

Attachment D to the 2022 Safe Oakland Streets Informational Report

OPD Stop Data Analysis

OPD provides OakDOT with data on all non-intel traffic stops, the data for 2022 is analyzed and reported in charts and graphs in this attachment.

Safe Oakland Streets Traffic Safety Initiative: OPD Stop Analysis, 2022

**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; and
- **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

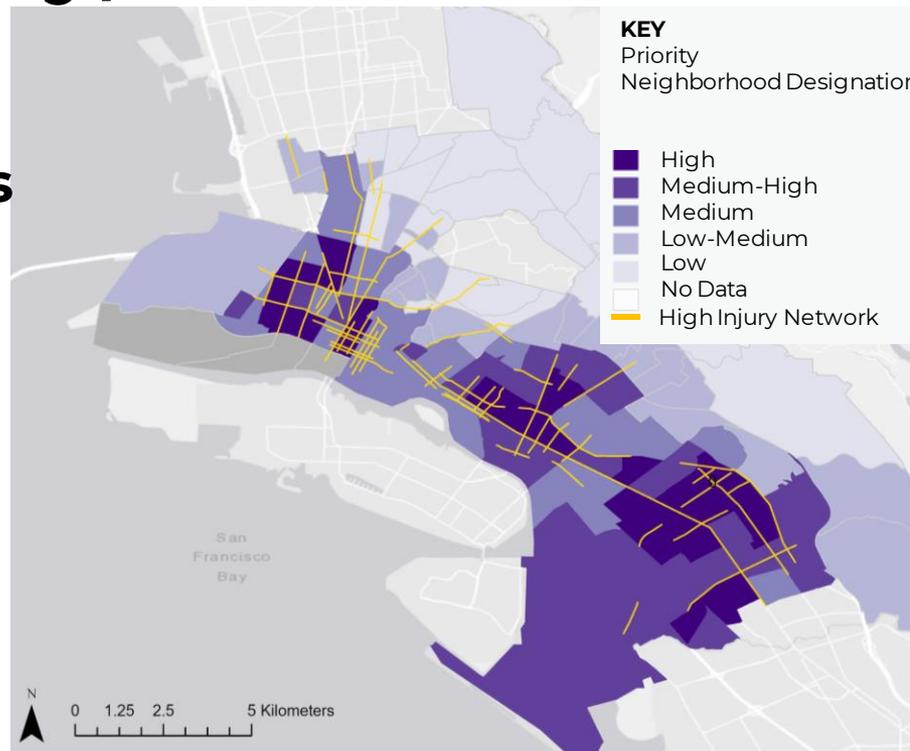
Severe and Fatal Crashes are Highly, and Disproportionately, Concentrated

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

These are the City's **High Injury Network (HIN)**

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

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



Most Dangerous Driving Behaviors That Account for 80% of Severe and Fatal Crashes

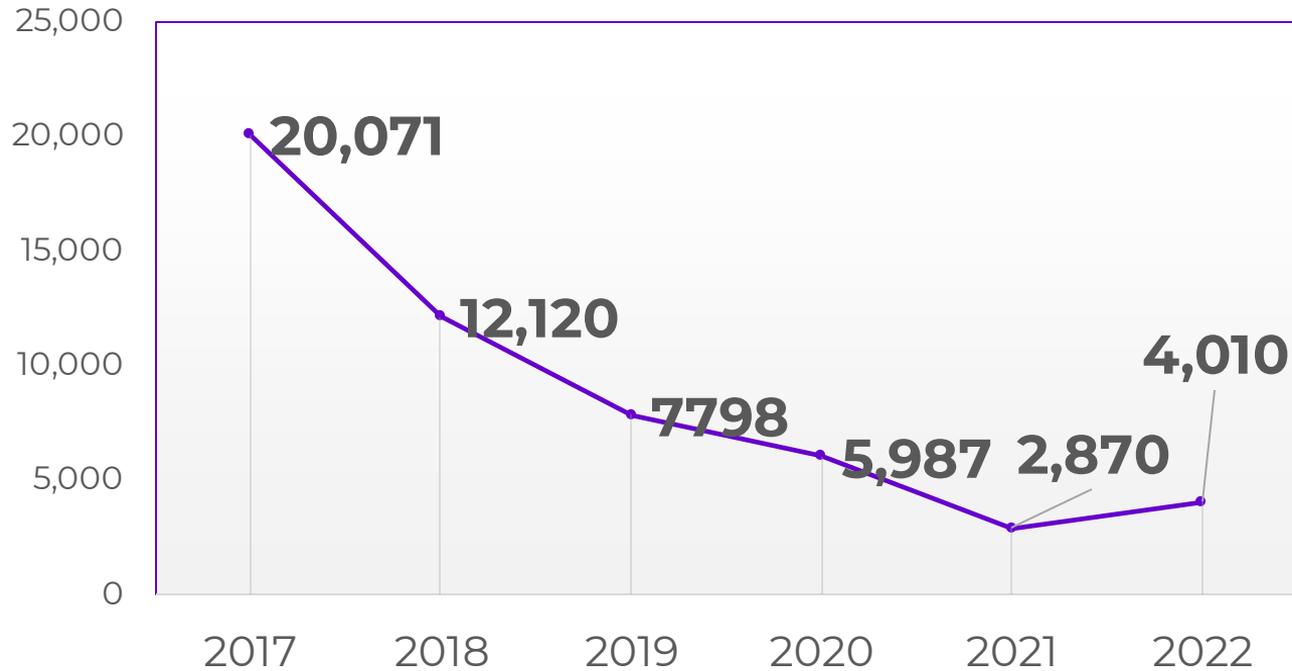
Crashes Causes (Primary Collision Factors)	Percent of Crashes Resulting in People Being Killed or Severely Injured (69%)
 Unsafe speed	18%
 Failure to yield	19%
 Disobeying Traffic Signals and Signs	18%
 Impaired Driving	10%
 Unsafe Turning (especially left turns)	15%

Oakland Police Dept. Initiatives

SOS Enforcement Strategies

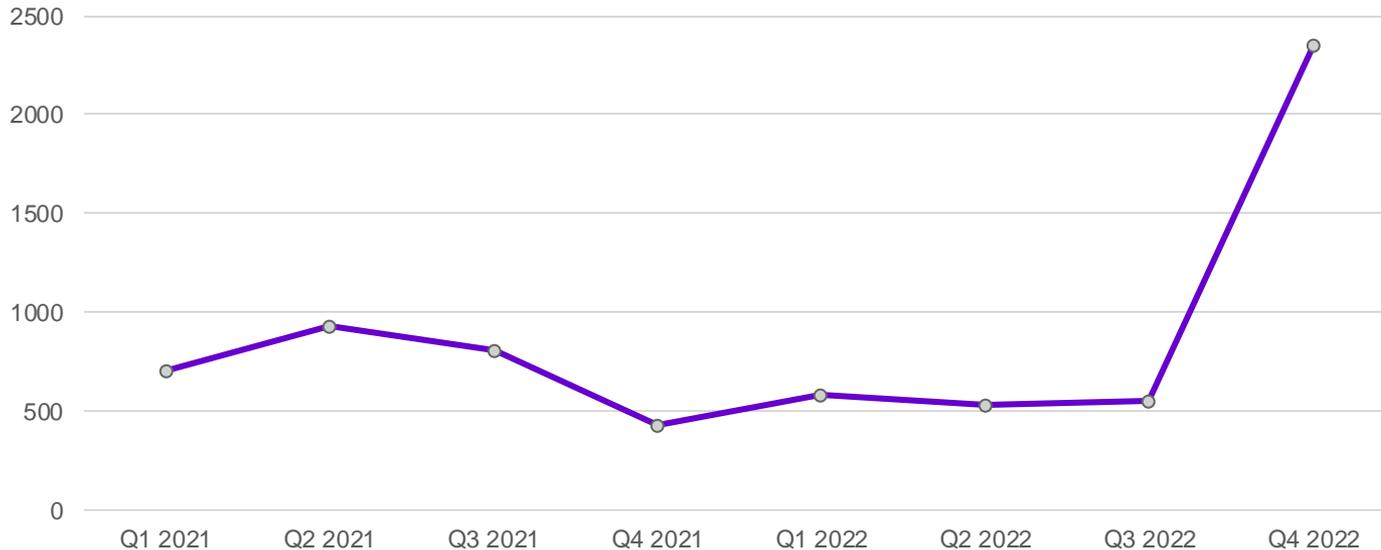
- **6.2** DOT and OPD to collaborate on data sharing to guide traffic enforcement to be more operationally focused, and data driven.
- **6.3** OPD to pilot high visibility enforcement focused on dangerous driving behaviors within the high injury corridors, as feasible.
- **6.4** OPD to develop guidance for reducing the racial disparity between non-dispatch traffic stops and crashes.
- **6.5** OPD to add focused traffic violations as a special section within the annual OPD Stop Data report.

Traffic Stops Over Time



Non-Dispatch Non-Intel Led Stops, 2017-2022, OPD

Stops increased markedly with return of traffic company (Q4, 2022)



Non-Dispatch Non-Intel Led Stops, 2022, OPD

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

- Traffic Stops on the HIN*
 - 2019: 61%
 - 2022: 69%
- Traffic Stops for Most Dangerous Behaviors
 - 2019: 40%
 - 2022: 72%

**within 500 ft of HIN*

Non-Dispatch, Non-Intelligence-Led Stops, 2019 -2022, OPD

Traffic Stops Are More Focused on Moving Violations in 2022

	2019		2020		2021		2022	
Moving Violation	80%	7,280	88%	5,279	93%	2,661	95%	3,813
Equipment Violation	13%	1,212	8%	456	4%	113	2%	74
Non-Moving Violation, Including Registration	7%	627	4%	251	3%	96	3%	123
Null	0%	1	0%	1	0%	0	0%	0
Grand Total	100%	9,120	100%	5,987	100%	2,870	100%	4,010

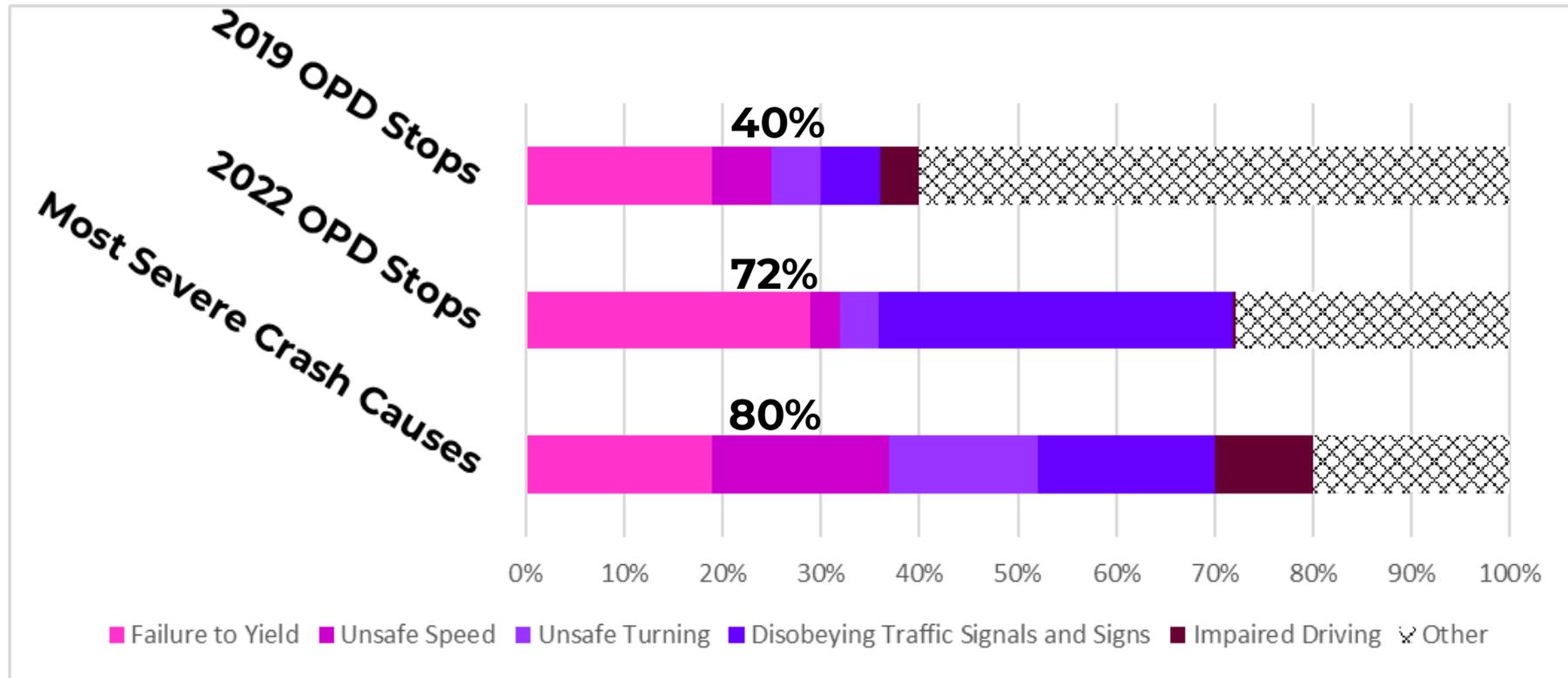
Non-Dispatch, Non-Intelligence-Led Stops, 2019-2022, OPD

Monitoring Moving Violations by Race

	2019	2020	2021	2022
Black/African American	80%	88%	93%	95%
Hispanic	81%	92%	93%	95%
White	85%	91%	94%	96%
Asian	83%	93%	96%	98%
Other	86%	88%	94%	96%

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

And The Most Dangerous Behaviors



Traffic Stop Locations 2022

- Over half of traffic stops are on both the High Injury Network and in a High Priority Equity Neighborhood
- 68% of the HIN is in High Priority Neighborhoods
- 74% of traffic stops were on the HIN

	Occurred in Priority Equity Neighborhoods**	Occurred Outside Priority Equity Neighborhood
Occurred on High Injury* Network	[54%] 2024	[20%] 740
Occurred outside of High Injury Network	[17%] 638	[9%] 350

**within 500 ft of HIN*

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

Mapped Non-Dispatch Traffic Stops, 2022 OPD 12

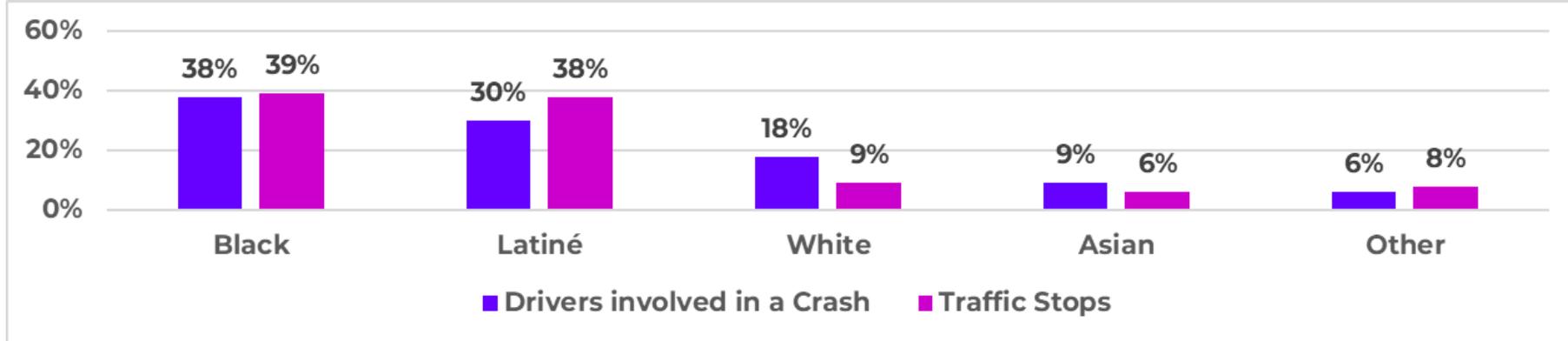
OPD Traffic Enforcement is less reliant on grant funds

	2020	2021	2022
Regular Shift	60% (3,618)	38% (1,094)	76% (3,064)
Overtime Assignment	5% (270)	6% (292)	3% (137)
OTS Grant Overtime	35% (2099)	52% (1484)	20% (809)
Total	100% (5,987)	100% (2,870)	100% (4,010)

Non-Dispatch, Non-Intelligence-Led Stops, 2020-2022, OPD

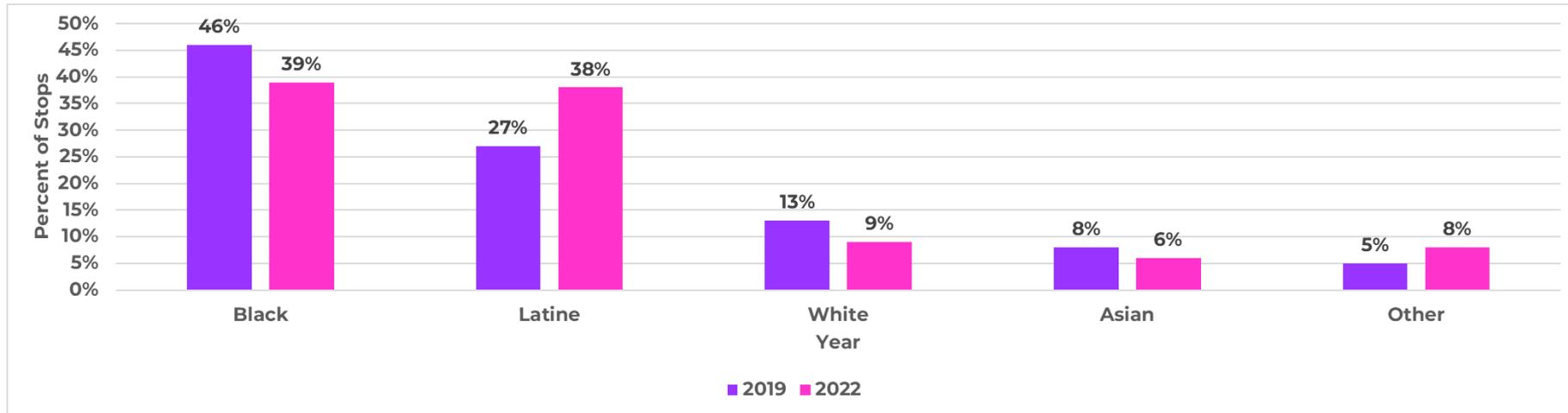
Racial Disparities in Traffic Stops

- **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 77% of stops and 68% of crashes**



*Non-Dispatch, Non-Intelligence-Led Stops, 2022 OPD
TIMS 2020-2022 (Provisional)*

Racial Disparities in Traffic Stops Over Time



Non-Dispatch, Non-Intelligence-Led Stops, 2019-2022

Responsive Action

- **OPD Regularly assesses traffic violation stops**
- **OPD holds monthly meetings risk management meetings**
- **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***

**The Department identified an increase in the proportion of Latiné non-dispatch stops over the past few years. The Department included their analyses and findings on this topic in their January 2023 Case Management Conference submission.*