



# **CITY OF OAKLAND MAYOR'S COMMISSION ON AGING**

**Wednesday, July 5, 2023**

10:00 a.m. – 12:00 p.m.

In Person

Please see the agenda to participate  
in the meeting

**CITY OF OAKLAND**  
**MAYOR'S COMMISSION ON AGING**

In Person  
Wednesday July 5, 2023  
10:00 a.m. – 12:00 p.m.

**PUBLIC PARTICIPATION**

The public may observe and/or participate in this meeting, in person at 1 Frank H. Ogawa Plaza, Hearing Room 2, Oakland, CA 94612.

**For your safety, we strongly recommend you wear a mask.**

**OBSERVE:**

**To observe the meeting by television**, please tune in to KTOP-TV10 Programming, is also available on Channel 99 on AT&T U-Verse, or click this link to view <https://oakland.granicus.com/player/camera/2>.

**To observe the meeting by video conference**, please click on this link: <https://us06web.zoom.us/j/87879786992?pwd=YVJ1eFNUZlduZTJpcjdWQWRzZjJ1UT09> at the noticed meeting time.

Instructions on how to join a meeting by video conference is available at: <https://support.zoom.us/hc/en-us/articles/201362193-joining-a-Meeting>

**To listen to the meeting by phone**, please call the numbers below at the noticed meeting time:

Or One tap mobile:

US: +16694449171,,87879786992# or +17193594580,,87879786992#

Or Telephone:

Dial (for higher quality, dial a number based on your current location):

US: +1 669 444 9171 or +1 719 359 4580 or +1 720 707 2699 or +1 253 205 0468 or +1 253 215 8782 or +1 346 248 7799

Webinar ID: 878 7978 6992

Instructions on how to join a meeting by phone are available at:

<https://support.zoom.us/hc/en-us/articles/201362663-Joining-a-meeting-by-phone>

**PUBLIC COMMENT:**

- **Join Us in Person**, 1 Frank H. Ogawa Plaza, Hearing Room 2, Oakland, CA 94612.
- To Comment in Person, Members of The Public Must Submit a Separate Speaker Card For Each Item On The Agenda To The Commission Clerk Before The Item Is Called.
- **Email Written Comments to MCOA@Oaklandca.Gov**. Written Comments Must Be Submitted At Least 24 Hours Prior To The Meeting Time to be Delivered to the Commissioners.

If you have any questions, please email the Mayor's Commission on Aging at: [mcoa@oaklandca.gov](mailto:mcoa@oaklandca.gov).



**City of Oakland Mayor's Commission on Aging**

**Wednesday, July 5, 2023**

**10:00 a.m. – 12:00 p.m.**

***In Person***

Issues that the public wishes to address that **are not** published on the agenda will be heard during the Public Forum section. Raise your hand if you are viewing by video or dial \*9 if you are joining by phone. You will have 2-minutes to speak on the item.

**AGENDA**

1. **Call to Order**
2. **Roll Call**
3. **Adoption of Agenda**
4. **Approval of Minutes: May 3, 2023 & June 7, 2023** (defer to August)
5. **Public Forum** (*Limit to 2 minutes*)
6. **Safe Oakland Streets, Mica Amichai, OAKDOT**
7. **Age Friendly: Next Steps**
8. **City of Oakland Policy Budget 2023-25**
9. **Aging Services Update, Scott Means, Interim HSD Director**
10. **Commissioner Announcements**
11. **Closing Remarks & Adjourn**

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**NOTE: THE COMMISSION MAY TAKE ACTION ON ANY ITEM ON THE AGENDA**

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Commission on Aging agendas are provided to subscribers at no charge. Meeting minutes are available to the public for review and copying at the Human Services Department, 150 Frank H. Ogawa Plaza, Suite 4340, Oakland, CA 94612.



*This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin or Spanish interpreter, please email [smeans@oaklandnet.com](mailto:smeans@oaklandnet.com) or call (510) 238-6137 or TDD/TTY (510) 238-3254 at least five working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.*

# Safe Oakland Streets



## 2022 Annual Report

# Agenda

**I. Safe Oakland Streets (SOS) Background**

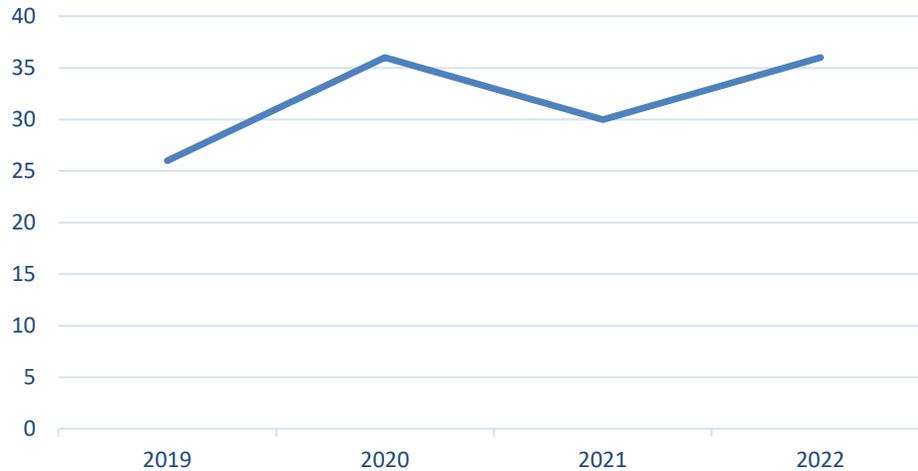
II. 2022 SOS Updates

III. Looking Ahead

# Too Many People are Dying

2022 was another deadly year on Oakland's Streets, with a total of 36 crash fatalities

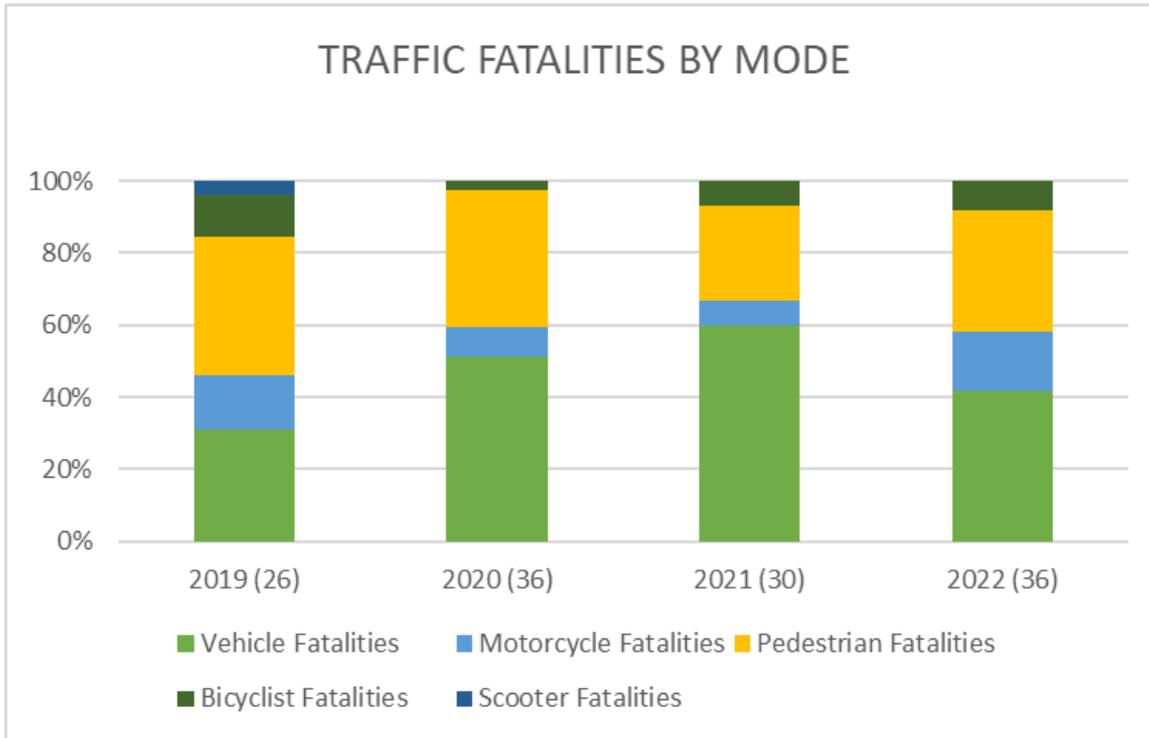
**Crash Fatalities 2019-2022**



Source: Statewide Integrated Traffic Records System (SWITRS)  
\* 2021 and 2022 data are provisional and may be incomplete or subject to change.



# Too Many People are Dying



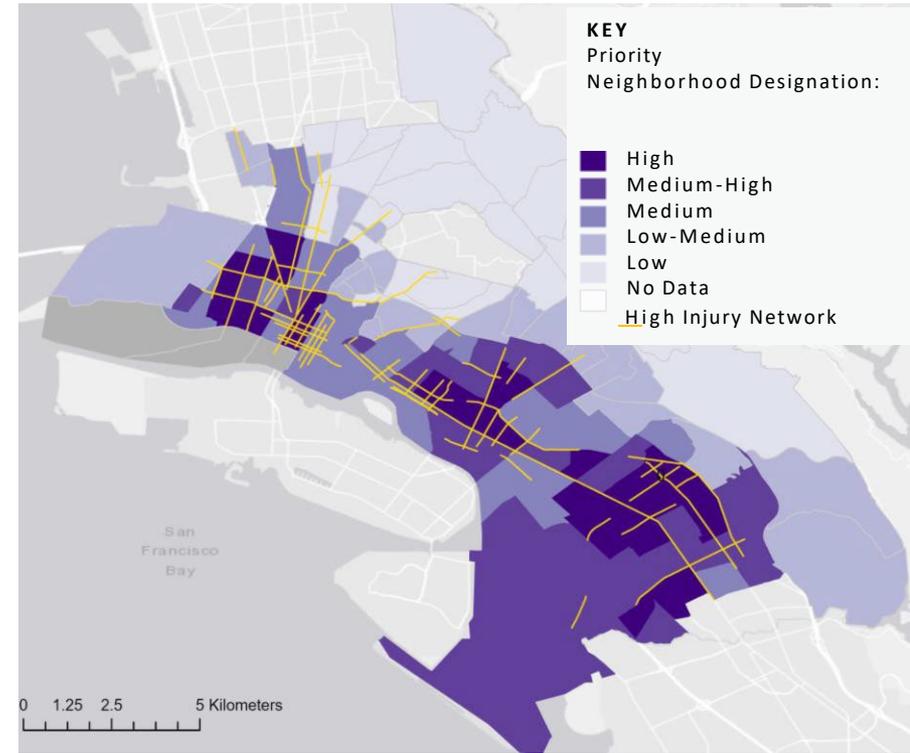
People walking, rolling, biking, taking transit, or riding motorcycles are especially vulnerable to traffic violence

Source: Statewide Integrated Traffic Records System (SWITRS)  
\* 2021 and 2022 data are provisional and may be incomplete or subject to change.

# 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 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

**76% of Crashes Result in People Being Killed or Severely Injured**

Crash Causes (Primary Collision Factors)	Crashes Resulting in Severe and Fatal Injuries (70%)
 Failure to yield	<b>19%</b>
 Unsafe speed	<b>18%</b>
 Disobeying Traffic Signals and Signs	<b>18%</b>
 Unsafe turning (especially Left turns)	<b>15%</b>
 Impaired Driving	<b>10%</b>

SWITRS  
2019-2022

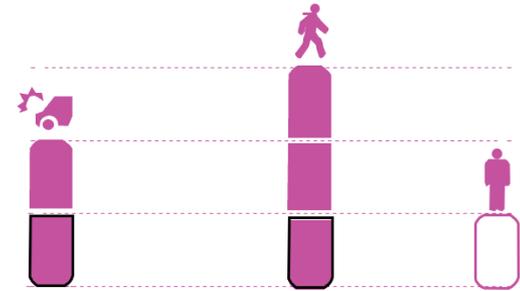
**These Factors Account for 70% of Severe and Fatal Crashes**

# 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



Black  
Oaklanders  
are

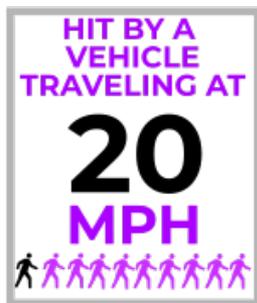
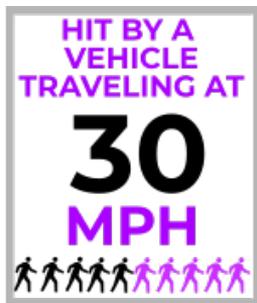
**2 times**  
as likely to be  
killed or severely  
injured in a crash  
(all modes)

**3 times**  
as likely to be  
killed or severely  
injured while  
walking

compared to  
all other  
Oaklanders

# Speed Kills

## HIGH SPEEDS ARE MORE DEADLY



## AND SPEED MATTERS IN OAKLAND



**1 in 4** 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. The overarching goal is zero traffic deaths in 20 years** and our SOS work will continue until that goal is reached



# 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

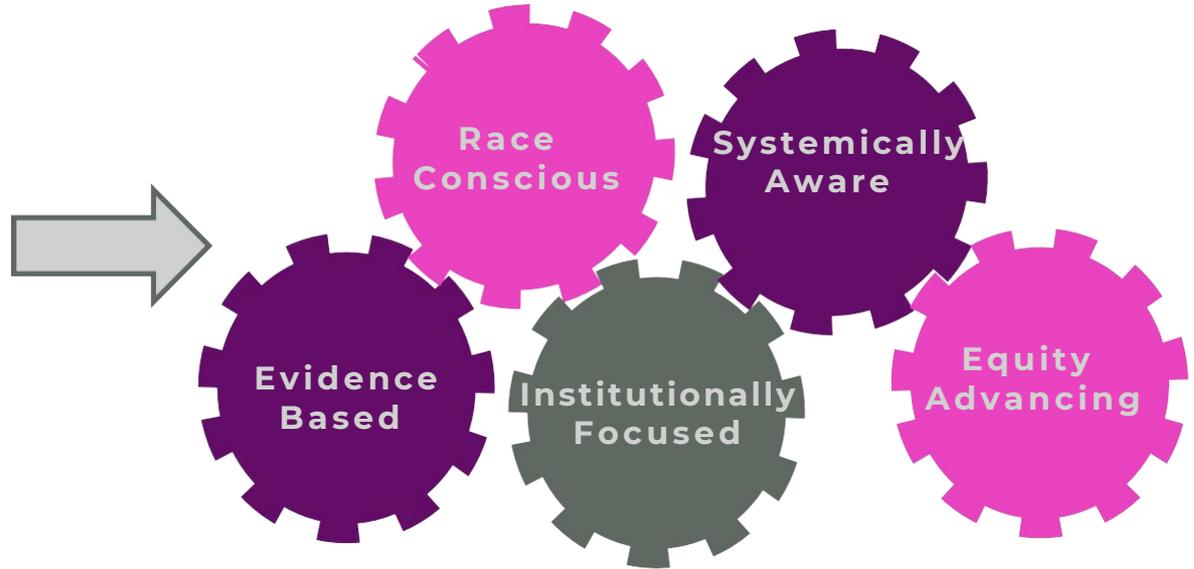
ENGINEERING

POLICY

PLANNING &  
EVALUATION

ENGAGEMENT,  
EDUCATION &  
PROGRAMS

ENFORCEMENT



# Agenda

I. Safe Oakland Streets (SOS) Background

**II. 2022 SOS Updates**

III. Looking Ahead

# Strategy 1. Coordination & Collaboration



## Violence Prevention through Environmental Design:

Ongoing pilot installation of traffic diverters along E. 15<sup>th</sup> Street



# Strategy 2. Engineering

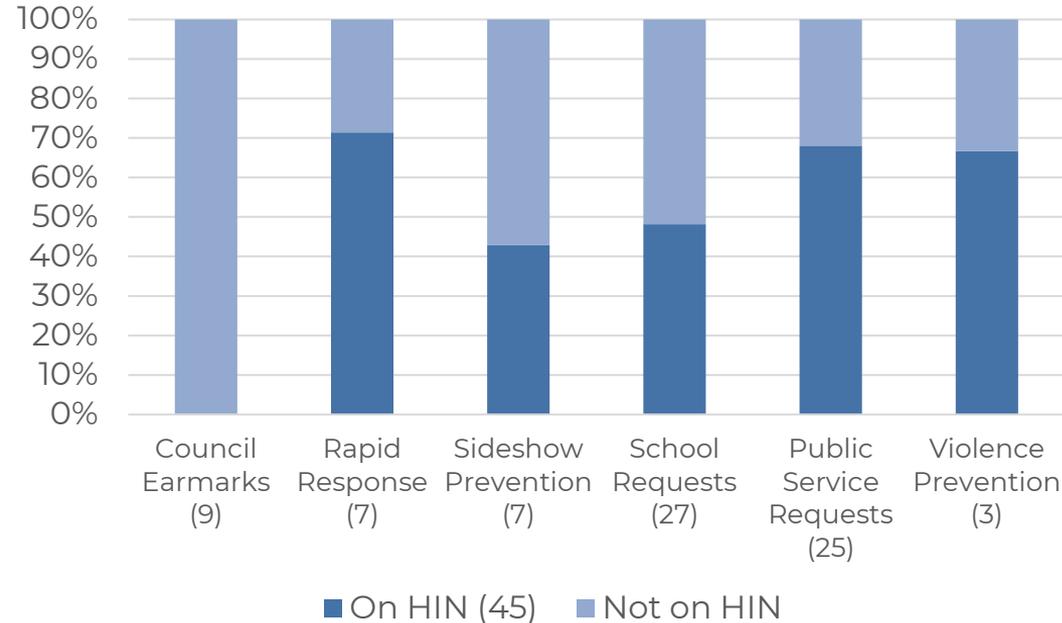
## Traffic Safety Improvement Highlights (2022)



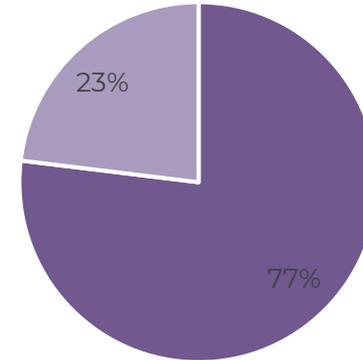
# Strategy 2. Engineering

## The majority of Near-Term Traffic Safety Improvements were constructed in High Priority Equity Communities in 2022

NEAR-TERM PROJECTS BY CATEGORY  
(Total: 78)



78 NEAR-TERM PROJECTS COMPLETED IN 2022

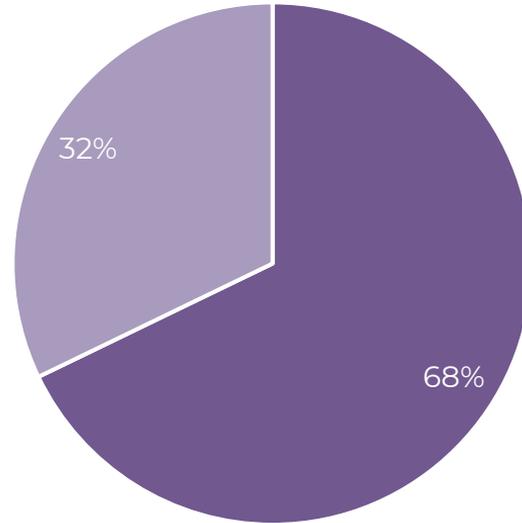


- High and Highest Priority Equity Communities (60)
- Medium, Low and Lowest Priority Equity Communities (18)

**+ 52 speed bumps!!**

# Strategy 2. Engineering

28 CAPITAL PROJECTS, CONSTRUCTION  
STARTED IN 2022

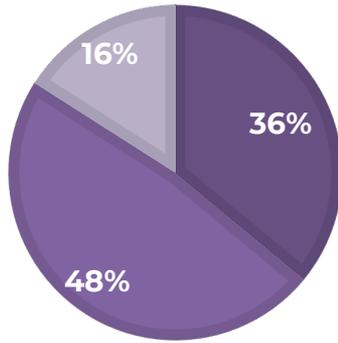


- On HIN and in High/Highest Priority Equity Community (19)
- Not on HIN and in Low and Medium Priority Equity Community (9)

# Strategy 2. Engineering

## STATUS OF 2022 RAPID RESPONSE PROJECTS (TOTAL: 26)

■ Installed ■ In Progress ■ N/A



- When streets have projects in pre-construction Rapid Response treatments are included in the larger project



# Strategy 3. Policy

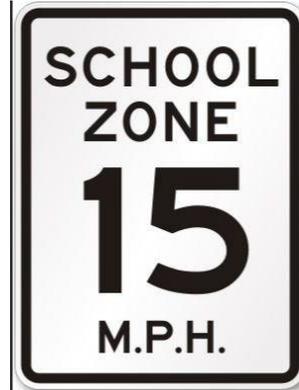
## Lower Speed Limits

### 15 MPH School Zones

- 20 Schools completed
- Approximately 30 additional schools will be completed by end of 2023

### Business Activity Districts

- 26.5 miles of street corridors were identified for speed limit lowering
- Implementation is being prioritized on the HIN and in Priority Equity Communities

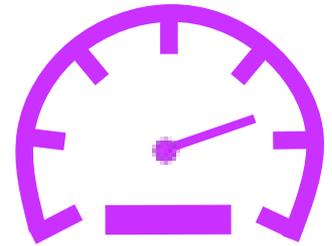


\* More info at <https://www.oaklandca.gov/projects/lowering-speed-limits-in-business-improvement-districts>

# Strategy 3. Speed Safety Systems

## AB 645: Speed Safety Systems Pilot Program (Friedman, Santiago and Ting)

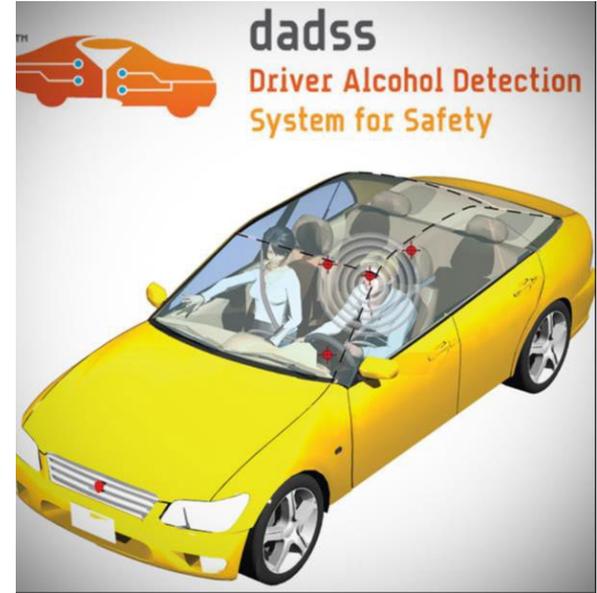
- Lowering vehicle speed is the single most effective way to decrease crash severity
- SOS Equity and Efficacy Assessment rated Automated Speed Enforcement High for Efficacy and High for Equity with proper mitigations
- **Awaiting Assembly Floor Vote for first time ever**



# Strategy 3. Policy

## Opportunities:

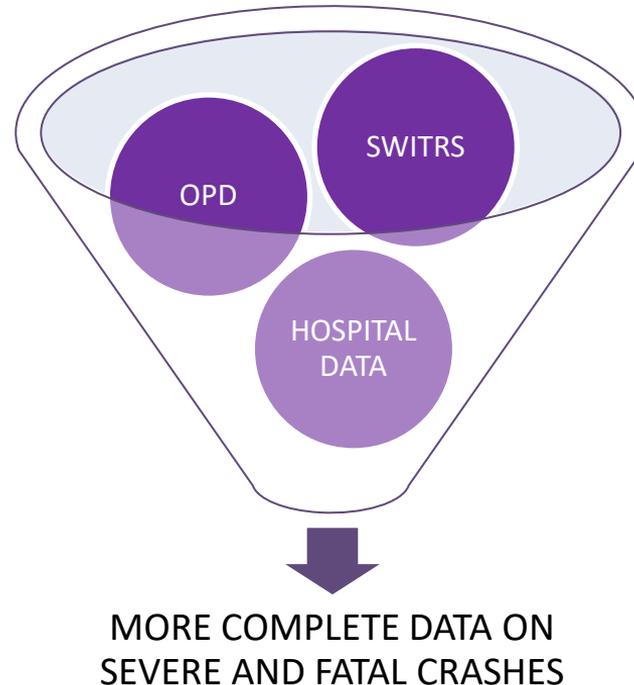
- Federal Policies to make Vehicles safer through Speed Governors
- Federal Policies for Driver Alcohol Detection Interlock Systems



# Strategy 4. Planning and Evaluation

## Data Partnership with Alameda County Public Health Department (ACPHD)

- In 2022 SOS initiated a pilot to enable data sharing from hospitals to supplement OPD data on crashes on International Blvd.



# Strategy 5. Engagement, Education & Programs

**You were pulled over for a high-risk traffic violation on our High Injury Network (HIN).  
Unsafe driving can cause death.**



Approximately two severe and fatal crashes occur in Oakland every week.

60% of these crashes occur on 6% of our roads.  
This is our HIN.

Safe Oakland Streets (SOS) is a Citywide initiative to prevent serious and fatal crashes and eliminate crash inequities on Oakland's streets.

For more information on how we the City is focusing resources to save lives check out our website: [www.oaklandca.gov/sos](http://www.oaklandca.gov/sos)

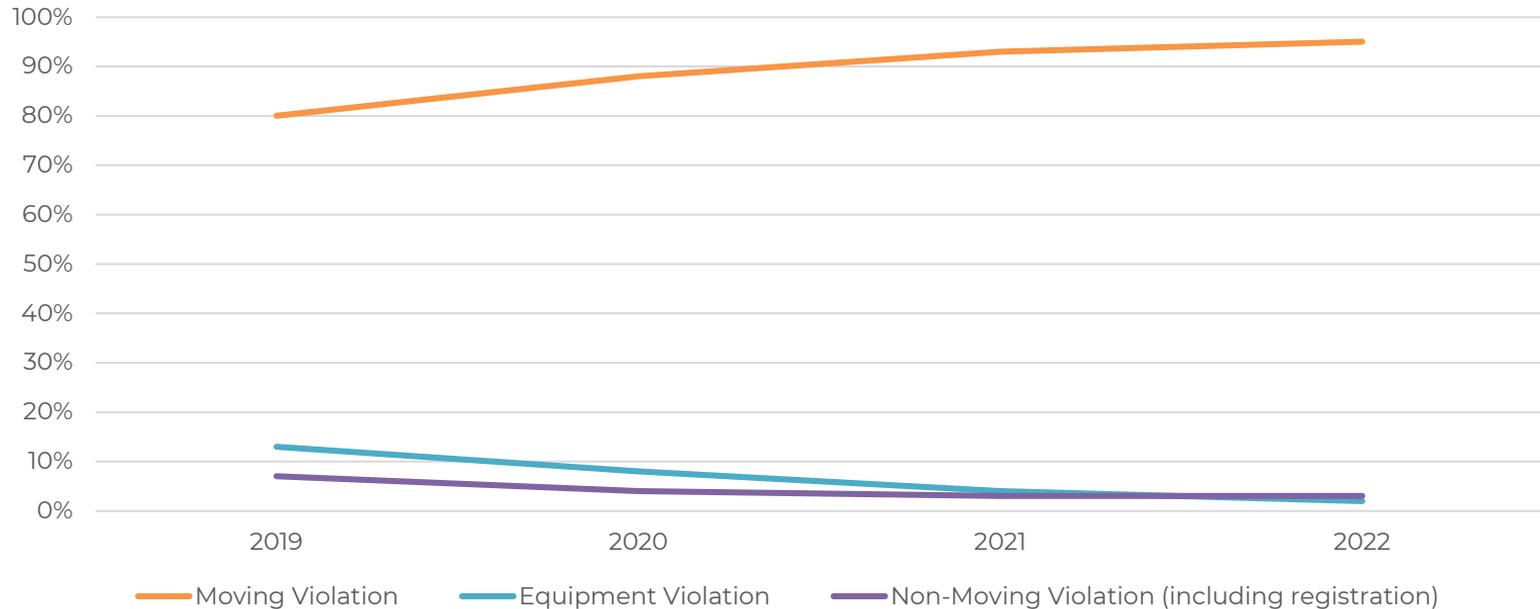


- Informational card for drivers during OPD traffic safety stops
- Fatalities Monitoring Webpage Launched (OakDOT, OPD):  
<https://www.oaklandca.gov/topics/traffic-fatality-tracking>

# Strategy 6. Enforcement

## Traffic Stops Increasingly Focused on Moving Violations

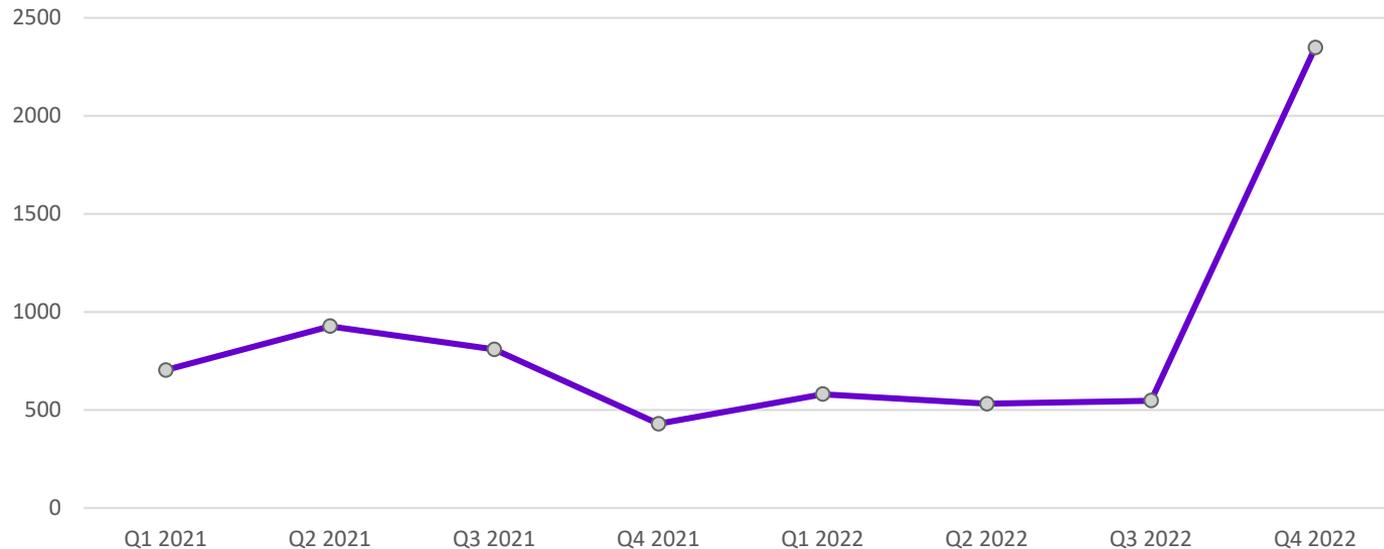
Percentage of Violation Types 2019-2022



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

# Strategy 6. Enforcement

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



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

# Strategy 6. Enforcement

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

- Traffic Stops on the HIN\*

- 2019: 61%
- 2022: 69%

*\*within 500 ft of  
HIN*

- Traffic Stops for Most Dangerous Behaviors

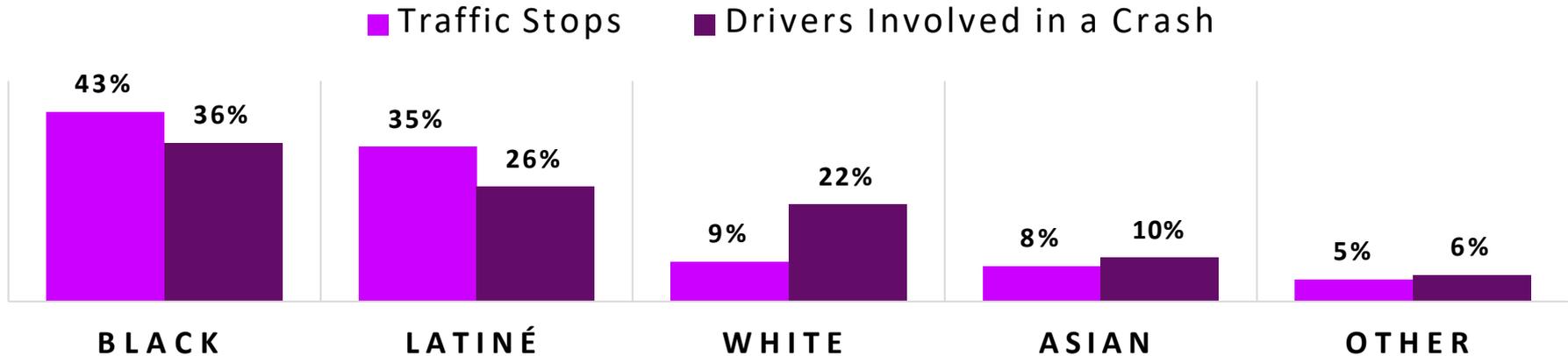
- 2019: 40%
- 2022: 72%

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

# Strategy 6. Enforcement

## 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 Stops, 2021 OPD  
SWITRS 2020*

# Agenda

I. Safe Oakland Streets (SOS) Background

II. 2022 SOS Updates

**III. Looking Ahead**

# Looking Ahead

## Opportunities:

1. Continuing to focus resources on the High Injury Network and in High Priority Communities
2. Update the High Injury Network
3. Building community awareness and engagement in the SOS Initiative; explore partnerships with Neighborhood Service Coordinators and Neighborhood Councils
4. Improve safety on International Boulevard with Quick Build projects, in collaboration with AC Transit

# Looking Ahead

## Opportunities:

5. Continue to target traffic safety enforcement on the most dangerous driving behaviors on the High Injury Network
6. Continuing to advocate for state legislation authorizing an ASE pilot in Oakland
7. Pursue policy opportunities for ignition interlock devices and speed governors

# Looking Ahead

## Staffing

Filling Vacancies – Recruitment & Retention

Mayor's Budget: 10 capital delivery engineering positions and 4 FTE positions in Human Resources

## Policies & Procedures

Streamlining Processes – Acceptance, Contracting, Procurement

Proactive, systematic and data-driven approach

# Resources

## [Safe Oakland Streets: www.oaklandca.gov/SOS](http://www.oaklandca.gov/SOS)

- [OakDOT Major Projects Map: www.oaklandca.gov/resources/active-major-improvements-project](http://www.oaklandca.gov/resources/active-major-improvements-project)
- [5-Year Paving Plan: www.oaklandca.gov/topics/paving](http://www.oaklandca.gov/topics/paving)
- [OPD Stop Data: www.oaklandca.gov/resources/stop-data](http://www.oaklandca.gov/resources/stop-data)
- [Sideshow Prevention: www.oaklandca.gov/topics/sideshow-prevention-efforts](http://www.oaklandca.gov/topics/sideshow-prevention-efforts)
- [Geographic Equity Toolbox: www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox](http://www.oaklandca.gov/resources/oakdot-geographic-equity-toolbox)
- [Speed Bump Application: www.oaklandca.gov/services/apply-for-a-speed-bump](http://www.oaklandca.gov/services/apply-for-a-speed-bump)
- [2021-2023 Traffic Safety Earmarks: www.oaklandca.gov/projects/2021-2023-traffic-safety-earmarks](http://www.oaklandca.gov/projects/2021-2023-traffic-safety-earmarks)