



City of Oakland

Mayor's Commission on Persons with Disabilities (MCPD)

Monday, October 15, 2018

Minutes

I. Call to Order

II. Roll Call

- 7 Commissioners present: Garner, Gregory, Lynne, Meshack, Nakamura, Ryan, Sperling
- New Commissioners Marjorie Lynne and Karen Nakamura briefly introduced themselves.

III. Public Comments

- Eva Aguillard leads a walking group in East Oakland, where they frequently run into cars and trucks parked on sidewalks. She regularly calls Parking Enforcement for assistance and is advocating for more enforcement.
- A representative from United Seniors of Oakland and Alameda County (USOAC) introduced a project called Gold Star Senior Shared Housing, 1-800-383-7813.

IV. Agenda Modification and Approval

- Motion to approve agenda: Gregory
Seconded by Garner
Aye - 7: Garner, Gregory, Lynne, Meshack, Nakamura, Ryan, Sperling

V. Approval of September 17, 2018 Minutes

- Motion to approve minutes: Ryan

Seconded by Lynne

Aye - 7: Garner, Gregory, Lynne, Meshack, Nakamura, Ryan, Sperling

VI. Chair Report; *Frank Sperling, Chair*

- None

VII. Commissioner's Announcements

- Commissioner Meshack provided contact information to encourage commissioners to subscribe to Paraplegia News: Paralyzed Veterans of America, \$26 for 1 year subscription, 602-224-0500, ext. 109
- Commissioner Gregory updated that Governor Brown signed into Senate Bill 1376 to collect a tax from Transportation Network Companies to achieve wheelchair accessibility.

VIII. Annual Report Review

- Chair Sperling requested feedback on the Annual Report before it goes to City Council Life Enrichment Committee. Commissioner Nakamura commented on ADA staffing level and a desire to advocate in the event of continued vacancy.

VIII. Telegraph-Temescal Road Diet and Bike Lanes; *Brytanee Brown and Manuel Corona, Great Streets Division, Oakland Department of Transportation (OakDOT)*

- Ms. Brown was filling in for the project manager. Based on community outreach and feedback, the proposed redesign for the Telegraph Avenue from 42nd to 52nd Street includes bike lanes buffered by parking. Survey results of approximately 1,400 people indicate 75 percent support the bike lanes.

- Additionally, there will be the following:
 - Painted safety areas will have truncated domes at both approaches.
 - Upgrade and add 25 curb ramps and converting 12 directional curb ramps.
 - Update 31 crosswalks to high visibility crosswalks.
 - There will be more accessible parking will be on these side streets at the corner of Telegraph Avenue: 42nd, 45th, 47th, 48th, 49th and 51st Streets.
- Commissioners overall disapproved of moving accessible parking to side streets for the following reasons:
 - Feeling of separate but equal
 - Safety concerns on side streets such as lighting, curb ramps, and maneuverability
 - Signage to point to accessible parking on side streets
 - May need environmental impact report (EIR) due to pushing traffic to neighborhood streets
 - Not every block has accessible parking
- Additionally, the presentation did not address concerns raised in past meetings regarding lower Telegraph buffered bike lanes:
 - Placement of bus stops and islands
 - Bike racks and other obstructions
 - Still see cars driving in bike lanes on lower Telegraph
- Dave Campbell from Bike East Bay stated he has a long background on this project and will be available to talk at the end of the meeting.

IX. Reliability and Customer Service of Paratransit Systems in Oakland; Laura Timothy, Manager of Access, Accessibility

and Paratransit, San Francisco Bay Area Rapid Transit District (BART)

- Ms. Timothy presented a detailed presentation on East Bay Paratransit (EBP), which is jointly funded by BART and AC Transit. She responded to Commissioners' questions as follows:
 - The East Bay has a fragmented transportation system compared to San Francisco which is both a city and a county with their own transit agency. It is difficult for EBP to have a taxi voucher program for riders to use when paratransit is running late.
 - However, she is watching very closely the Boston taxi on demand pilot project. She added that based on surveys, 60 percent of EBP riders have cell phones.
 - A five-minute window is required under the ADA for passengers, and EBP "No Show Clerks" follow up with riders to try not to mark against them.
 - A computer is used to calculate the ride time.
 - Some EBP vehicles have cameras that are triggered by dangerous driving conditions, so they are not always available as source to monitor driver behavior. However, the goal is to incentivize good behavior.
 - Cost per ride is approximately \$61 while the ticket cost if starts at \$4 per ride. This is an unfunded mandate with Measure BB as the only outside subsidy.
 - Many reports go to agencies such as the East Bay Regional Center rather than EBP, so survey results for EBP is missing data.
 - City Car Share Wheelchair Accessible Vehicles (WAVs) no longer exist, but two of those WAVs are now operated in part by Community Resources for Independent Living (CRIL) in Hayward.

- A representative from The ARC shared many stories of lack of reliability of EBP resulting in lost job opportunities for ARC clients.
- Arnold Brillinger recommended attending the next EBP Service Review Advisory Committee (SRAC) meeting on November, 6, 12:30 – 2:30 p.m. at 1750 Broadway.
- OPED update will be rescheduled for a future meeting.

X. Staff Updates and Announcements; *Hoang Banh, Acting ADA Programmatic Access Coordinator*

- Ms. Banh updated that Video Remote Interpretation (VRI) is now up and running at Oakland Police Department (OPD). This is the third location on a prioritized list of about 10 locations for phase one implementation of VRI. Training was conducted online. Officers have begun downloading the software onto their computers, iPads for the patrol desk, and OPD issued iPhones for the field.
- In response to Commissioners’ questions about data and informing the public, Ms. Banh stated as follows:
 - Invoice data shows that OPD used six minutes of VRI during September.
 - ADA Division is conducting a training on ADA Effective Communications later this week with all the City’s Public Information Officers (PIOs). VRI will be included. Ms. Banh will work with the PIOs to get information out about VRI.
 - Additionally, every department should have a disability access poster at their counter or other space of public interaction.

XI. Future Agenda Items

- A. Objective 1.1: Accessibility in the Bike Share Program
- B. Objective 1.2: Disabled Parking Spaces and Abuse of Disabled Parking Placards
- C. Objective 1.3: Accessibility of Fixed-Route Transit Systems in Oakland
- D. Objective 1.4: Reliability and Customer Service of Paratransit Systems in Oakland
- E. Objective 1.5: Wheelchair Accessible Vehicles in the Taxi Program and Transportation Network Companies
- F. Objective 1.6: Oakland's Complete Streets Program
- G. Objective 2.1: Oakland Police Department Crisis Intervention Training (CIT)
- H. Objective 2.2: Oakland Fire Department, Emergency Management Services Division Overview of Methods for Addressing Access and Functional Needs During an Emergency and Natural Disasters
- I. Objective 3.1: Update on Community Outreach
- J. Objective 4.1: ADA Transition Plan, including Curb Ramp and Sidewalk Repair
- K. Objective 4.2: Equitable Prioritization of Measure KK Funds for Public Infrastructure Improvements
- L. Objective 5.1: Measure KK Funds for Home Modifications to Enhance Accessibility
- M. Objective 5.2: Identify and Reduce Number of Homeless Persons with Disabilities in Oakland

XII. Adjourned at 7:53 p.m.