

City of Oakland
Mayor's Commission on Persons with Disabilities (MCPD)
Monday, May 16, 2022
5:30 p.m.-7:30 p.m. via Zoom Conference

Pursuant to California Government Code section 54953(e), MCPD Commissioners, as well as City staff, will participate via phone/video conference, and no physical teleconference locations are required.

ZOOM VIDEO/PHONE MEETING DETAILS

For best results, please install the most recent version of the Zoom application; see zoom.us.

ZOOM MEETING ID: 884 4859 0037
JOIN MEETING

By **video**: go to <https://us06web.zoom.us/j/88448590037> open the meeting on a computer or smart phone at or before 5:30pm.

By **phone**: dial (408) 638-0968 at 5:30pm. (For international numbers, go to: <https://zoom.us/u/aWeTt9geS>.)

COMMENT DURING MEETING

By **video**: click the “Raise Your Hand” button to request to speak when Public Comment is being taken during Open Forum or on an eligible agenda item. You will be permitted to speak during your turn, allowed to comment, and after the allotted time, muted. Instructions on how to “Raise Your Hand” are available at <https://support.zoom.us/hc/en-us/articles/205566129>.

By **phone**: press *9 to “Raise Your Hand” to speak when Public Comment is taken. You will be permitted to speak during your turn, allowed to comment, and after the allotted time, muted. Please unmute yourself by pressing *6.

If you have any questions, please email Karen Denicore, staff liaison to the commission at kdenicore@oaklandca.gov.

MCPD Webpage: www.oaklandca.gov/boards-commissions/mayorscommission-on-persons-with-disabilities

Subscribe to MCPD's mailing list:
oaklandca19202.activehosted.com/f/100

Commissioners: Howard Tevelson (Chair), Cathy Eberhardt (Vice Chair), Noah Smith (Vice Chair), Erin Hattersley, Ayanna Keeton, Marjorie Lynne, Leonard Moore

Commission staff: Anh Nguyen, ADA Programs Division Manager; Karen Denicore, ADA Program Analyst I

Agenda

5:30 1. Roll Call/Determination of Quorum

Teleconference Protocol

Public comment will only be taken during Open Forum and during specific requests for public comment. Raised hands will be taken then, in the order they go up. There may be time limits put on comments if necessary. Do not unmute yourself until you are requested to do so. Raised hands will be lowered at all other times. All discussion topics are first opened to MCPD commissioners for comment and then for public comment, unless otherwise stated.

5:35 2. Open Forum

Any person may directly address the Commission on any items within the jurisdiction of this Commission not on the agenda for today. Speakers wishing to address a specific item on the agenda may do so when invited at the time the item is being considered. There is no discussion allowed during Open Forum. Please raise your hand if you wish to comment and wait to be called on.

- 5:45 3. Agenda Modification
MCPD Commissioners may move around the agenda items to better conduct the meeting.
4. Approval of April 2022 Minutes
(Exhibit A)
5. Re-adoption of 2021 Virtual Meeting Resolution
(Exhibit B)
- 5:50 6. Commissioner's Announcements
Commissioners will now provide brief updates on their activities and make announcements relevant to the commission. There is no discussion during announcements.
- 6:00 7. [Oakland Community Police Review Agency \(CPRA\)](#)
Aaron Zisser, Interim Executive Director, will share the work of CPRA, describe how complaints regarding concerns about police conduct can be filed, and answer questions about investigations and outcomes. **(Exhibit C)**
- 6:25 8. Flex Streets Parklet Program Guidelines / Nicole Ferrara
The Flex Streets program includes a variety of flexible uses of public and private property, including parklets, which are business use of parking spaces. The City of Oakland adopted a permanent Flex Streets program in March 2022 following the Covid-19 Pandemic Flex Streets Program launch in April 2020. With the permanent program, a new set of guidelines have been established for Parklet applicants and permittees to meet by July 1, 2023. The goal of these guidelines is to ensure that all parklets are installed in a safe and accessible manner. These guidelines will be enforced through an application permit and annual renewal including an inspection thereafter. Prior to finalizing these guidelines, OakDOT would like to hear from MCPD. **(Exhibits D and E)**

6:50 9. [AB2336 - speed safety systems legislation](#)
Maya Amichai with a follow up and summary from April 18, 2022. Assembly Bill 2336 is a proposed state law that would allow Oakland to administer speed safety systems as a pilot program. **(Exhibits F and G)**

7:05 10. Adopt and Approve 2022 MCPD Strategic Plan Goals
(Exhibit H)

7:15 10. Staff Updates and Announcements

Future Agenda Items

Staff will share update on agenda items for upcoming meetings.

See MCPD scheduler at tinyurl.com/MCPD-AgendaPlanner.

Suggestions for future agenda items are also welcome at adaprograms@oaklandca.gov.

7:30 11. Adjournment
(Meeting shall end no later than 7:30 p.m., unless extended by majority vote of the Commission.)

Note: The Commission May Take Action on Any Item on the Agenda

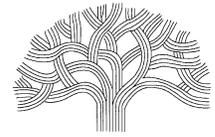
Agenda item start times are approximate and are provided as a courtesy guide only. Timing and order of items may change as part of Agenda Modification and Approval and/or as needed based on staff and time availability during the course of the meeting.



This meeting location is wheelchair accessible. To request disability-related accommodations or to request American Sign Language (ASL), Cantonese, Mandarin, or Spanish language interpreter, please email adaprograms@oaklandca.gov or call (510) 238-5219 (V) or 711 (California Relay Service) at least five (5) business days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete de en español, Cantonese, mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a adaprograms@oaklandca.gov o llame al (510) 238-5219 (V) o al 711 para servicio de retransmisión (Relay service) por lo menos cinco días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

會場有適合輪椅出入設施。需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 adaprograms@oaklandca.gov 或致電 (510) 238-5219 或 711 (電話傳達服務)。請避免塗搽香氛產品, 參加者可能對化學成分敏感。



City of Oakland

Mayor's Commission on Persons with Disabilities (MCPD)
Monday, April 18, 2022 5:30 p.m.-7:30 p.m. via Zoom Conference

DRAFT Minutes

Commissioners: Howard Tevelson (Chair), Cathy Eberhardt (Vice Chair), Noah Smith (Vice Chair), Erin Hattersley, Ayanna Keeton, Marjorie Lynne, Leonard Moore

Commission staff: Anh Nguyen, ADA Programs Division Manager; Karen Denicore, ADA Program Analyst I

Presenters: Opie Bellas-FODP, Bivett Brackett-Lime, Maya Amichai-OakDOT, Nicole Ferrara-OakDOT

Other attendees (from webinar Attendee list): Emma Martin (TheCIL) Ofurhe Igbinedion, Chonita Chew (USOAC), Sheela Gunn-Cushman, Kyle O'Malley, RecSup Lopez, Regina Simmons Howard, Scott Means (Oakland Aging and Adult Services), Jocelyn Cruz, 510-414-4844

Meeting called to order by Chair Tevelson at 5:39 pm. At roll call, quorum was not established with 5 of seven commissioners present (X).

Commissioners	Present (x)
Howard Tevelson (Chair)	X
Cathy Eberhardt (Vice Chair)	Late
Noah Smith (Vice Chair)	X
Erin Hattersley	X
Ayanna Keeton	X
Marjorie Lynne	X
Leonard Moore	Absent

Open Forum

- Sheela Gunn Cushman - AC Transit has things going on that are relevant to persons with disabilities including a contested election for District 4 of AC Transit that will be a swing vote. She and another person have submitted a resolution to the California Council of the Blind regarding housing and accessibility for folks with vision impairment and blindness. 2nd boosters are out and available.

Exhibit A

- Ofurhe Igbinedion - wants to follow up with attendee from a meeting last year regarding leading pedestrian intervals.
- Chonita Chew- The annual USOAC Convention, scheduled for 7/29/22 at the Fairgrounds, and the yearly Healthy Living Festival on 9/29 to be held at The Oakland Zoo. The 31st Annual Convention and Walk Club Luncheon, an in-person gathering at the Alameda County Fairgrounds, will be held on Friday, July 29, 2022 starting at 9:00 am.
- Regina Simmons Howard- Points out accessibility issues with stores and states that she received a parking ticket in a handicap spot while doing voter registration as a citizen and the city of Oakland would not let her contest her ticket and raised the bill and says that they will put in on her DMV registration.

Quorum of six was established when Vice Chair Eberhardt checked in at 5:48 pm.

The agenda was accepted without modification and unanimous voice approval.

March 2022 Minutes were adopted with a motion from Commissioner Smith, a second from Commissioner Eberhardt, and unanimous approval.

The 2021 Virtual Meeting Resolution was re-adopted with a motion from Commissioner Eberhardt and second from Commissioner Smith, with 6 yes votes from the six commissioners present.

Commissioners	Yes	No	Abstain
Howard Tevelson (Chair)	X		
Cathy Eberhardt (Vice Chair)	X		
Noah Smith (Vice Chair)	X		
Erin Hattersley	X		
Ayanna Keeton	X		
Marjorie Lynne	X		
Leonard Moore	Absent		

Exhibit A

Commissioner's Announcements

- Vice Chair Eberhardt- Has just completed Building Leadership, Building Community training to increase her facilitation and community engagement skills to support the work of MCPD.
- Chair Tevelson will be presenting the MCPD Annual Report to the Life Enrichment Committee (LEC) of the Oakland City Council in the next two months. We are just waiting now to see when we will be put on the calendar.

Friends of Dimond Park (FODP)

<https://www.friendsofdimondpark.org/home>)

Co-Founder and Board Chair Opie Bellas briefed the commission on the FODP history of advocacy for ADA Accessibility, their accomplishments their recent Accessibility Report for Dimond Park and their current goal and petition to have funding included in the 2022-2024 City Budget for two priorities: ADA Access and Playground/Tot Lot improvements

- Commissioner Hattersley can send an email out to her Glenview Neighborhood Group about the petition which is going to be closed down by the end of the week.
- Vice Chair Smith says that this is required by law and the issue makes the city liable for a lawsuit. There should not have to be a petition to get this done.
- There is an area that is more accessible, but it is not ADA accessible and Opie is not sure if the bathrooms are ADA accessible but agrees with Chair Tevelson that it should be included and addressed if not.
- MCPD agreed to write a letter of support for FODP with a motion from Commissioner Smith and seconds from Commissioners Tevelson and Eberhardt and unanimous approval from all six commissioners present.
- Scott Means from Oakland Aging and Adult Services would like all the information that she provided in a timely manner so he could also work with the commission. Is working on age friendly cities and would like to organize.

Exhibit A

- Sheela has signed the petition and will share it in her network. She only saw the petition about the playground. The petition includes both but the website is not fully accessible. Wants staff to tell them how to make it accessible and to coach presenters on describing what they are showing.
- Anh Nguyen described the Capital Improvement Program (CIP) funding cycles and opportunities to impact budget decisions.

[Lime Adaptive Scooters](#), Lime Able, and [Lime Access](#)

Bivett Brackett, Lime Senior Manager of Government Relations, spoke on their current adaptive service, the Lime Able Program, and the Lime Access program. Lime Access provides discounted fares to qualifying riders in the United States, and access to Lime scooters for people without smartphones or credit cards.

- Sheela Gunn Cushman states that blind people can't use the scooters and that they are dangerous in how they are let in sitting out in random spots.
- Anh Nguyen pointed out the dual seat model that would allow for someone to ride with another person.

[California State Assembly Bill 2336](#) (Friedman)

Speed Safety Systems Pilot Program. Maya Amichai the new SOS coordinator for OakDOT introduced Assembly Bill 2336, a proposed state law that would allow Oakland and 5 other cities to administer speed safety systems as a pilot program. Oakland would be permitted a total 18 safety systems administered the Department of Transportation

- Commissioner Lynne pointed out the problem of speed bumps causing extreme pain to individuals with joint damage and other pain issues
- Commissioner Eberhardt is not sure if she supports moving traffic stops away from OPD as that seems to be the way that many criminals are identified and taken off the street. Since speeding can kill people, the penalties should be high. Since crime is a big issue in Oakland, she does not think that she can support taking away one of

Exhibit A

the ways that criminals are actually caught when they are pulled over and it is discovered that they have warrants out.

- Sheela Gunn Cushman is concerned about yellow flashing lights being ineffective and about traffic islands and their danger to various members of the disability community.
- A motion to support AB 2336 with a letter from MCPD was made by Commissioner Smith and seconded by Commissioner Keeton but did not have a majority to pass at this time with only 5 yes votes from the six Commissioners present.

Flex Streets Parklet Program Guidelines presentation from Nicole Ferrara was postponed for lack of time with a plan to reschedule May 16th.

Staff Updates and Announcements

- Oakland City Challenge - The City of Oakland is calling on the public to submit proposals for how to address our city's biggest challenges like homelessness, violent crime, and abandoned vehicles and dumping.
- City of Oakland Older Americans Month (OAM) Event May 4th, 2022 is a socially distanced virtual watch party presented by the Mayor's Commission on Aging and Aging & Adult Services.
- ADA Programs recruitment for an ADA Programmatic Access Coordinator has been extended again to 4/26/2022 to acquire a strong applicant pool.

Future Agenda Items

See MCPD scheduler at tinyurl.com/MCPD-AgendaPlanner. Suggestions for future agenda items are also welcome at adaprograms@oaklandca.gov.

The meeting was adjourned at 7:32 pm with a motion from Commissioner Eberhardt, a second from Commissioner Smith, and unanimous approval.

April 2022 Minutes attachment; Updates and Announcements

[Friends of Dimond Park](https://www.friendsofdiamondpark.org/home) (FODP) (<https://www.friendsofdiamondpark.org/home>)

Co-Founder and Board Chair Opie shared a recent Accessibility Report for Dimond Park and their current goal and [petition](#) to have funding included in the 2022-2024 City Budget for two priorities:

- ADA Access
- Playground/Tot Lot improvements

To see their report and sign the petition please go here:

[Urgent Action Request | We Love Dimond Park \(friendsofdiamondpark.org\)](#)

Oakland City Challenge

[Oakland Fund for Public Innovation | City Challenge Oakland](#)

The City of Oakland is calling on the public to submit proposals for how to address our city's biggest challenges like homelessness, violent crime, and abandoned vehicles and dumping.

If you have ever had an idea about how to address one of these issues, but didn't know how to start, this is your time to shine. Until May 6, you can [submit proposals](#) for selection by City officials. The authors of winning proposals will have the chance to work with the City government to implement your solution. Visit [this link](#) to learn more about this exciting competition and to send in your idea to make your city a better place.

City of Oakland OAM Event May 4th, 2022

[City of Oakland | Mayor's Commission on Aging \(MCOA\) \(oaklandca.gov\)](#)

The City of Oakland, Human Services Department, is proud to announce "Age My Way," our upcoming Older Americans Month Event set for May 4th, 2022. This will be a fun filled virtual event with provided lunch, giveaways, and great get you moving activities.

A socially distanced virtual watch party presented by the Mayor's Commission on Aging and Aging & Adult Services.

Please join us, virtually, as we celebrate Older Americans Month!

Community members 55+ contact your local City of Oakland Senior Center by **Wed., April 20, 2022** to RSVP for a **FREE** lunch, giveaways, and/or enter the prize drawing. Lunch pickup will be between 8:45 am - 9:30 am on May 4, 2022.

Zoom link to follow or watch on KTOP-TV:

- Comcast - Channel 10
- AT&T U-Verse - Channel 99
- Live streamed: <http://oaklandca.gov/oakmtg>

RSVP online:

- <https://forms.gle/VDNDUSiEzfrV...>(public)
- www.MyActiveCenter.com (members)

April 2022 Minutes attachment; Updates and Announcements

United Seniors of Oakland and Alameda County ([USOAC](#))

Save the dates for the annual USOAC Convention, scheduled for 7/29/22 at the Fairgrounds, and the yearly Healthy Living Festival on 9/29 to be held at The Oakland Zoo.

The 31st Annual Convention and Walk Club Luncheon, an in-person gathering at the Alameda County Fairgrounds, will be held on Friday, July 29, 2022 starting at 9:00AM. If you plan to attend, please RSVP to Mary Bradd at Mary.USOAC@gmail.com, space is limited.

OAKLAND Mayor's Commission on Persons with Disabilities (MCPD)

May 2022 VIRTUAL MEETING RESOLUTION

ADOPT A RESOLUTION DETERMINING THAT CONDUCTING IN-PERSON MEETINGS OF THE MAYOR'S COMMISSION ON PERSONS WITH DISABILITIES (MCPD) AND ITS COMMITTEES WOULD PRESENT IMMINENT RISKS TO ATTENDEES' HEALTH, AND ELECTING TO CONTINUE CONDUCTING MEETINGS USING TELECONFERENCING IN ACCORDANCE WITH CALIFORNIA GOVERNMENT CODE SECTION 54953(e), A PROVISION OF AB-361.

WHEREAS, on March 4, 2020, Governor Gavin Newsom declared a state of emergency related to COVID-19, pursuant to Government Code Section 8625, and such declaration has not been lifted or rescinded. See <https://www.gov.ca.gov/wp-content/uploads/2020/03/3.4.20-Coronavirus-SOE-Proclamation.pdf>

WHEREAS, on March 9, 2020, the City Administrator in their capacity as the Director of the Emergency Operations Center (EOC), issued a proclamation of local emergency due to the spread of COVID-19 in Oakland, and on March 12, 2020, the City Council passed Resolution No. 88075 C.M.S. ratifying the proclamation of local emergency pursuant to Oakland Municipal Code (O.M.C.) section 8.50.050(C); and

WHEREAS, City Council Resolution No. 88075 remains in full force and effect to date; and

WHEREAS, the Centers for Disease Control (CDC) recommends physical distancing of at least six (6) feet whenever possible, avoiding crowds, and avoiding spaces that do not offer fresh air from the outdoors, particularly for people who are not fully vaccinated or who are at higher risk of getting very sick from COVID-19. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>;

WHEREAS, the CDC recommends that people who live with unvaccinated people avoid activities that make physical distancing hard. See <https://www.cdc.gov/coronavirus/2019-ncov/your-health/about-covid-19/caring-for-children/families.html>;

WHEREAS, the CDC recommends that older adults limit in-person interactions as much as possible, particularly when indoors. See <https://www.cdc.gov/aging/covid19/covid19-older-adults.html>;

Exhibit B

WHEREAS, the CDC, the California Department of Public Health, and the Alameda County Public Health Department all recommend that people experiencing COVID-19 symptoms stay home. See <https://www.cdc.gov/coronavirus/2019-ncov/if-you-are-sick/steps-when-sick.html>;

WHEREAS, persons without symptoms may be able to spread the COVID-19 virus. See <https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>;

WHEREAS, fully vaccinated persons who become infected with the COVID-19 Delta variant can spread the virus to others. See <https://www.cdc.gov/coronavirus/2019-ncov/vaccines/fully-vaccinated.html>;

WHEREAS, the City's public-meeting facilities are indoor facilities that do not designed to ensure circulation of fresh / outdoor air, particularly during periods of cold and/or rainy weather, and were not designed to ensure that attendees can remain six (6) feet apart; now therefore be it:

WHEREAS, holding in-person meetings would encourage community members to come to City facilities to participate in local government, and some of them would be at high risk of getting very sick from COVID-19 and/or would live with someone who is at high risk; and

WHEREAS, in-person meetings would tempt community members who are experiencing COVID-19 symptoms to leave their homes in order to come to City facilities and participate in local government; and

WHEREAS, attendees would use ride-share services and/or public transit to travel to in-person meetings, thereby putting them in close and prolonged contact with additional people outside of their households; and

WHEREAS, on October 18, 2021 the Mayor's Commission on Persons with Disabilities (MCPD) adopted a resolution determining that conducting in-person meetings would present imminent risks to attendees' health, and electing to continue conducting meetings using teleconferencing in accordance with California Government Code Section 54953(e), a provision of AB-361; now therefore be it:

RESOLVED: that the MCPD finds and determines that the foregoing recitals are true and correct and hereby adopts and incorporates them into this Resolution; and be it

FURTHER RESOLVED: that, based on these determinations and consistent with federal, state and local health guidance, the MCPD determines that conducting in-person meetings would pose imminent risks to the health of attendees; and be it

Exhibit B

FURTHER RESOLVED: that the MCPD firmly believes that the community's health and safety seriously and the community's right to participate in local government, are both critically important, and is committed to balancing the two by continuing to use teleconferencing to conduct public meetings, in accordance with California Government Code Section 54953(e), a provision of AB-361; and be it

FURTHER RESOLVED: that the MCPD will renew these (or similar) findings at least every thirty (30) days in accordance with California Government Code section 54953(e) until the state of emergency related to COVID-19 has been lifted, or the MCPD finds that in-person meetings no longer pose imminent risks to the health of attendees, whichever is occurs first.

Exhibit C

Oakland Community Police Review Agency

Presentation to Mayor's Commission on Persons with
Disabilities

May 16, 2022

Exhibit C

Introduction: Interim Executive Director Aaron B. Zisser

U.S. DOJ Civil Rights Division

San Jose Independent Police Auditor

San Francisco DA's Office, Independent Investigations Bureau

Other independent oversight work

Started as CPRA Interim ED April 11

Overview of CPRA

Reports to the
Police
Commission

Independent of
Police
Department

Civilian
investigators

Audited by
Inspector
General

Must investigate
use of force &
profiling/
discrimination

Goals: Effective independent oversight



Trustworthy
investigations
and outcomes



Trust in our
investigations
and outcomes



Supportive
internal culture



Community
awareness and
input

CPRA Complaint Process

Complaint in the field, to Internal Affairs, or to CPRA

Intake

IAD investigates AND CPRA investigates

Findings and discipline recommendation

Chief of Police

Police Commission

Exhibit C

Discipline

Informal counseling

Counseling and training

Written reprimand

Suspension

Termination

Exhibit C

CPRA's disability-related work

W&I 5150 Involuntary hold

De-escalation under new use-of-force policy

Data collection needs improvement

Rethinking how to categorize 5150

Community outreach and engagement

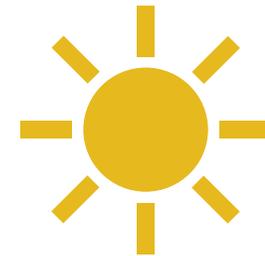
Broader changes to CPRA practices



Race and Equity
Framework



Expanded community
engagement



Transparency and
Accountability

Exhibit C

How to file a complaint



510 238 3159
TTY: 510 238 2007
(CAN BE ANONYMOUS)



CPRA@OAKLANDCA.GOV



[WWW.OAKLANDCA.GOV](http://WWW.OAKLANDCA.GOV/CPRA)
[/CPRA](http://WWW.OAKLANDCA.GOV/CPRA)

(CAN FILE
ANONYMOUSLY)

Exhibit D

Flex Streets

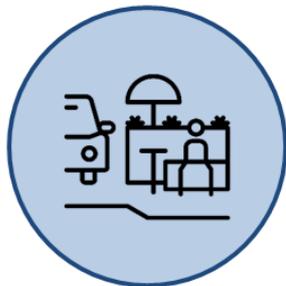
DRAFT Parklet Guidelines



Types of Flex Streets



Sidewalk Cafe



Parklet



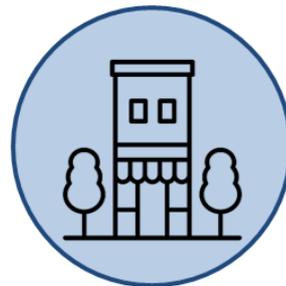
Street Closure



Mobile Food Vending

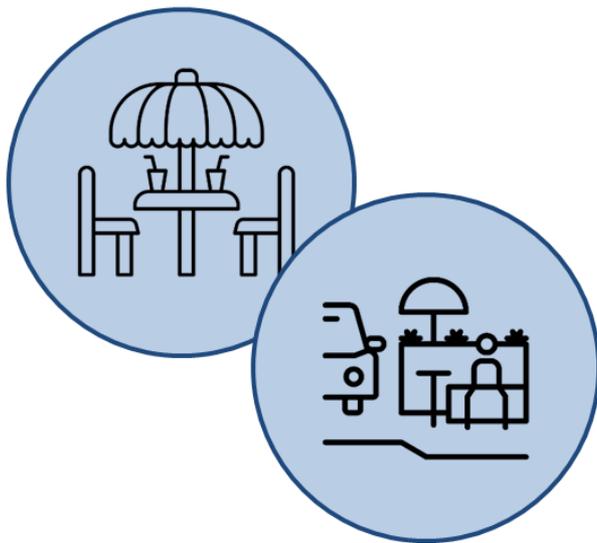


Public Property



Private Property

Permitting Results



140+

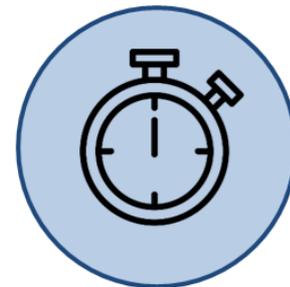
Sidewalk Cafés
& Parklets



13 Street Closures



60+ Mobile Food
Vendors



Quick
Turnaround



Repurposed
Space

Exhibit D

Timeline

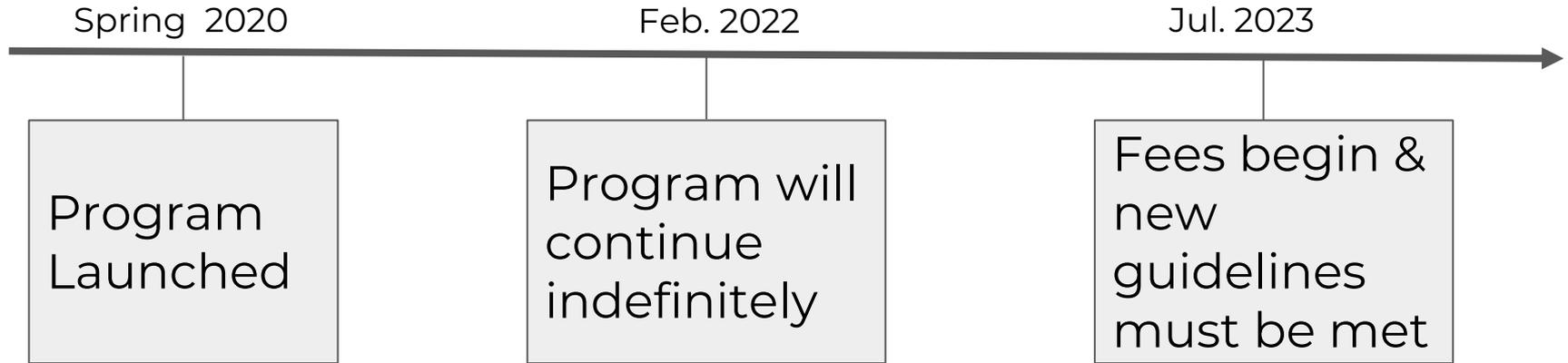


Exhibit D

Timeline

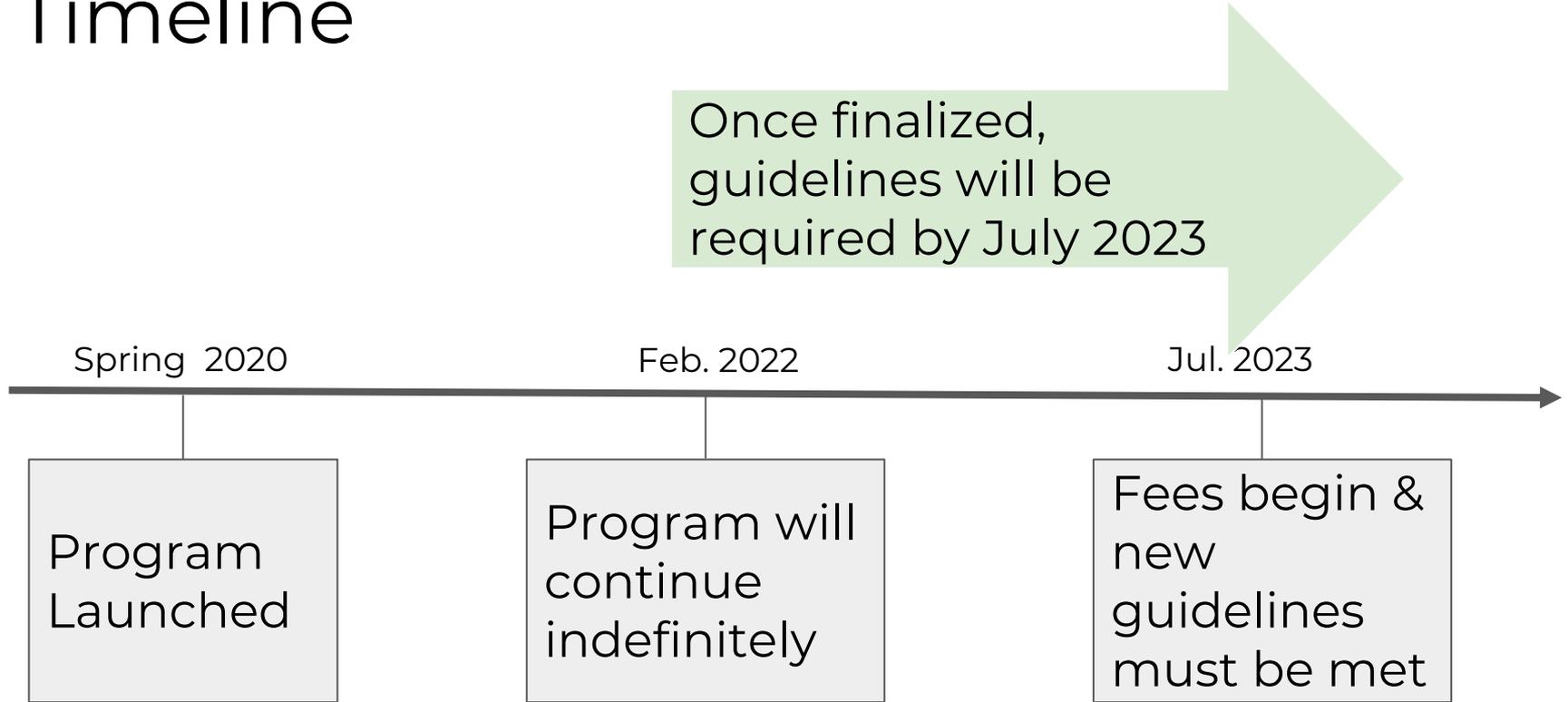


Exhibit D

Draft Parklet Guidelines

Developed through interdepartmental coordination & referencing relevant codes to ensure parklets meet safety and accessibility goals

Reminder: Parklets are in the shared Right of Way, and must be movable/modular



Exhibit D

Considerations

1. Do these guidelines help clarify what is/isn't allowed?
2. Do these guidelines address any issues experienced by your stakeholders?
3. What concerns do you have that we should be aware of?



Exhibit D

Topics

1. Location & Operations
2. Design
3. Traffic Safety
4. Accessibility
5. Fire Safety
6. Relocation/Removal



Exhibit D

1. Location & Operation - parklet size and location

- 2 parallel or 3 diagonal spaces
- No parklets in blue, green, yellow, or white zones
- No parklets in bus stops, unless coordinated with AC Transit

Important Location Criteria for Parking or Curbside Lane Shared Spaces

Note that structures located on angled parking must be angled to match the roadway striping

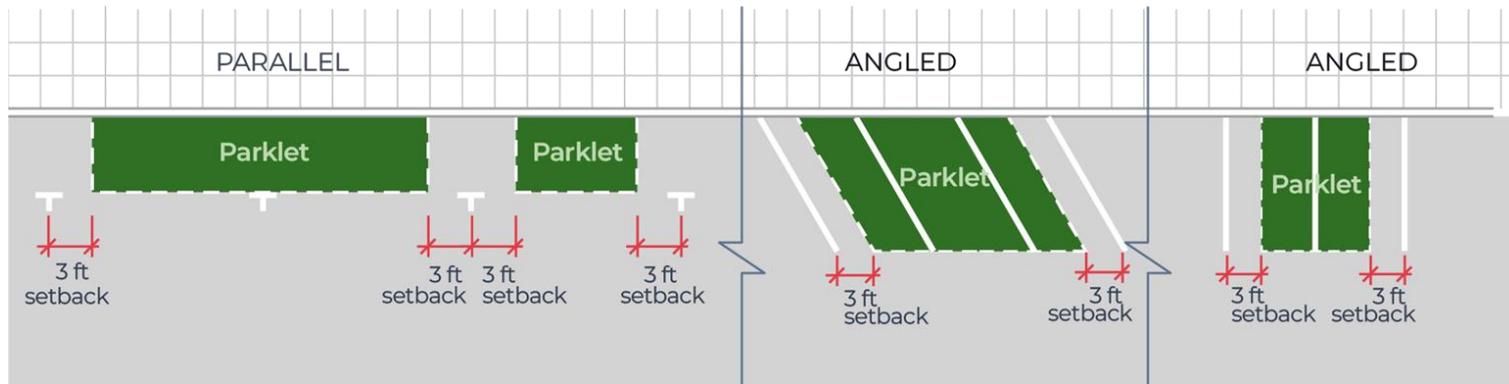


Exhibit D

1. Location & Operation - visibility

- Parklets cannot be in red zones, safety zones, or within 20' – 40' of intersections (40' when street includes a protected bike lane) unless they are 75% transparent; no structures allowed above railing height
- 2' setback from drivewalks

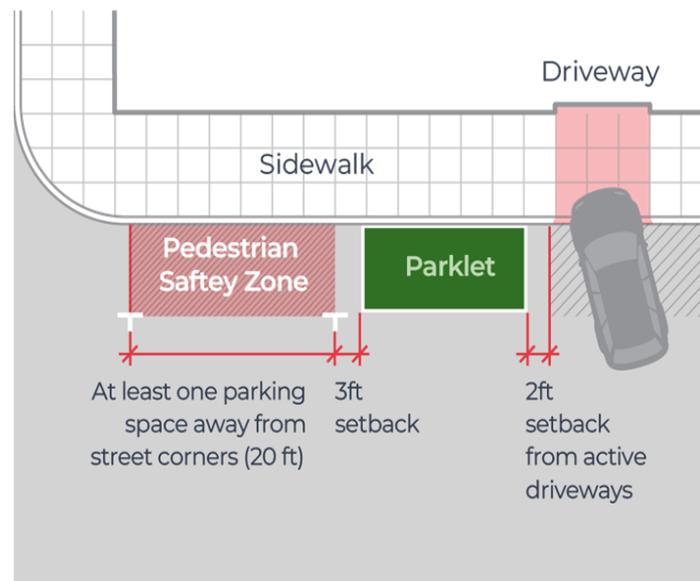


Exhibit D

1. Location & Operation – access

- Parklet shall not restrict access to utilities, drains, or other public facilities
- Must allow for curbside drainage

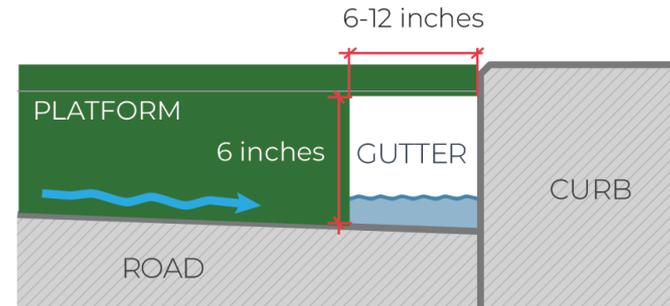
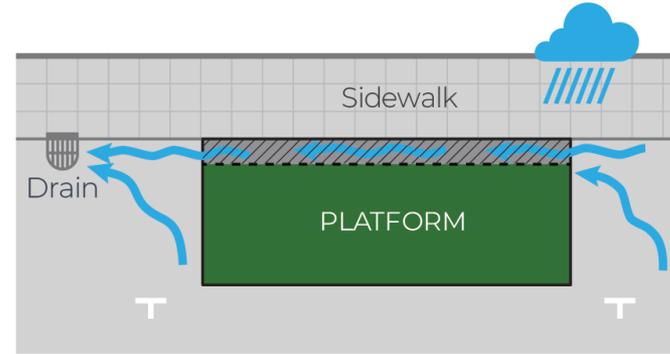


Exhibit D

2. Design – slope

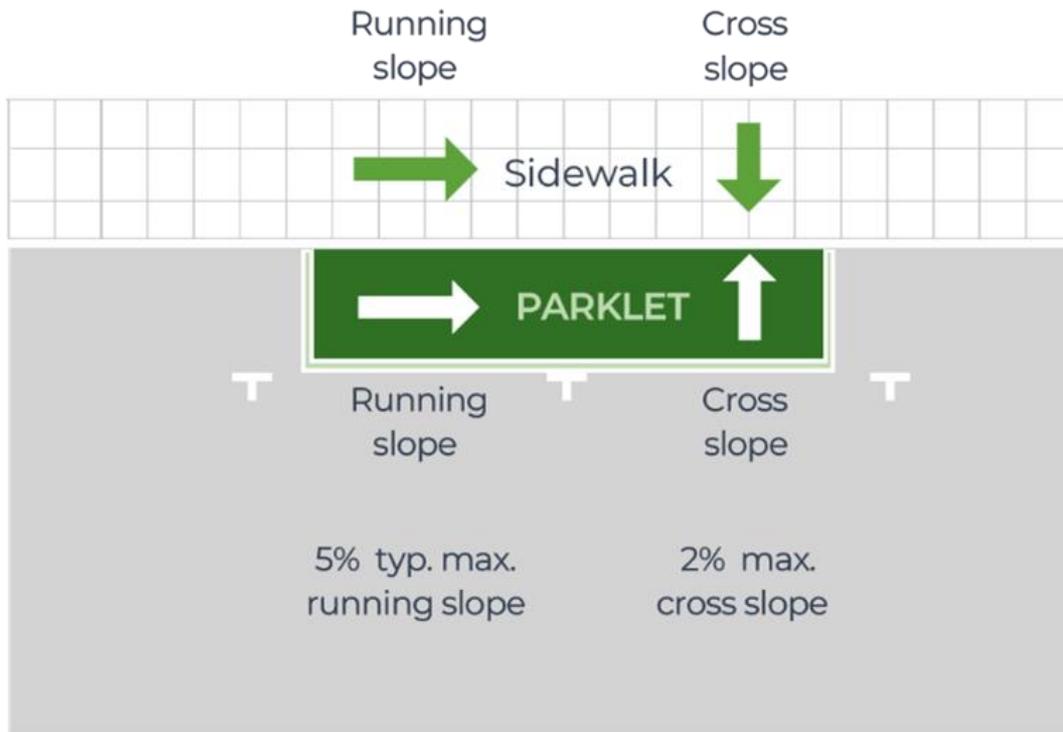


Exhibit D Design – walls

- 3 sides are required, similar to a railing
- Transparency b/t 42 - 90" is required

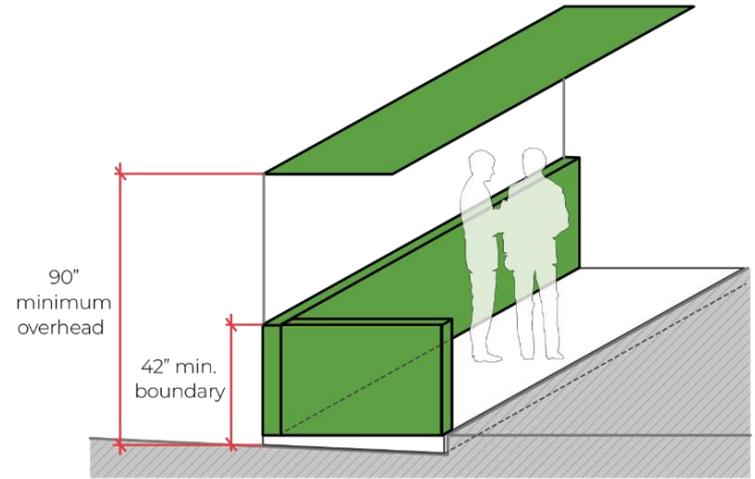
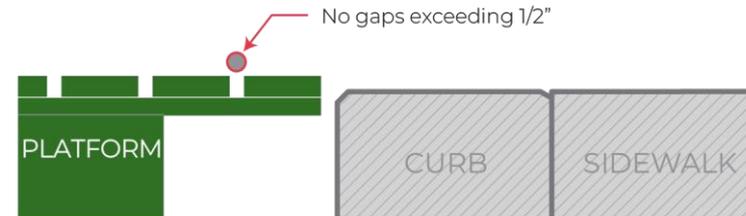
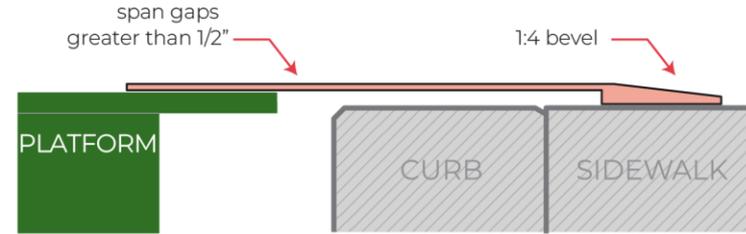
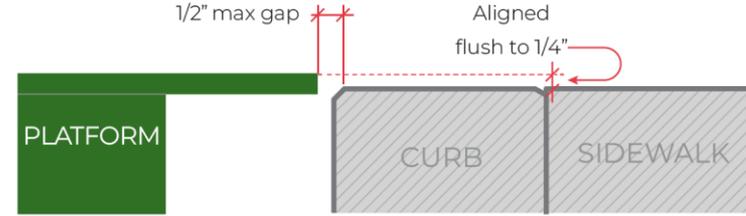


Exhibit D Design – platforms

- Must support live loads up to 100 pound per square foot (psf)
- Must be accessible (see graphics to right)



3. Traffic Safety

- Safety Measures for All Parklets:
 - Wheel stops + reflective posts + 3 ft
 - Reflective tape/markers along traffic edge
 - 12" from moving lane
- Safety Measures for 30 mph streets:
 - Stronger barricades along traffic edge

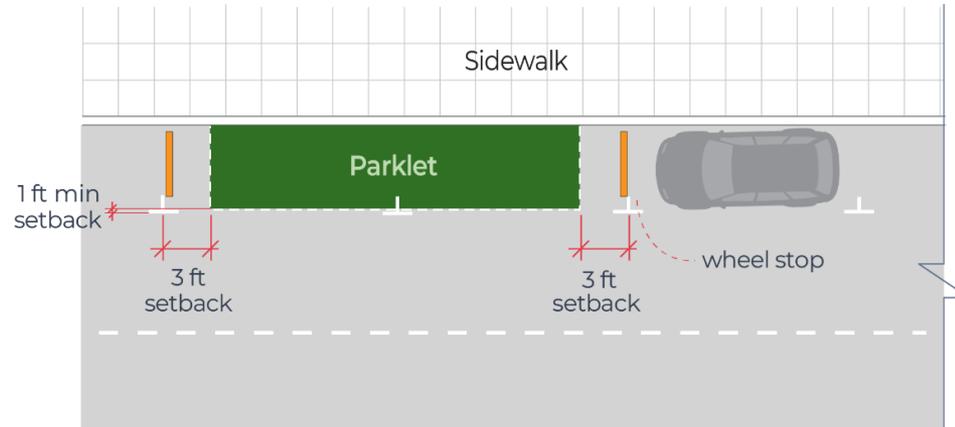


Exhibit D

4. Accessibility - circulation

- Parklets encouraged to be at sidewalk level; must have accessible entrance every 20'; 48" wide
- Interior circulation and wheelchair turning space
- No more than 1/4" vertical elevation change

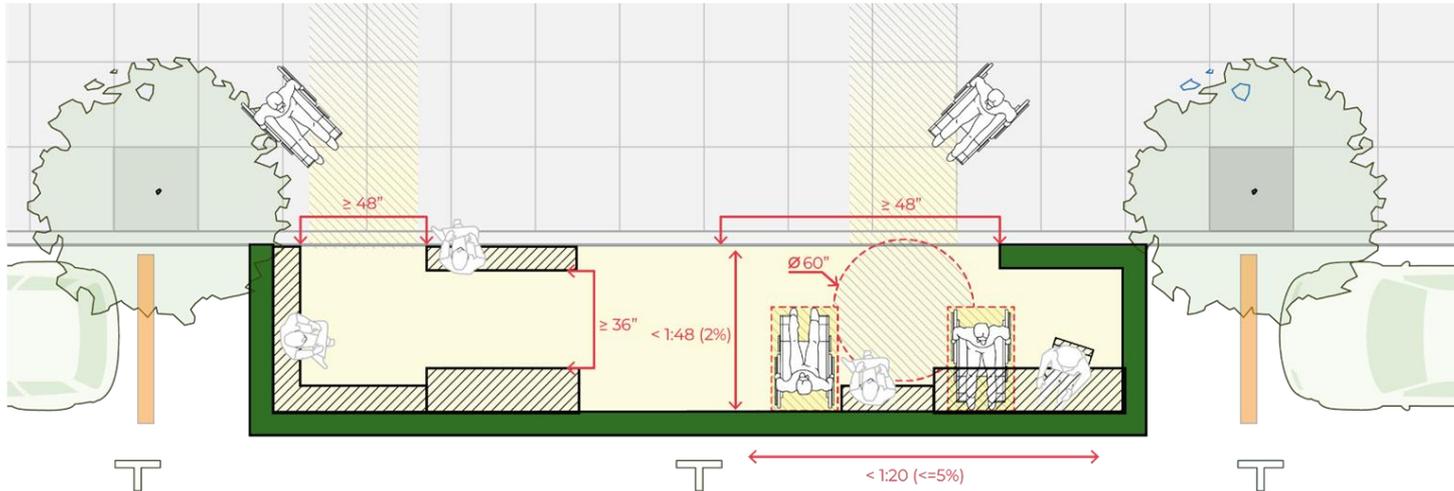
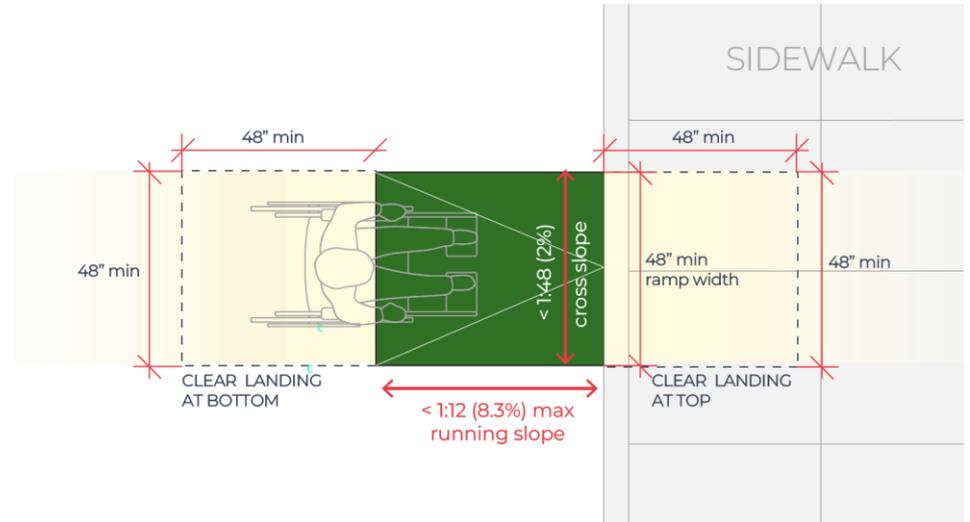
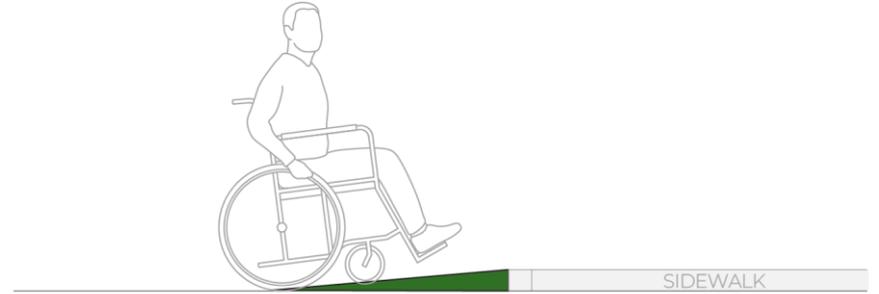


Exhibit D

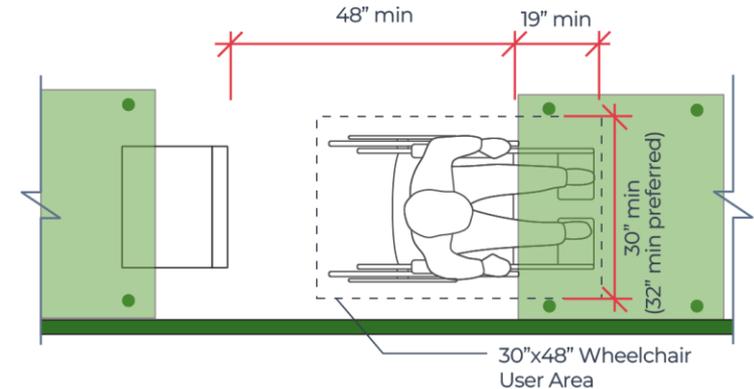
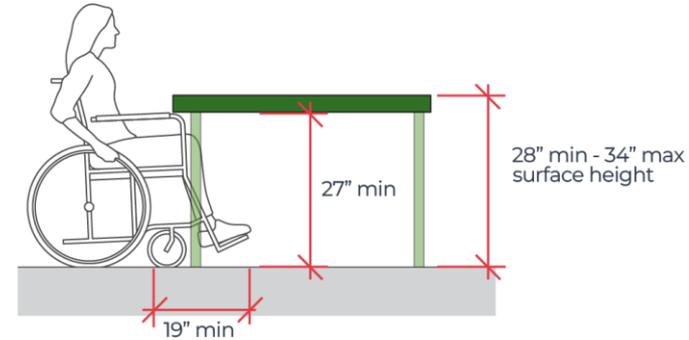
4. Accessibility - ramps

- Ramp slope no more than 1:12 or 8.3%
- Clear level landing at top and bottom
- Edge protection
- Firm, slip resistant material
- Handrails required for more than 5% slope



4. Accessibility - seating

- 5% and at least one of each type of seating must be accessible
- Describes in detail what the requirements are for each type of seating (table, bar, bench)
- Requires 4 feet clear b/t accessible seating and nearest obstruction



5. Fire Safety

- No tripping hazards across the sidewalk
- Electric heaters recommended
 - Must be 3' from combustible materials
- Propane heaters:
 - Need an additional permit
 - Cannot be used during fire season in high fire severity zones
 - No canopies/roofs

Exhibit D

Considerations

1. Do these guidelines help clarify what is/isn't allowed?
2. Do these guidelines address any issues experienced by your stakeholders?
3. What concerns do you have that we should be aware of?



Exhibit D

Next Steps

1. Collecting feedback on these guidelines for the next month
2. Will review comments and edit
3. Aim to finalize the guidelines by July 1, 2022
4. Will develop fees for City Council adoption before July 1, 2023 to support permit reviews and inspections



Exhibit D

Thank you!

Nicole Ferrara, Policy &
Intergovernmental Affairs Advisor
nferrara@oaklandca.gov



Exhibit E

SUBJECT:	Flex Streets Parklet Guidelines
INTENT:	To establish Parklet Design Guidelines in the City of Oakland
RESPONSIBLE PERSON (S):	Director, Department of Transportation, and City Traffic Engineer
CRITICAL TIMING:	Parklet guidelines will be enforced beginning July 1, 2023. Parklet applicants and existing permittees are encouraged to make changes to align with these guidelines before that deadline.
INVOLVED INDIVIDUALS:	OakDOT Director, Assistant to the Director on Policy & Intergovernmental Affairs, Assistant Director overseeing ROW, ROW Division, City Traffic Engineer, ADA Programs Division, Planning and Building Department, Fire Department, Economic and Workforce Development Department
OBJECTIVES:	To ensure that all parklets are installed in a safe and accessible manner.
POLICY REVIEW:	These administrative guidelines will be reviewed and updated as needed to ensure safety and accessibility. Parklet owners/permittees will be notified of changes and deadline to implement changes if applicable.
REFERENCES:	SFMTA Shared Spaces Program, Healdsburg Temporary Parklet Permit Agreement & Guidelines, SDOT Parklet Handbook, Berkeley Parklet Guide

Purpose

The City of Oakland adopted a permanent Flex Streets program in March 2022 following the Covid-19 Pandemic Flex Streets Program launch in April 2020. With the permanent program, a new set of guidelines have been established for Parklet applicants and permittees to meet by July 1, 2023. These guidelines will be enforced through an application permit and annual renewal including an inspection thereafter.

Oakland Municipal Code Policies

The Flex Streets parklet program is discussed in Chapter 8.62 of the Oakland Municipal Code. The associated reports and legislation can be found here:

<https://oakland.legistar.com/LegislationDetail.aspx?ID=5400050&GUID=314AC51B-E415-4453-B5E5-09EF3AC8AE41&Options=&Search=>.

The policy provides high level guidance to parklet applicants and permittees. It covers issues including, but not limited to:

Exhibit E

- Terms and Conditions
- Inspection
- Decision
- Posting
- Design and Layout (at a high level)
- Health and Safety Standards

The ordinance further authorizes the City Administrator to adopt Parklet Design Guidelines in Section 8.62.160.

Parklet Guidelines

The following guidelines were developed to ensure safety and accessibility. They may be updated at any time. Parklet permittees will be notified of updates and date by when permittees must comply.

1. Location & Operations

- a. Parklets should typically occupy the legal parking spot in front of the Permittee's business. Parklets may only occupy parking in front of adjacent businesses with written consent from the adjacent ground-floor business owner, or building owner in absence of a ground-floor business. This must be provided at each permit renewal (annually).
- b. Each business may only use up to two parking spaces—or three diagonal spaces--per parklet.
- c. The proposed parklet shall not be in a blue, green, yellow, or white zone.
- d. The proposed parklet shall not be in a bus stop, unless coordinated with AC Transit and designed to meet AC Transit's Bus Parklet Design Manual (<https://www.actransit.org/website/uploads/Bus-Parklet-Study-Manual-FINAL-12.26.18.pdf>).
- e. The proposed parklet shall not be in a red zone, a pedestrian safety zone, within 20' of a crosswalk or intersection, or within 40' before an intersection if there is a protected bike lane unless it meets the following requirements:
 - i. The walls must be 36"-42" tall with enclosures that only have 25% visual obstruction (75% transparent) from roadway and pedestrian path
 - ii. The parklet may not have any canopies or fixed structures above 42"
 - iii. The parklet may not encroach into the travel lane. Please see Street Closure application.
- f. Parklets must be in use for at least 50% of business hours.
- g. Parklet shall not prohibit/restrict access to utilities or other facilities such as storm water drainage, fire hydrants, transit stops, driveways, manhole covers, benches, utility poles, signs, parking meters, or public utility valves/covers.

Exhibit E

2. Design

- a. Proposed Parklets are required to comply with the applicable provisions, rules, regulations, and guidelines of California Building Code for guardrails (Title 24, Part 2, Section 2). <https://www.dir.ca.gov/title8/3209.html>
 - i. Proposed parklets shall have protective barriers of a minimum height of 36", maximum height of 42" facing the roadway and adjacent parking spots, with a maximum of 4" spacing off center between vertical members.
 - ii. Parklets are required to have a continuous rigid separation between the parklet and vehicular traffic on all three sides adjacent to the roadway.
- b. **Cross slope:** The overall Parklet cross slope shall not exceed 2% (1:48) in any direction. The walking surface shall have a running slope not steeper than 5% (1:20) per CBC 11B-403.3. If proposed on a street grade greater than 5% slope additional design requirements and review may be required to make the space accessible to the maximum extent technically feasible as defined in the California Building Code.
- c. Continuous opaque walls between the site line of 42" to 90" (preferably 96") that do not allow visibility into the parklet from the surrounding streetscape are prohibited.
 - i. Temporary vertical obstructions, such as mesh screens, between 42" and 90" from the pavement shall be considered a "closed wall" and shall only be permitted when blocking direct sunlight, wind, or rain during hours of operation. Temporary vertical obstructions cannot be fully opaque.
 - ii. Plexiglass or other brands of transparent materials are allowable between 42-90"
- d. **Parklet platforms:** parklets with built platforms must provide structural integrity to ensure public safety by supporting anticipated live loads up to 100 pound per square foot (psf). The below are recommended building standards to meet that structural integrity. Alternative designs must be submitted for review and approval. Required drawings and calculations shall be stamped and signed by a design professional registered in the State of California.
 - i. Parklets should provide a level platform if the cross slope of the occupied parking spot exceeds 2.0% in any direction.
 - ii. Platforms must be constructed from durable materials that can withstand wear and tear of elements. Surface materials must be textured or treated with a non-skid coating to ensure a safe walking surface.
 - iii. Pouring concrete for the parklet platform is prohibited. No features or structural components may be attached to the street roadway, gutter, curb, planting area, or sidewalk.

Exhibit E

- iv. Platform framing shall be supported on pressure treated lumber or pedestals. Framing shall be a minimum 2x4 floor joists spaced at maximum 24" apart and supported at maximum 3 feet intervals. Provide solid blocking between joists at support locations.
 - v. Floor joists shall be secured with appropriate framing angles.
 - vi. Platform surface shall be minimum 1x wood decking boards or $\frac{3}{4}$ " plywood sheathing secured to the framing below. Pavers or other materials may be applied over plywood sheathing.
 - vii. The platform threshold must be flush and even with sidewalk and must not leave a horizontal gap greater than $\frac{1}{2}$ inch, nor a vertical separation greater than $\frac{1}{4}$ inch.
 - viii. Openings in floor or ground surfaces shall not allow passage of a sphere more than $\frac{1}{2}$ inch diameter. Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel per [CBC 11B-302.3](#)
- e. **Platforms must allow for a curbside drainage flow.** A 6-inch height by 12-inch width minimum clear gutter space must be provided along the entire length of the proposed platform at the threshold between the parklet and sidewalk. Openings at either end of the parklet may be covered with screens to prevent debris buildup beneath the platform. The parklet permittee is responsible to clean the cover or screen to prevent any backup of storm water.
- f. **Temporary Coverings:** Umbrellas are allowable temporary coverings and must not extend beyond the footprint of the parklet. Other materials or style canopies must meet *Section g. Permanent Parklet Canopies/Roofs* below.
- g. **Permanent Parklet Canopies/Roofs:** Parklets with permanent canopies/roofs must structurally accommodate wind loads. The below are recommended building standards to meet that structural integrity. Alternative designs must be submitted for review and approval. Required drawings and calculations shall be stamped and signed by a design professional registered in the State of California (see [CBC Section 3105](#)).
- i. Roof canopies may be constructed with plywood sheathing, polycarbonate sheets, or sheet metal. It must be sloped to drain towards the street and away from the sidewalk.
 - ii. Plywood roof sheathing shall be minimum $\frac{3}{8}$ " thick sheathing and required roof framing minimum 8d nails at 6" spacing at all framing.
 - iii. Corrugate polycarbonate sheets shall be minimum 0.032" thickness and secured to roof framing with minimum #10 x 2" self-drilling/tapping wood screws at crown of every other corrugation. Sheets shall be supported on purlins at maximum 24" spacing. Overlap adjacent corrugated sheets and provide infill closure strips between sheet and framing ends.

Exhibit E

- iv. Multi-layered polycarbonate sheets shall be minimum 5/16" thickness.
- v. Roof joists shall be minimum 2x4 spaced maximum of 24 inches apart and spanning to beams spaced at maximum 8 feet apart. Beams that support rafters shall be minimum (2)-2x6 or 2x8 and shall be supported by minimum 4x4 posts spaced at maximum 10 feet apart. Elevation of top of roof assembly shall be 8 feet minimum and 10 feet maximum above sidewalk grade.
- vi. Parklet roofs/canopies may not overhang more than 4 inches.
- vii. Note: any canopies/roofs over 400 sf require an additional permit from the Fire Department. See section 5.f.

3. Traffic Safety

- a. The proposed Parklet Site shall be located on a street with a posted speed limit of 30 mph or less.
- b. The following traffic safety measures are required:
 - i. All parklets: rubber wheel stops are required three feet from both ends of the parklet perpendicular to the curb
 - ii. All parklets: reflective posts are required three feet before and after the parklet along the edge of the parklet parallel to vehicular traffic
 - iii. All parklets: object markers, reflective tape, or reflective striping is required along the length of the parklet adjacent to moving traffic, or at minimum, every 5 feet
 - iv. Parklets on 30 mph streets require the following: parklets should include concrete or water-filled k-rails that are installed to meet manufacturers specifications on the portion of the parklet adjacent to moving traffic
 - 1. If businesses are located on a 30 mph street, please consider installation on a side street if possible.
 - v. The proposed parklet shall not encroach on any existing traffic lane, or bike lane. It should remain at least 12" from moving lanes, three (3) feet from adjacent parking spaces, and two (2) feet from active driveways
- c. Parklets shall not encroach upon or overhang the sidewalk. An additional "sidewalk café permit" is required for use of sidewalk space.

4. Accessibility

- a. The proposed Parklet is required to comply with the applicable provisions, rules, regulations and guidelines of California Building Code, the Americans with Disabilities Act (ADA), the 2010 ADA Standards for Accessible Design, and Public Rights-of-Way Accessibility Guidelines (PROWAG). For all other non-Parklets ADA technical requirements, please refer to "ADA Accessibility Guidelines for Businesses Participating in the OakDOT Flex Streets Program" <https://cao-94612.s3.amazonaws.com/documents/ADA-Accessibility->

Exhibit E

[Guidelines-for-Businesses-Participating-in-the-OakDOT-FlexStreets-Program-9.1.2020.pdf](#)

- b. **Accessible Route:** An unobstructed accessible route connecting the public right of way into the parklet must be provided.
- i. Parklets entrances/exits are required to be a minimum of 48" wide.
 - ii. Interior circulation route within Parklet, if provided, shall be min 36 inches wide unobstructed.
 - iii. Vertical elevation changes in level of ¼ inch max are allowed; changes in level between ¼ inch to ½ inch shall be beveled with a slope not steeper than 1:2; changes in level greater than ½ inch shall be ramped.
 - iv. Horizontal gap in floor or ground surfaces shall not be more than ½ inch in diameter.
 - v. Floor and walking surfaces shall be stable, firm and slip resistant and shall comply with CBC Section 11B-302. (CBC-11B-302)
 - vi. A wheelchair turning space must be provided entirely within the parklet between the parklet's accessible seating and parklet entrance. The space shall be 60 inches in diameter; a 12" maximum overlap on the curb and sidewalk is acceptable. A T-Turn space per CBC 11B-304.3.2 is also acceptable.
- c. **Ramps:** The preferred parklet design is on the same level with the sidewalk; this allows for greater accessibility and better use of parklet space. If ramps are necessary, they must meet the following guidelines ([CBC 11B-405](#)) which are summarized as follows:
- i. 48" minimum clear ramp width
 - ii. 8.3% (1:12, or one inch incline per foot) maximum ramp running slope (slope parallel to direction of travel)
 - iii. Cross slope of ramp runs shall not be steeper than 2% or 1:48.
 - iv. Clear level landing at top and bottom of the ramp (4'x4' minimum)
 - v. Unobstructed accessible route from the clear pedestrian path to the ramp
 - vi. Edge protection is required on each side of the ramp. A curb or barrier shall be provided that prevents the passage of a 4-inch diameter sphere. To prevent wheel entrapment, the curb or barrier shall provide a continuous and uninterrupted barrier along the length of the ramp.
 - vii. Ramp material shall be firm, stable and slip resistant. The ramp must be securely attached so it does not move or shift during use.
 - viii. Handrails are required on both sides of the ramp if the slope is more than 5%. ([CBC 11B-403.6](#) and CBC 11B-505.2)
 - ix. Ramp landings subject to wet conditions shall be designed to prevent the accumulation of water.

Exhibit E

- d. **Accessible Seating:** The business must provide 5% of each type of seating spaces and standing spaces at the parklet to be accessible (e.g. tables, bar, booth, bench, picnic table, etc.), but at least one (1) type of accessible table/space available for wheelchair users, meeting the following requirements:
 - i. A table or bar surface is between 28 inches minimum and 34 inches maximum above the finish floor or ground
 - ii. At least 27 inches of space from the floor to the bottom of the table
 - iii. Knee clearance that extends at least 19 inches under the table
 - iv. Total clear floor space of 30 inches by 48 inches per seat
 - v. A minimum distance of 4 feet to the nearest obstruction
 - vi. Maintain an unobstructed accessible route [36-inch minimum wide] to the table/seating spaces
 - vii. Built-in seating and Benches ([CBC 11B-903](#)):
 - 1. Parklets with built-in seating and/or benches shall have a minimum of 30"x48" clear ground space (such as a gap in the bench) to accommodate a single stationary wheelchair with occupant.
 - 2. The top of the bench seat surface shall be 17" – 19" high above the finish floor or ground.
 - 3. Bench seats shall be a minimum of 48" long.
 - 4. Bench seats shall be between 20" - 24" deep.
 - 5. Bench seats shall provide for back support or shall be affixed to a wall along its long dimension. Back support shall be 2.5" maximum from the rear edge of the seat measured horizontally.
 - 6. Benches shall be affixed to the wall or floor. Allowable stresses shall not be exceeded for materials used when a vertical or horizontal force of 250 pounds is applied at any point on the seat, fastener, mounting devices, or supporting structure.
 - 7. The surface of the seat shall be slip resistant and shall not accumulate water.

5. Fire Safety

- a. Proposed parklet shall not block a fire-hydrant. A 3-foot radius clearance at the fire hydrant along the curb shall be maintained. A 3-foot buffer around the hydrant on all sides should also be maintained.
- b. All existing Fire Department Connections (FDC), such as a fire sprinkler system or standpipe system, or the signage indicating their location must be visible within the parklet's site line from the roadway.
- c. The parklet must ensure no tripping hazards across the sidewalk from cords or other equipment in the Public Right of Way.
- d. **Heaters**

Exhibit E

- i. Location and type of all heating equipment must be shown on the permit application.
- ii. Heating appliances must be listed and used in accordance with manufacturer's guidelines, these guidelines, and the CA Building Standards Code.
- iii. Parklets with portable heaters must have an accessible fire extinguisher within the parklet
- iv. **Portable electric space heaters** are permitted when operated only in locations specified in the permit. Portable, electric space heaters shall be located at least 3' from any combustible materials, including tent sides, ceiling, umbrellas, and all other combustible materials.
- v. **Portable outdoor gas-fired heaters** may only be used in parklets with no canopy and the combined sidewall area (all 4 sides) at 50% of clear unobstructed openings minimum.
 - 1. **Propane or Liquefied Petroleum Gas (LPG) heaters require a permit from the Oakland Fire Department.** Permits will be granted after field verification. Note that businesses within the high fire severity zone shall not operate LPG heaters during the heightened fire season.
 - 2. Portable outdoor gas-fired heating appliances are not permitted within 3' horizontal and vertical distance from walls or ceilings of tents, canopies or buildings and shall be kept a minimum of 5' horizontal distance from exits from tents, canopies or buildings.
 - 3. Portable heater tanks must be secure and protected from tamper or accidental movement
- vi. Any heaters shall be UL (Underwriters Laboratories) tested and used per manufacture specifications. Manufacture specifications must be kept on site for business reference and viewing if requested by fire inspector.
- vii. Heaters may not sit under trees hanging over the parklet or adjacent to the parklet.
- viii. Materials used on parklets with heaters shall be non-combustible or coated with spray fire retardant. Fire retardant materials must be labeled with the State Fire Marshall's tab on site. It is recommended that parklets without heaters use noncombustible material to allow heaters to potentially be added in the future.
- e. Parklets cannot be located next to combustible waste (ie. Dumpsters).
- f. Parklets with tents that are greater than 400 sf must have a permit prior to use.
- g. Any parklet structure types and heaters may undergo fire inspection at any point.

Exhibit E

- h. Parklets must provide a minimum 3' ADA compliant opening for every 20' of curb length facing the sidewalk for emergency egress and ingress. Parklets that are flush with the sidewalk and that are entirely open to the sidewalk side meet this requirement.
6. Relocation/Removal
- a. The Permittee shall be responsible for removal of the Parklet within twenty-four (24) hours for access to the public right-of-way for any projects requiring access. Permittee shall bear all associated costs and are responsible for any damage to the parklet associated with removal/relocation. The City will strive to provide a minimum of 72 hours' notice, as feasible.
 - b. During rare but immediate life-safety emergencies, immediate relocation may be required. Examples include (but are not limited to): fire life emergency, sewer ruptures, etc. Costs shall be incurred by Permittee.

Date Revised n/a

Ryan Russo, Director
Department of Transportation

Date

Safe Oakland Streets



Assembly Bill 2336 (Friedman and Ting)

Enforcing Speed Limits to Save Lives

Exhibit F

MCPD Action Request

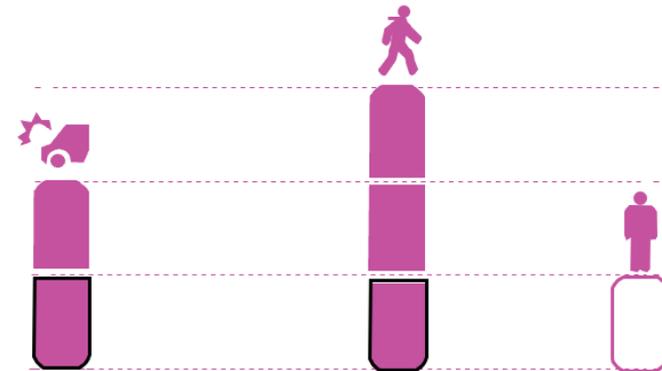
- Letter of support for AB 2336
(A drafted template is available)

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

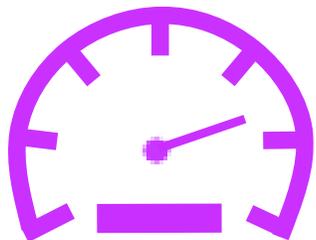
Speed Kills

AND SPEED MATTERS IN OAKLAND



1 in 4 Oaklanders killed are involved in a crash where speed is a primary factor

Exhibit F



Speed Safety Systems What's their efficacy?

Speed Reductions

Portland

30%

Decrease in speeding vehicles

Chicago

31%

Decrease in speeding vehicles

Denver

28%

Decrease in average speed

Injury and fatality Reductions

New York City

55%

Decrease in fatalities

Montgomery County, MD

39%

Decrease in severe & fatal injuries

Washington, D.C.

70%

Decrease in fatalities



Exhibit F

Assembly Bill 2336

- Authorizes Speed Cameras in 6 cities for 5 years
 - Up to 18 systems in Oakland
- Cameras can be placed in the following places:
 - High Injury Corridors
 - School Zones
 - Streets with high incidents of speed racing



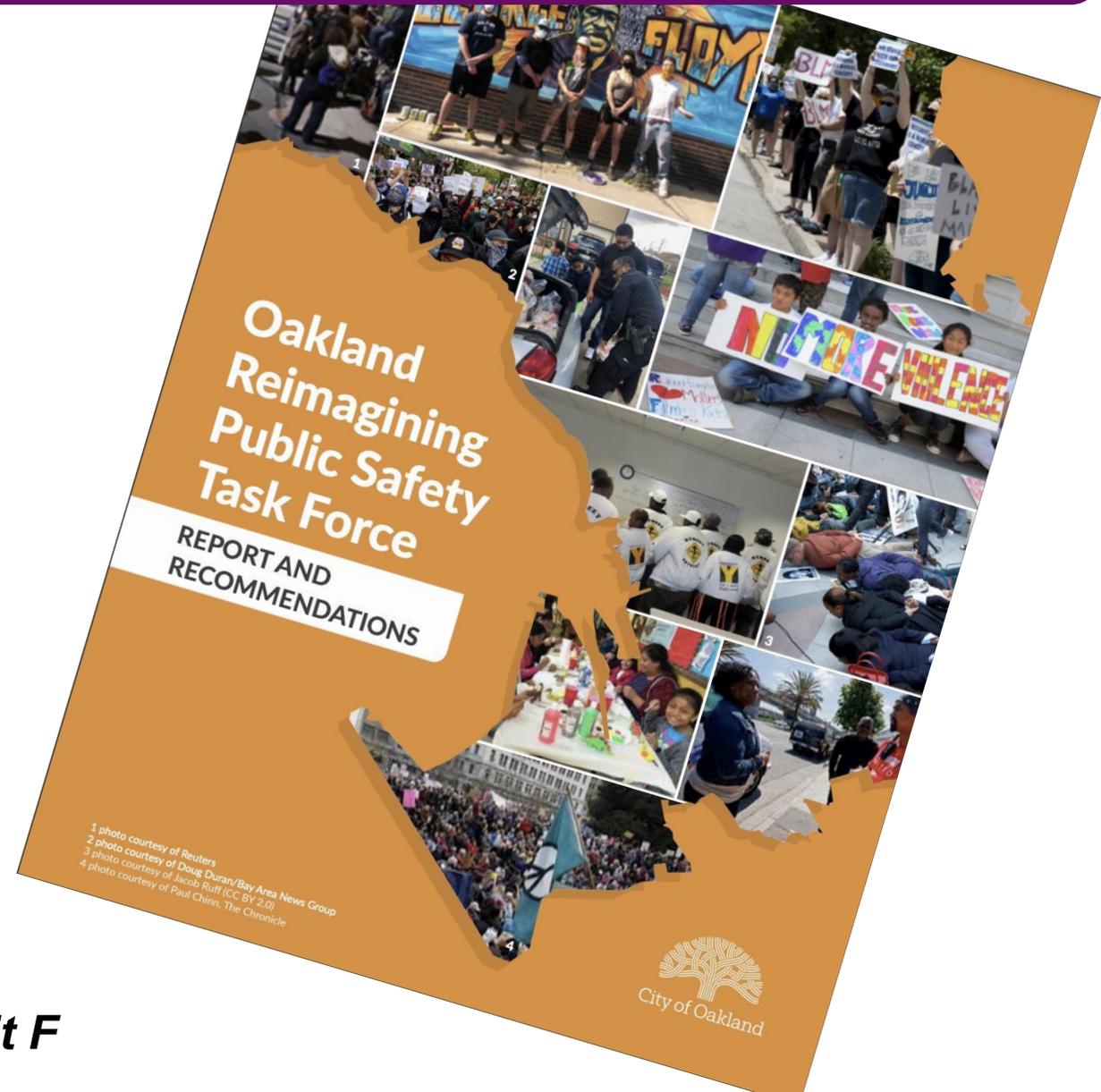
(Image of a street with a sign reading “photo-enforced” and a camera on a pole)

Exhibit F

Reimagining Public Safety Task Force

Recommendation 59

Pending changes in California State law, move most traffic enforcement out of the Oakland Police Department (OPD) and into the Oakland Department of Transportation (OakDOT)



Comparison of Speed Enforcement Strategies

Officer-Enforced

- Limited Efficacy
- Implicit biases can lead to more tickets for BIPOC drivers
- OPD led
- Interactions are stressful and can escalate

Speed Safety System

- High Efficacy
- No opportunity for racial profiling
- DOT led
- No interactions b/t law enforcement and public

No Enforcement

- No Efficacy
- More instances of speeding/extreme speeding
- More loss of life & disability
- Higher stress levels for residents

Fines Comparison

Over Speed Limit	Fine AB 2336	Fine Existing law
1-10 mph	\$0	\$238 and 1 point
11-15 mph	\$50	\$238 and 1 point
16-25 mph	\$100	\$367 and 1 point
26 mph and over	\$200	\$490 and 1 point
Speed greater than 100 mph	\$500	\$900 and 2 points

Exhibit F

Fine Reductions under AB 2336

Speed violation AB 2336	Fine	Indigent	200% above poverty level
11-15 mph	\$50	\$10	\$25
16-25 mph	\$100	\$20	\$50
26 mph and over	\$200	\$40	\$100
Speed greater than 100 mph	\$500	\$100	\$250

Exhibit F

Strong Equity Mitigations

- Non-moving violations without photos of drivers' faces
- Must offer a diversion program and ticket fee reductions between 50% to 80%
- Must work with stakeholders to develop a Speed Safety System Use Policy, which includes location selection
- Flexibility & Warnings: 1-10 mph doesn't get a ticket; camera locations must have signs posted; 60-day warning period

AB 2336 (Friedman and Ting): Implementation of Automated Speed Enforcement

Before
Installation



Exhibit F

AB 2336 (Friedman and Ting): Implementation of Automated Speed Enforcement

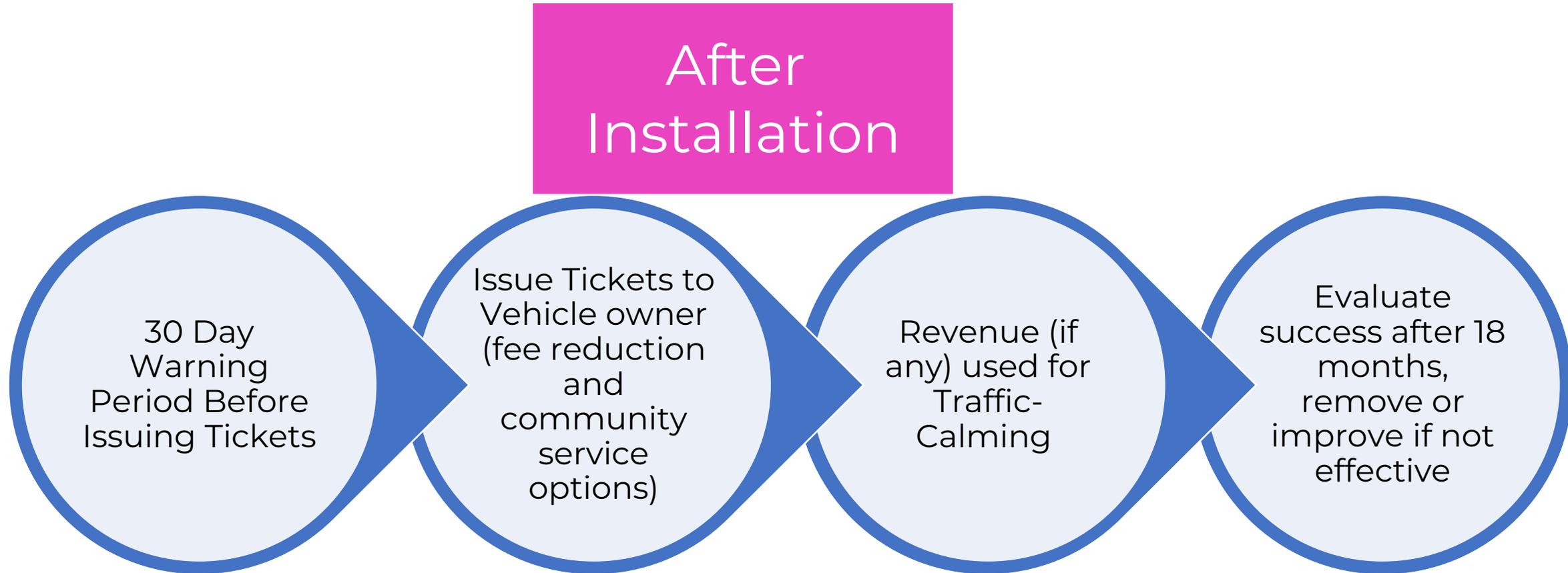


Exhibit F

AB 2336 (Friedman and Ting): Bill Tracking

- Passed in Assembly Transportation Committee and Assembly Privacy and Consumer Protection Committee
- Endorsed by the Oakland Bicyclist and Pedestrian Advisory Commission and current privacy provisions supported by the Oakland Privacy Advisory Commission
- May 19th : Assembly Appropriations Committee (no hearing)

Thank you!



More info & resources available at:

www.oaklandca.gov/SOS

Maya Amichai, Safe Oakland Streets Coordinator, OakDOT-

mamichai@oaklandca.gov

Exhibit G

ORGANIZATION/CITY LETTERHEAD

Date XXX

The Honorable Laura Friedman, Chair
Assembly Committee on Transportation
State Capitol Building
Sacramento, CA 95814

RE: AB 43 (Friedman): Traffic safety – SUPPORT

Dear Assemblymember Friedman,

The **CITY/ORGANIZATION** is pleased to support AB xx, which authorizes a pilot program to use speed cameras to slow drivers down.

- **OPTIONAL: BACKGROUND ON ORGANIZATION/STATS ON TRAFFIC FATALITIES IN CITY**

According to the National Transportation Safety Board, speeding accounts for nearly a third of all traffic fatalities. AB xx implements policy recommendations from the California Transportation Agency as outlined in the Zero Traffic Fatalities Task Force, The National Transportation Safety Board (NTSB), the Center for Disease Control and The Federal Highway Administration (FHA) by authorizing the use of speed cameras on high injury streets, in school zones and on streets with a history of speed racing and motor vehicle exhibitions of speed.

According to FHA, speed cameras can reduce crashes on urban streets by 54%. Speed cameras in New York City reduced speeding in school zones up to 63%. An NTSB review of speed cameras around the world found that cameras can reduce fatal collisions by a low of 17% to a high of 71%. This is why the Bipartisan Infrastructure Investment and Jobs Act authorizes cities to use federal dollars to purchase speed cameras.

AB xx was designed with equity in mind. Unlike the red light program, which results in hefty \$500 fines, AB xx has significantly lower fines starting at \$50 for going 11 miles per hour (mph) over the speed limit. Cities will be required to reduce fines for those under the poverty line by 80% or offer community service, and requires cities to reduce fines by 50% for individuals 200% above the federal poverty line. Cities will be required to spend the revenue on engineering safer streets, cannot shift existing expenditures to backfill the new revenue, and will have to send the money to the state Active Transportation Program if they do not invest in safety measures within three years.

Slowing drivers down is imperative to achieving vision zero. AB xx authorizes an important enforcement tool with a proven safety record while requiring revenue collected by the program to engineer safer streets for all road users. This balanced approach will help California significantly reduce the 3,800 traffic fatalities it suffers from on an annual basis. For these reasons, we are proud to support AB xx.

Sincerely,

Exhibit H

MAYOR’S COMMISSION ON PERSONS WITH DISABILITIES (MCPD) STRATEGIC PLAN 2022

POLICING /SAFETY (Goal Area 1)	SP YEAR CREATED; COMMISSIONERS	RESOURCES/ STAKEHOLDERS	COMMUNITY ENGAGEMENT
<p>1.1 <i>Because this is a deeply intersectional issue-race/poverty/disability/environment, and persons with disabilities (PWDs) inordinately find themselves victims of police violence because of their disabilities,</i></p> <p>MCPD will continue to provide input and monitor OPD policies and procedures concerning persons with disabilities (PWD) including advocating for Domain 37 training during academy and the availability of Crisis Intervention Training (CIT) for officers.</p>	<p>2022 Tevelson, Hattersley</p> <p>2021 Tevelson</p> <p>2017 Tevelson, Garner</p>	<p>Oakland Police Department (OPD) LeRonne L. Armstrong Chief of Police</p> <p>Oakland Fire Department (OFD) Reginald Freeman Fire Chief</p> <p>Oakland Police Commission</p> <p>Aaron Zisser, Interim ED of Community Police Review Agency</p> <p>Department of Violence Prevention</p> <p>Mailee Wang, Candace Walters-Reese, Kentrell Killens</p> <p>Guillermo Cespedes Chief of Violence Prevention</p> <p>Mobile Assistance Community Responders of Oakland (MACRO) Pilot Program</p>	<p>Department of Violence Prevention (DVP)</p> <p>Mobile Assistance Community Responders (MACRO) Pilot Program / Elliott Jones, Program Manager, MACRO, Oakland Fire Department, EJones2@oaklandca.gov</p>
<p>1.2 MCPD will advocate for improved safety services for the disability community and the community in general in the face of emergencies and natural disasters. Increasingly poor air quality and the need for</p>	<p>2022 Lynne, Keeton, and Eberhardt</p>	<p>Oakland Fire Department (OFD) Emergency Management Services Division (EMSD)</p>	<p>CRIL (Community Resources for Independent Living) https://www.crilhayward.org/</p>

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<p>clean air refuges is a specific concern and a permanent issue going forward. Accessible shelters and transportation to them are critical to community safety.</p> <p><i>In home air quality is also a critical issue for MCPD.</i></p>	<p>2021 Lynne and Nakamura</p> <p>2018 Ryan, Lynne, and Nakamura</p>	<p>EMSD staff: Brianna Horton, Jessica Feil, Olga Crowe, Kelly Nguyen</p> <p>Environmental Services Division of Oakland Public Works</p>	
<p>ACCESSIBILITY OF CITY PROGRAMS/ SERVICES/ ACTIVITIES (Goal Area 2)</p>	<p>SP YEAR CREATED; COMMISSIONERS</p>	<p>RESOURCES/ STAKEHOLDERS</p>	<p>COMMUNITY ENGAGEMENT</p>
<p>2.1 MCPD will provide input to the City regarding Oakland’s ongoing development and implementation of its ADA Transition Plan.</p> <p>The commission will continue to recommend to the City Council, City staff, and the Mayor’s Office the need to maintain and enhance the effectiveness of the ADA division by restoring and adding funding for services and programs.</p> <p>It is also critical that the ADA Programs Division have a more autonomous position within the City department hierarchy to better monitor the ADA Transition Plan progress and assist City Departments with recommendations to meet their individual compliance requirements. MCPD advocates that ADA Programs Division fall directly under the City Administrator.</p>	<p>2022 Tevelson and Moore</p> <p>2021 Tevelson, Sperling</p> <p>2017 Meu</p>	<p>ADA Programs Division</p> <p>MCPD</p> <p>Office of the Mayor</p> <p>City Administrator’s Office</p>	<p>Budget Engagement Process</p> <p>Life Enrichment Committee of the Oakland City Council</p> <p>Forums and panels hosted by allies such as labor and other potential allies.</p> <p>Town hall events and Candidate debates to meet candidates running for office</p>

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<p><i>Note: ADA Programs Division was once part of the City Administrators Office.</i></p>			
<p>HOUSING (Goal Area 3): Ensure Affordable and ADA-compliant Accessible housing stock</p>	<p>SP YEAR CREATED; COMMISSIONERS</p>	<p>RESOURCES/ STAKEHOLDERS</p>	<p>COMMUNITY ENGAGEMENT</p>
<p>3.1 Advocate to ensure the accessibility and affordability of housing in Oakland.</p> <p>Renter’s Rights: Ensure Oakland renters with disabilities have access to the same financial and/or civic benefits afforded to Oakland homeowners with disabilities.</p>	<p>2022 Smith (formerly 3.3), Hattersley</p> <p>2021 Gregory</p> <p>2020 Smith and Lynne</p> <p>2018 Gregory</p>	<p>Director of Housing and Community Development</p> <p>City of Alameda (for Universal Design support and resource)</p> <p>Oakland Housing Resource Center</p>	<p>General Plan</p> <p>Budget Engagement Process</p>
<p>3.2 Whereas the MCPD recognizes a high prevalence of homeless individuals living in Oakland are also PWDs, often disconnected from services, and whereas the MCPD recognizes a responsibility to represent the voices of all PWDs living in the city, the MCPD will collaborate with official activities and initiatives addressing homelessness in the city, with the objective to improve conditions for and/or reduce the number of PWDs who are homeless in Oakland.</p>	<p>2022 Eberhardt and Smith</p> <p>2021 Smith and Eberhardt</p> <p>2018 Smith</p>	<p>East Bay Housing Organization (EBHO)</p>	