

City of Oakland

Mayor's Commission on Persons with Disabilities (MCPD)

Monday, April 16, 2018

Minutes

- I. Call to Order at 5:34 p.m.
- II. Roll Call
 - 8 Commissioners present: Garner, Gregory, Harrington, Meshack, Ryan, Sperling, van Docto, Young
- III. Public Comments
 - Scott Means, Aging Services Manager in City of Oakland Human Services Department announced and shared brochures for the following:
 - Older Americans Month event “Engage at Every Age” on May 2, from 10 a.m. to 2 p.m. at Frank Ogawa Plaza.
 - Reverend Garner will represent MCPD at one of many tables at the event.
 - Human Services recently launched a case management program called Senior Wellness Connection for older adults and persons with disabilities who are Medi-Cal eligible. Unlike other safety net programs, where you enroll for life, this programs works with clients on issues and moves on.
 - Human Services is also trying to develop a senior playground, which is ground level fully accessible equipment that adults can use.

- Human Services also staffs the Commission on Aging, which would like to present to MCPD in the future regarding their initiative “Livable Communities for People of All Ages.”

IV. Agenda Modification and Approval

- Motion to approve Agenda: Harrington
Seconded by Gregory
Aye: 8 - Garner, Gregory, Harrington, Meshack, Ryan, Sperling, van Docto, Young
Motion passed.

V. Approval of March 19, 2018 Minutes

- Chair Sperling made note of correcting “Motion to approve Agenda” to “Motion to approve Minutes”
- Motion to approve Minutes: Garner
Seconded by Harrington
Aye: 8 - Garner, Gregory, Harrington, Meshack, Ryan, Sperling, van Docto, Young
Motion passed.

VI. Chair Report; *Frank Sperling, Chair*

- Chair Sperling updated that he conducted outreach at MS Walk on April 14 at Lake Merritt. Besides tabling, he had a chance to speak before the entire audience as well about the MCPD.
- Chair Sperling received a letter from Commissioner Wright stating that because of conflicting commitments in the next several months, she will be unable to attend MCPD meetings and must resign from MCPD. He expressed gratitude for her valuable participation and encouraged her to reapply when her load lightens up again.

VII. Commissioner's Announcements

- Commissioner Gregory stated that on June 2, from 10 a.m. to 1 p.m., the Center for Independent Living will host “Safety, Law Enforcement, and You.” It is relevant to MCPD Strategic Plan Objective 2.1. There will be a series of workshops presented by law enforcement agencies, civil rights organizations, nonprofit agencies, and more.
 - It was recommended that Commissioner van Docto attend as MCPD representative.

VIII. Staff Updates and Announcements; *Anh Nguyen, ADA Programs Division Manager*

- Mr. Nguyen announced that City of Oakland has launched the OAK311 Call Center for general information and service requests. There are multiple ways to contact the call center:
 - Phone: Dial 311 (if outside of Oakland, dial 510-615-5566)
 - Website: 311.oaklandca.gov
 - Email: OAK311@oaklandnet.com
 - Mobile app: OAK311 (powered by SeeClickFix)
- Secondly, Mr. Nguyen announced that City of Oakland is partnering with EVGo to provide electric vehicle charging stations that the public can use. The first two sites being considered are Lafayette Square Park in Old Oakland and Lake Park Avenue parking lot under 580 freeway in the Grand Lake neighborhood.

IX. Ad Hoc Committee Reports

- A. Strategic Planning Retreat Follow-up; *Chair Sperling*

- Commissioners provided updates on their assigned objectives and finalized them one by one.
 - ADA Program Analyst Hoang Banh updated that MCPD meetings will move to Hearing Room 1, which is set up for TV broadcast and live streaming, for the following dates: June 18, July 16, August 20, October 15, and November 19

X. Oakland Department of Transportation (OakDOT) Update on Oakland Walks – Pedestrian Plan; *Jason Patton, Bicycle and Pedestrian Program Manager, Safe Streets Division*

- The City of Oakland Pedestrian Plan was adopted by City Council in June 2017. It provides a big picture plan for improving pedestrian safety and access. It was a comprehensive update to a plan first adopted in 2002. It was one of the first adopted in the United States and likely the first in California.
- It elevates the importance of pedestrians and looks at their needs holistically to inform planning, budgeting, design, and construction. The Pedestrian Plan also is now required by the Alameda County Transportation Commission (ACTC) as part of the master funding agreement to receive Measure B / BB funds and vehicle registration fees.
- The Pedestrian Plan includes data from crashes, sidewalk surveys, and a community process to identify issues such as speeding, sidewalk conditions, poor lighting, and more.
- The planning effort was divided into nine planning areas. Smaller units of analysis help to better to recognize the diversity of Oakland socially, economically, and geographically. The nine areas also include information on facilities such as miles of streets and sidewalks,

presence of curb ramps or not, and whether they are compliant.

- Different parts of the city have different needs and opportunities and thus, deserve different policy responses. The Policy Framework is as follows:
 - Vision: Oakland will be a place where vibrant, safe and attractive streets give everyone the opportunity to walk to their destinations and to enjoy the convenience and health benefits of walking.
 - Four Goals: Safety, Equity, Responsiveness, Vitality
 - Five Outcomes:
 - Increase pedestrian safety
 - Create streets and places that promote walking.
 - Improve walkability to key destinations.
 - Engage the Oakland community in creating vibrant pedestrian environments.
 - Improve metrics, evaluations, funding, and tools for creating pedestrian environments
 - Recommended Actions: Actions the City will take to meet the objectives which are evaluated by the four goals.
- Improvements are prioritized through three criteria: safety, equity, and walkability.
 - Overall, the plan identifies 34 corridors as priorities and 39 intersections for a total of 73 locations.
 - Intended as a five-year action plan, the goal is not to prioritize all the needs, but take the most important, prioritize them, get them done, and do another round of work, so priorities are updated to current needs.

- Safety analysis map shows that 36 percent of pedestrian-involved crashes occur on two percent of Oakland's roads. Thus, crashes are concentrated on the busiest streets with the most people, such as the commercial districts.
- Equity analysis map depicts low disadvantage to high disadvantage, using multiple indicators such as income, race/ethnicity, and physical ability.
 - For instance, a neighborhood with a large African-American senior population would score higher than a census tract with a large, white senior population.
 - Areas with the highest needs get the most investment, e.g. more lighting, lane reduction.
 - The equity analysis also accounts for redlining, which was a federal housing policy in the 1930s that restricted loans to people of color. The interest in this is trying to understand the historical sources of disinvestment and marginality, given the importance of home ownership in the U.S. to accumulate wealth and transfer it to one's children. Even though this is an old history, it becomes a very important history and an interesting overlay to see.
- Walkability map emphasizes proximity. Areas with the most walking potential or walking capacity are those that are going to have destinations or services within walking distance, have a mix of land use, intensity of land use, prevalence of transit, and more.
- Of the 73 prioritized locations, there is a specific set of recommendations that go with each location.
 - For example, MacArthur Boulevard is a high injury corridor on the safety map. Past planning

created four lanes with many uncontrolled pedestrian crossings.

- The recommendation is to reconfigure the lanes from four to three to enhance pedestrian safety.
- There was much interest from both the MCPD and Mr. Patton for him to return to further discuss issues such as floating parking, curb ramps, sidewalk repairs, and resources related to enhancing mobility for persons with disabilities.
- Mr. Patton also highlighted that his unit staffs the Bicycle and Pedestrian Advisory Commission (BPAC), which overlaps with interests of MCPD.
 - MCPD also expressed interest in discussing the overlap of issues with BPAC.

XI. OakDOT Update on Telegraph Avenue Complete Streets Project; *Sarah Fine, Senior Transportation Planner; Mohammed Alaoui, Supervising Civil Engineer, Great Streets Division*

- Ms. Fine provided an update on the Telegraph Complete Streets Project based on the following:
 - Points the MCPD raised in a letter to OakDOT after the Telegraph update to MCPD in January 2018.
 - OakDOT attendance at a charrette on improving bicycle facilities sponsored by Walk SF.
 - Jessica Lehman of Senior and Disability Action, who provided public comment at January 2018 MCPD meeting, facilitated a charrette discussion item.

- Concerns about floating parking detailed in the MCPD letter were as follows:
 - Floating parking creates a situation where vehicles with side deploying ramps are unable to situate to allow a wheelchair/motorized wheelchair passenger to disembark. Ramps will deploy with the end of the ramp so close to the curb, that these persons have no room to move off the ramp and progress to any path of travel, and the landing/path of travel.
 - Cross-slope is potentially dangerous. Additionally, deploying a ramp will result in complete blockage of the protected bicycle lane for the period of time the person is utilizing it.
 - Ms. Fine responded as follows:
 - The length of a ramp varies from four to five feet. The current configuration of Telegraph Avenue is a parking lane, striped buffer, bicycle lane, and then sidewalk.
 - The current striped buffer is about two feet wide. The bikeway is seven feet wide. That offers nine feet for a ramp that is four to five feet to deploy a passenger to disembark onto the sidewalk. Similar projects have implemented between two to four feet of striped buffer. The project team will evaluate the necessary width of that zone for consideration in the final project design.
 - Floating parking creates an unsafe path of travel to any person with mobility challenges - whether or not they are wheelchair bound or whether or not they utilize a designated disabled parking space. Many folks oftentimes use the passenger-side door or side of a vehicle to steady and assist them in getting out of a vehicle and up the curb / onto the sidewalk. This

steadying opportunity is not available to them when the car is parked several feet away from the curb. Also, it can be dangerous and, minimally, an angst-filled exercise for a mobility impaired person to attempt to cross a bicycle pathway.

- Ms. Fine responded as follows:
 - A striped two-foot zone may help and will be evaluated as part of the final design.
 - Additionally, the project team will look at the feasibility of installing additional curb ramps on each block to reduce the overall travel distance from crosswalk to sidewalk and mitigate potential discomfort.
- Concerns about potential challenges with bus islands were detailed in the MCPD letter as follows:
 - The proposed eight-foot width may not be sufficient when bus ramps can extend away from a bus by up to five and a half feet. In a 36 inch motorized mobility device, one can clearly understand that the math to create any clear path of travel does not exist.
 - Other concerns include the lack of opportunities for sitting/resting or for maintaining stability on the bus islands.
 - Ms. Fine responded as follows:
 - Eight feet is a standard minimum width for boarding islands. The project team will continue to evaluate the width of the boarding island and platform for the design.
 - Ms. Fine requested additional feedback regarding sitting and resting rails, and the MCPD responded as follows:

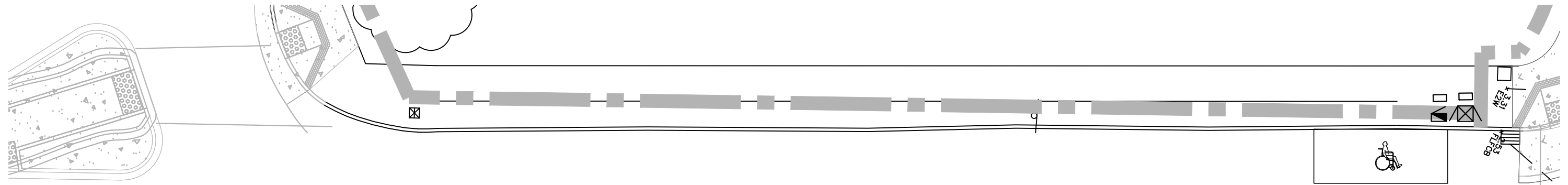
- The size of the bus depends on where the bus shelters and rails may be to keep the ADA zone clear. That zone varies based on the bus.
 - Concern about changed and unclear paths of travel for people with vision challenges is also an issue.
 - The project team is researching how to connect with orientation mobility specialists to provide training as part of the project budget.
- Concerns about driver's side safe ingress and egress were also raised as follows in the MCPD letter:
 - A number of people voiced concern about ongoing placement of bicycle racks, garbage receptacles, etc. at or near curbside as these become barriers to entry and exit from vehicles parked (or very often busses dropping passengers off) along the curb and/or barriers for people with disabilities entering or exiting from the sidewalk in situations where there are floating parking spaces.
 - Ms. Fine responded as follows:
 - Increasing the travel lane width would offer greater buffer for the driver, who might be exiting the vehicle. However, wider travel lanes could result in faster speeds. Wider travel lanes would be at the expense of other space such as the parking buffer, bus platform, or bike lane.
 - Part of a separate project includes an audit of bus stops along the high frequency and documented obstructions.
- Mohammed Alaoui presented a proposed design for Lakeside Drive with buffered bike lanes and different parking configurations to share possibilities for Telegraph Avenue.

- The MCPD expressed concerns about possible conflicts with bicyclists, drivers, and pedestrians. They encouraged user testing in the field to assist with further evaluation.

XII. Future Agenda Items

- A. OakDOT Update on Pedestrian Master Plan
- B. OakDOT Update on Telegraph Avenue Complete Streets Project
- C. OakDOT Update on Accessibility in the Bikeshare Program
- D. OakDOT Update on Curb Ramp and Sidewalk Repair Programs
- E. OakDOT Update on Wheelchair Accessible Vehicles in the Taxi Program
- F. Joint AC Transit Accessibility Advisory Committee and MCPD Update
- G. City Administrator's Office Update on Project Implementation
- H. Oakland Fire Department, Emergency Management Services Division Overview of Methods for Addressing Access and Functional Needs During an Emergency
- I. Planning and Building Department Update on the Planning Division
- J. Oakland Police Department Update on Crisis Intervention Training (CIT)
- K. Housing and Community Development Update on Home Modification Funding
- L. Infrastructure Bond Implementation FY 2017-19

XIII. Adjourned at 7:53 p.m.



ACC. VAN
FRONT DOOR

ACC. VAN
SLIDING DOOR

FULL SIZE CAR
FRONT DOOR

FULL SIZE CAR
REAR DOOR

