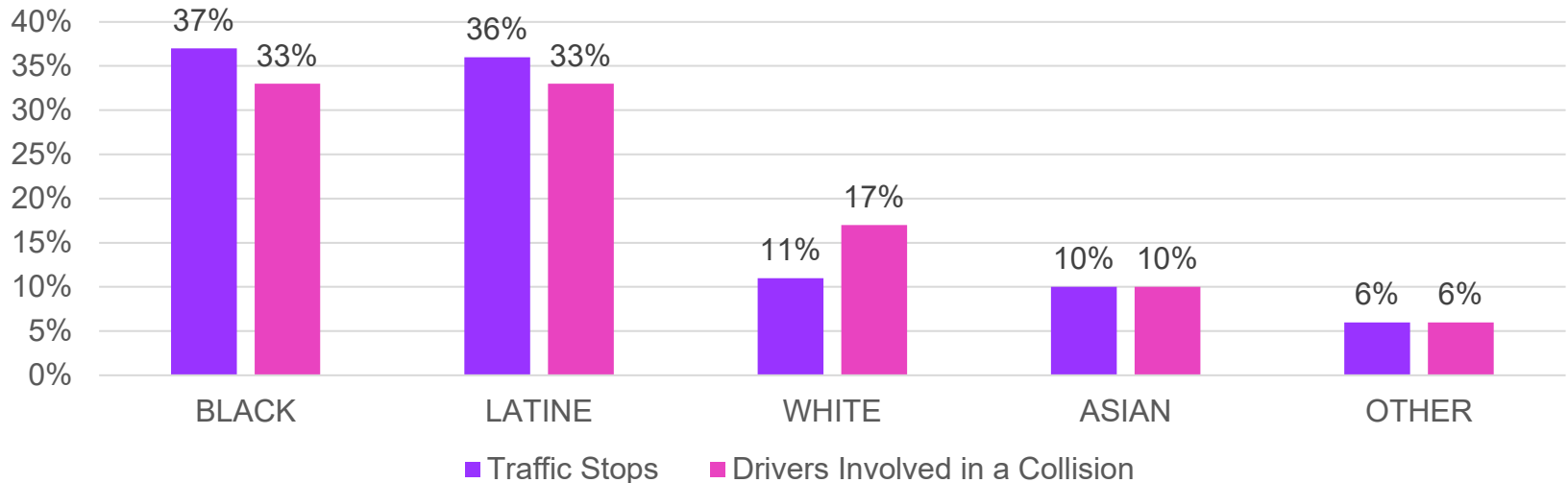
	<b>Occurred in Priority Equity Neighborhoods**</b>	<b>Occurred Outside Priority Equity Neighborhood</b>
<b>Occurred on High Injury Network*</b>	53%	10%
<b>Occurred outside of High Injury Network</b>	25%	12%

*\*within 500 ft of 2018 HIN*

*\*\*High and Highest Priority Equity Neighborhoods in Geographic Equity Toolbox*

# 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 73% of stops in 2023



*Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2023 OPD  
SWITRS 2023 (provisional and subject to change)*

# **Responsive Action**

- **OPD regularly assesses traffic violation stops**
- **OPD holds monthly risk management meetings, which focus on stop data and other risk data**
- **Supervisors and Commanders are expected to ensure that officers actions are lawful, effective and responsive**
- **Where disparity is evident, supervisors and command work to determine causes and potential mitigations**