

Attachment D. 2024 Safe Oakland Streets (SOS) Initiative Annual Report

2024 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, 2024

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

Safe Oakland Streets Initiative: Goals

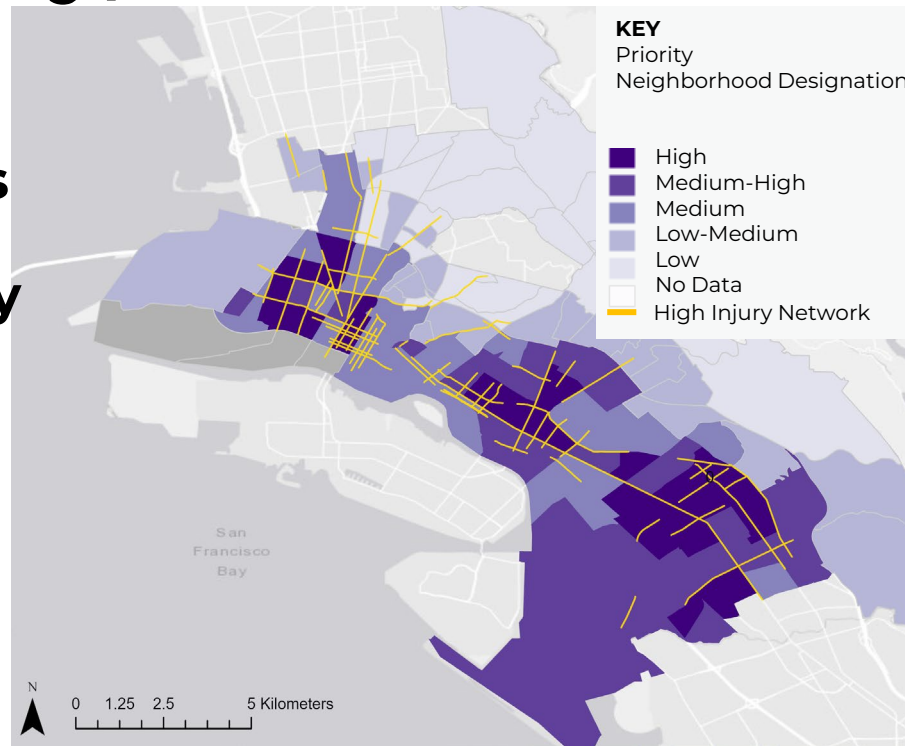
- **Prevent severe and fatal crashes** and related disparities impacting Black, Indigenous, and People of Color (BIPOC) communities, persons with disabilities, seniors, and low-income populations;
- **Eliminate severe and fatal injury inequities** including racial disparities impacting BIPOC communities 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

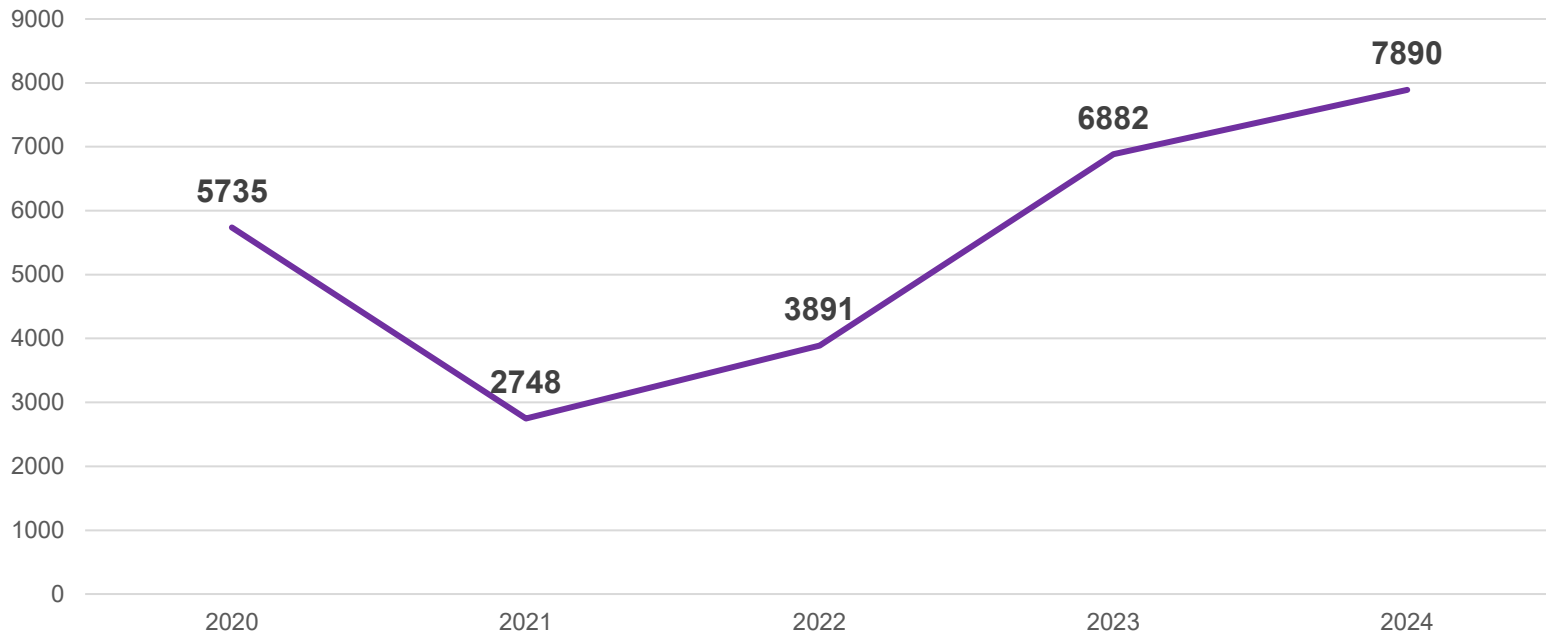
Crashes Causes (Primary Collision Factors)	Percent of Crashes Resulting in People Being Killed or Severely Injured
 Failure to Yield	35%
 Unsafe Turning	29%
 Unsafe Speed	17%
 Disobeying Signs and Signals	9%

SWITRS 2023-2024*

*2023 and 2024 SWITRS data are considered provisional and subject to change

Traffic Stops Have Increased with Return of Traffic Enforcement Unit

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



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

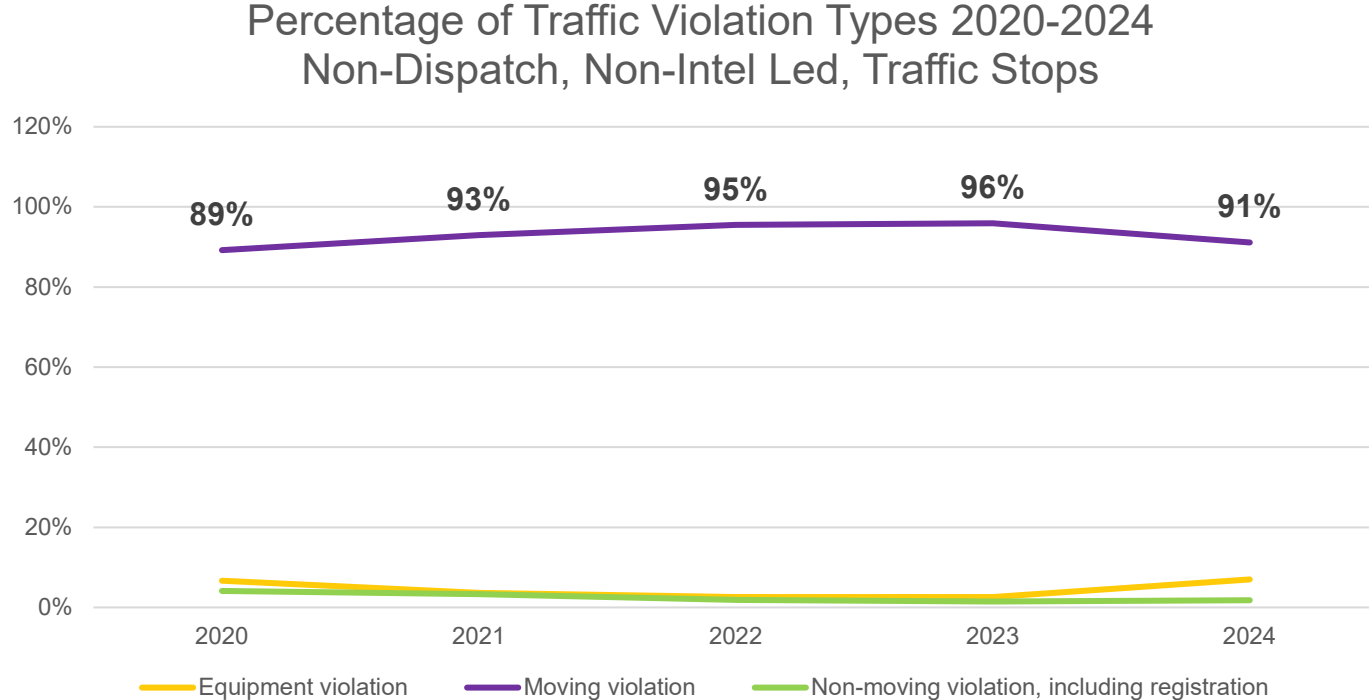
Traffic Stops Are More Focused on HIN and Most Dangerous Moving Violations

- Traffic Stops on the HIN*
 - 2019: 61%
 - 2023: 63%
 - 2024: 69%
- Traffic Stops for Most Dangerous Behaviors**
 - 2019: 40%
 - 2023: 77%
 - 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

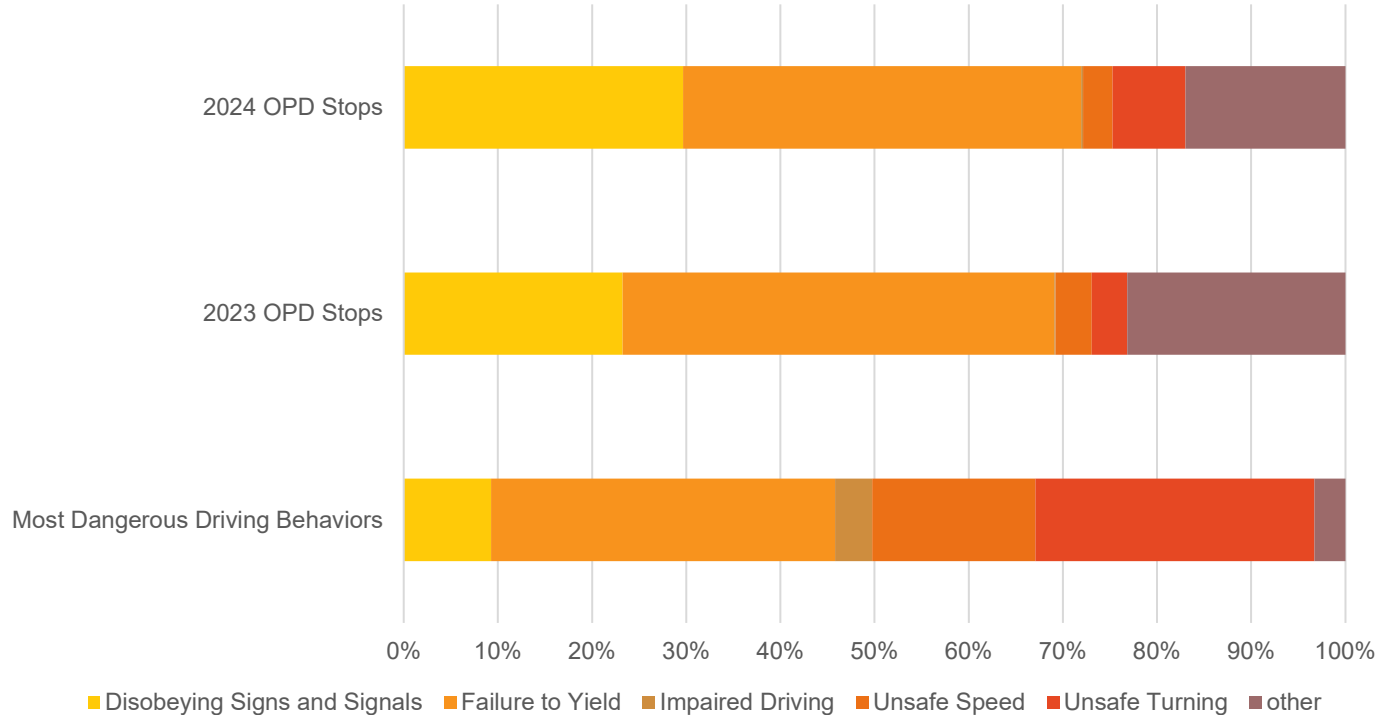


Monitoring Moving Violations by Race

	2020	2021	2022	2023	2024	Trend 2020-2024
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

And the Most Dangerous Driving Behaviors



**SWITRS 2022-2024 (2022 and 2023 SWITRS data provisional and subject to change)*

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

Traffic Stop Locations 2024, Jan. - April

- 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
- 73% of traffic stops were on the 2018 HIN

	Occurred in Priority Equity Neighborhoods**	Occurred Outside Priority Equity Neighborhood
Occurred on High Injury Network*	61%	12%
Occurred outside of High Injury Network	11%	15%

**within 500 ft of 2018 HIN*

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

Traffic Stop Locations 2024, May-Dec.

- **67% of traffic stops were on the 2024 HIN**
- **64% of the 2018 HIN is in High Priority Neighborhoods**

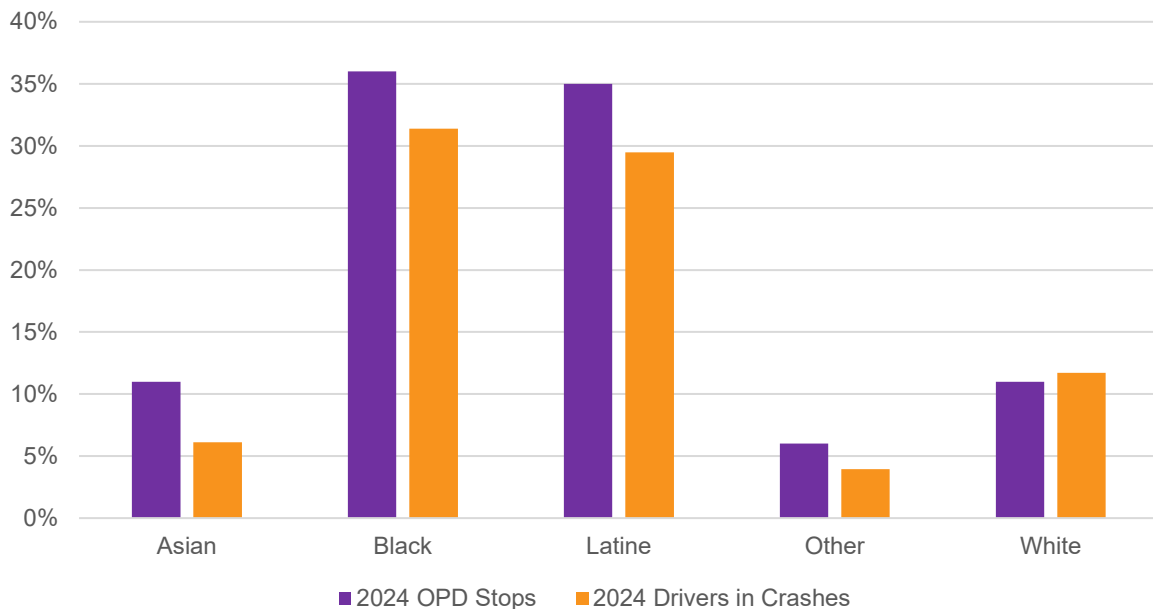
	Occurred in Priority Equity Neighborhoods**	Occurred Outside Priority Equity Neighborhood
Occurred on High Injury Network*	58%	9%
Occurred outside of High Injury Network	15%	18%

**within 500 ft of 2024 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*)



Non-Dispatch, Non-Intelligence-Led Traffic Stops, 2024 OPD SWITRS 2024 (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**