

**CITY OF OAKLAND**  
**AGENDA REPORT**

OFFICE OF THE CITY CLERK  
CITY OF OAKLAND

2005 DEC 28 AM 9:59

**To:** Office of the City Administrator  
**Attn:** Deborah Edgerly  
**From:** Police Department  
**Date:** January 10, 2006

**Re: A Semi-Annual Status Report And Recommendation From The Chief Of Police  
On The Special Traffic Offender Program (STOP)**

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**SUMMARY**

This report outlines the status of the Special Traffic Offender Program (STOP). The STOP program was re-established in April 2005, to address public safety problems resulting from reckless driving and exhibitions of speed, as well as unlicensed and impaired motor vehicle operation. STOP derives funding from an increase in administrative release fees paid for vehicles towed under authority of the program. STOP is administered by the Police Department's Special Operations Division Traffic Section.

**FISCAL IMPACT**

Ordinance number 12649 C.M.S., adopted March 1, 2005, authorized an increase in the release fee for impounded vehicles from \$175 to \$250. The program mandates that fees collected are returned to the Police Department to fund overtime STOP operations. One aim of the program is to be cost neutral.

In April 2005, the Department began towing and releasing vehicles under the new fee schedule. Between April and August 2005, 839 cars were towed. A total of 331 (61%) of the cars were released upon payment of the increased fee. This collection rate is higher than the 50% release rate predicted in the resolution. The deposits into the account total \$165,451.

A majority of the funds will be used to offset overtime costs associated with the Department's effort to address the reckless driving, exhibitions of speed, unlicensed and impaired vehicle operations, such as the "Sideshow." The Department will also conduct STOP operations in other parts of the City where traffic safety is an issue. Fifty thousand dollars (\$50,000) will be used to improve the Police Department's ability to collect and analyze data related to prohibitions against racial bias and racial profiling by contracting with Soft File Data Management for the input and reporting of data collected from the Department's Stop-Data Collection Program.

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## **BACKGROUND**

Dedicated traffic enforcement and attention to traffic issues are frequent requests of Oakland residents. As the Department devotes more of its personnel and fiscal resources to combat violent crime, dedicated traffic enforcement and traffic safety programs have been reduced. STOP operations provide the Department with the resources to strategically address traffic safety complaints.

In 1994, the Police Department implemented the Special Traffic Offender Program, also known as (STOP). The Program began as a means to address reckless and unlicensed/suspended driving in all parts of the City. This overtime-based program was initially funded by a grant from the California Office of Traffic Safety.

By 2002, STOP enforcement resulted in the towing of 3,163 vehicles. Unlicensed and suspended drivers were operating over 90% of those vehicles. Approximately 50% of the vehicles impounded were returned to their owners after the payment of fees. Operations were suspended in 2003; that same year the hit and run accident rate for the City climbed to 40% of all collisions.

## **KEY ISSUES AND IMPACTS**

Reckless driving, hit and run, and individuals who operate motor vehicles when unlicensed or with a suspended/revoked driver's license continue to be a problem in Oakland. Impaired driving is an increasing problem. It is important for the safety of all Oakland residents, vehicle operators and pedestrians, that the OPD and the City find ways to fund dedicated traffic enforcement and education projects such as STOP.

### **Evaluation**

The cost of the STOP operations is absorbed by the violators "using" the program's service. As a result, it places financial responsibility for enforcement costs with those responsible for creating the need. The program has resulted in the predicted deterrent effect. The program has contributed to a 23% drop in fatal traffic collisions, a 20% drop in fatal auto-pedestrian collisions, and a 1% drop in hit and run collisions.

## **SUSTAINABLE OPPORTUNITIES**

### **Economic**

The STOP operation and associated vehicle release fee transfers the program's cost to the individuals who create the problem.

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**Environmental**

Many of the vehicles driven by unlicensed/suspended drivers do not have current registration, and therefore may not meet current smog regulations. As such, they would have a negative impact on the environment and air quality. This program has traditionally eliminated a number of vehicles classified as "significant polluters" from our city streets.

**Social Equity**

STOP is designed to address reckless, unlicensed and suspended drivers. In conducting STOP operations, hit & run collisions should also be reduced by impounding the vehicles involved in these offenses. A reduction in the number of hit and run collisions and, those which involve unlicensed/uninsured operators may result in lower insurance premiums for the rest of Oakland's driving constituency.


**Disability and Senior Access**

There are no ADA or senior citizen access issues identified in this report

**RECOMMENDATION**

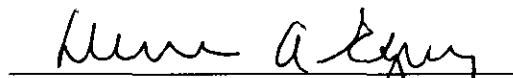
The Police Department recommends acceptance of this report.

Respectfully submitted,

  
Wayne G. Tucker  
Chief of Police

Prepared by: Lieutenant D. Kozicki  
Bureau of Field Operations  
Special Operations Division, Traffic Section

APPROVED AND FORWARDED TO  
THE PUBLIC SAFETY COMMITTEE:

  
Office of the City Administrator