

City of Oakland

Mayor's Commission on Persons with Disabilities (MCPD)

Monday, June 18, 2018

5:30 p.m. – 7:30 p.m.

Hearing Room One, First Floor

One Frank H. Ogawa Plaza (City Hall), Oakland, CA 94612

Agenda

- I. Call to Order
- II. Roll Call
- III. Public Comments*
Any person may directly address the Commission on any items within the jurisdiction of this Commission. Speakers wishing to address a specific item on the agenda may do so at the time the item is being considered.
- IV. Agenda Modification and Approval
- V. Approval of April 16, 2018 Minutes (**Exhibit A**)
- VI. Chair Report; *Frank Sperling, Chair*
- VII. Commissioner's Announcements
- VIII. Staff Updates and Announcements; *Anh Nguyen, ADA Programs Division Manager*
- IX. Wheelchair Accessible Vehicles in the Taxi Program; *Michael Ford, Parking and Mobility Programs Manager, Department of Transportation*
- X. Accessibility in the Bike Share Program; *Kerby Olson, Shared Mobility Coordinator, Oakland Department of Transportation; Tim Alborg, Director of Public Policy and*

Government Relations, Zagster (Exhibit B)

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

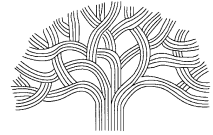
XII. Adjournment

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

Public Comments: To offer public comments at this special meeting, please register with Hoang Banh, ADA Programs Division Analyst, before the start of the MCPD meeting at 5:15 p.m. Please note that the MCPD will not provide a detailed response to your comments but may schedule your issue for a future meeting. The MCPD Public Comment period is limited to 15 minutes and each individual speaker is limited to 5 minutes. If more than 3 public speakers register, however, then each speaker will be limited to 3 minutes. If more than 5 public speakers register, then each speaker will be limited to 2 minutes. Exceptions to these rules may be granted at the discretion of the Chairperson.



This meeting is wheelchair accessible. To request ASL interpreting, materials in alternative formats, captioning or assistive listening device, or any other disability related accommodation, please email adaprograms@oaklandnet.com 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 so persons who may experience chemical sensitivities can attend. Thank you.



City of Oakland

Mayor's Commission on Persons with Disabilities (MCPD)

Monday, April 16, 2018

Draft 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.

EXHIBIT A.1 for Attachment to Minutes of Event Date
City of Oakland Mayor's Commission on Persons with Disabilities
Meeting for April 16, 2018

COMMISSIONERS
ROLL CALL

Quorum Established: Yes Number Voting Members Present: 8	Present	Excused Late	Arrive Late	Leave Early	Absent	Excused	Non- voting status
Chairperson Frank Sperling	X						
Co-Vice Chair Sarah Garner	X						
Co-Vice Chair Brian Harrington	X						
COMMISSIONERS							
Caleb Van Docto	X						
Jian Hong							
Daryl Meshack	X						
Brandon Young	X						
Thomas Gregory	X						
Vacant							
Vacant							
Karina Ryan	X						
Staff: Anh Nguyen, ADA Programs Manager Hoang Banh, ADA Program Analyst							
Interpreters: none							

EXHIBIT A.2 for Attachment to Minutes of Event Date

SIGN IN SHEET

Mayor's Commission on Persons with Disabilities

Monday, April 16, 2018

NAME	MAILING ADDRESS	E-MAIL
Jason Patton, Oakland Department of Transportation (OakDOT), jpatton@oaklandnet.com		
Ryan Russo, OakDOT, rrusso@oaklandnet.com		
Arnold Brillinger		
Scott Means, Oakland Human Services, smeans@oaklandnet.com		
Sarah Fine, OakDOT		
Pablo Miras, OakDOT		
Mohammed Alaoui, OakDOT		

MCPD Bike Share Update

6/18/2018



Equality



Equity



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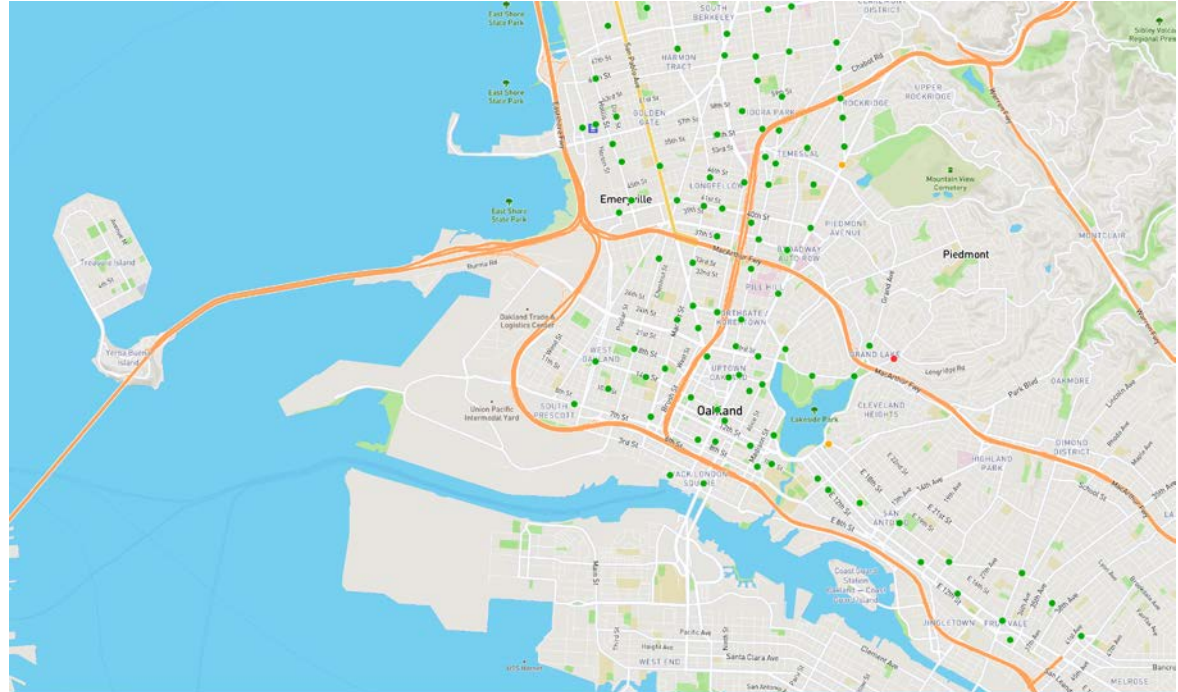


EXHIBIT B

1

Who Am I?

Hi! I'm Kerby Olsen. I'm the Shared Mobility Coordinator in the Parking and Mobility Division of the City of Oakland's Department of Transportation.

I'm coordinating the Bike Share, Car Share and Regional Wayfinding Programs.

I live in West Oakland.

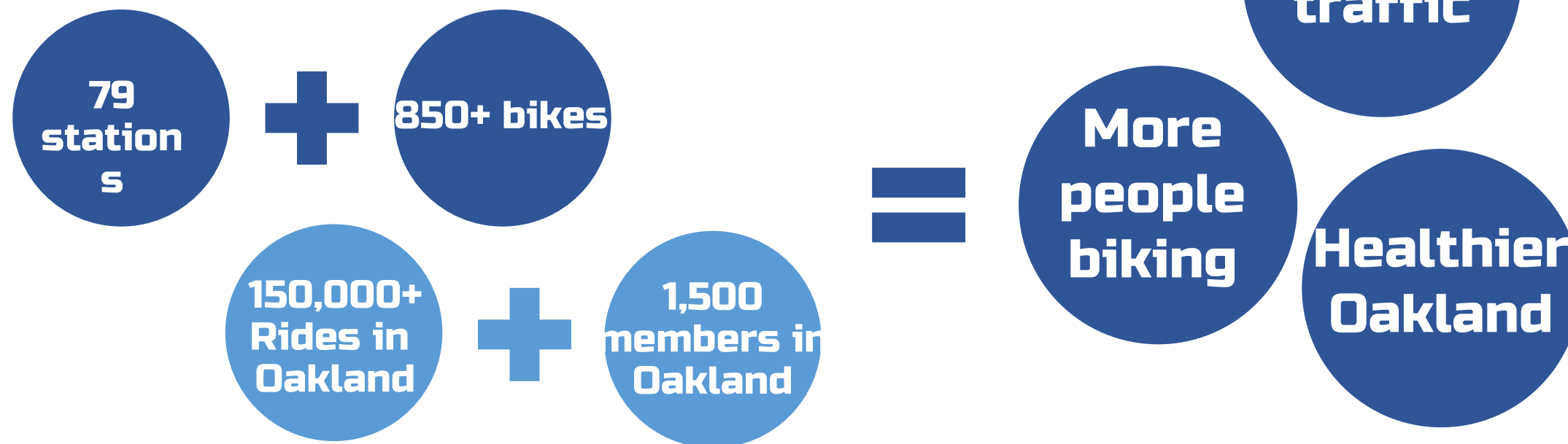


**Feel free to contact me:
Kolsen@oaklandnet.com
510-238-2173**

What's Happening?

In July of 2017, Oakland launched its first bike sharing program, in partnership with Bay Area Motivate, MTC, Berkeley, Emeryville, San Francisco and San Jose.

Installation was completed in late March. Bike to Work Day (May 10th) set a new record with 1,050 rides.



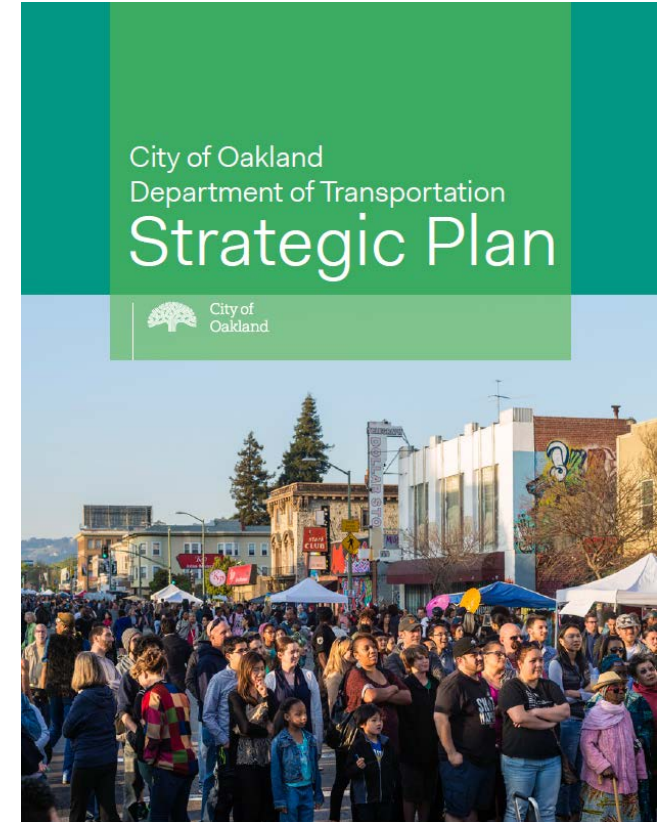
What's Guiding This Work?

Strategic Plan Goals:

- Expand access to shared mobility services
- Support the roll out of Bay Area Bike Share (now Ford GoBike)

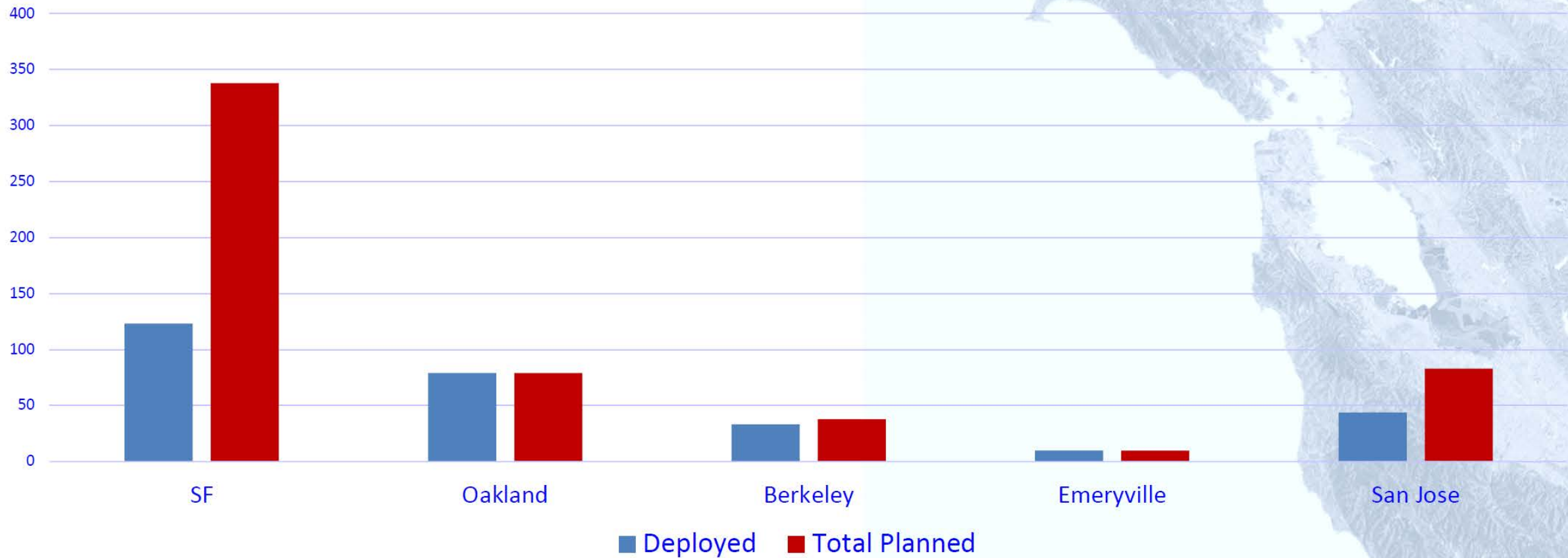
Citywide policies

- Bike Sharing Policy (2015)
- Complete Streets Policy (2013)
- Parking Principles for Commercial Districts (2013)
- Oakland Energy and Climate Action Plan (2012)
- Transit First and Alternative Modes Policy (1996)



Regional Perspective

Regionwide, 52% of stations deployed as of 5.15.18



Regional Perspective

Regionwide, 21% Low-Income Members, highest U.S. percentage
5.15.18



Adaptive Bike Share Pilot

X 2017- Complaint received about accessibility of bike share program

X, 2017-Staff from OakDOT and MTC formed an Advisory Committee to advise the City on how to make the bike share program accessible

Committee includes representatives from:

- Mayor's Commission on Person's with Disabilities**
- Bay Area Outreach and Recreation Program (BORP)**
- The Center for Independent Living**
- Bike East Bay**
- City of Oakland ADA Programs Division**
- Metropolitan Transportation Commission**
- City of Berkeley ADA Programs**

**-EXHIBIT B
Form GoBike**



Main questions discussed:

- What is adaptive bike share?**
- Recreation vs. transportation**
- Who to serve?**
- What types/range of disabilities to serve?**
- What are other cities doing?**
- Where to locate?**
- How to fund?**
- How to brand?**
- Is this necessary for ADA compliance?**

Accessibility TAC

General consensus:

- BORP is a key partner**
- Motivate (Ford GoBike) has a role to play**
- Use Surveys, Interviews, Assessments to determine needs**
- Pilot program to learn and make recommendations**
- Use “pop-up” model rather than permanent location**
- OakDOT to fund, BORP to operate, Motivate to gift bicycles and help move them around**

Limitations

- Given limited budget, pilot cannot serve all people with all disabilities**
- City contracting process**
- City staff capacity**

Adaptive Bike Share Survey

Distributed to:

- Berkeley Disabled Listserve**
- MCPD email list and Facebook page**
- BORP Adaptive Cycling email list**
- Bicycle and Pedestrian Advisory Committee email list**

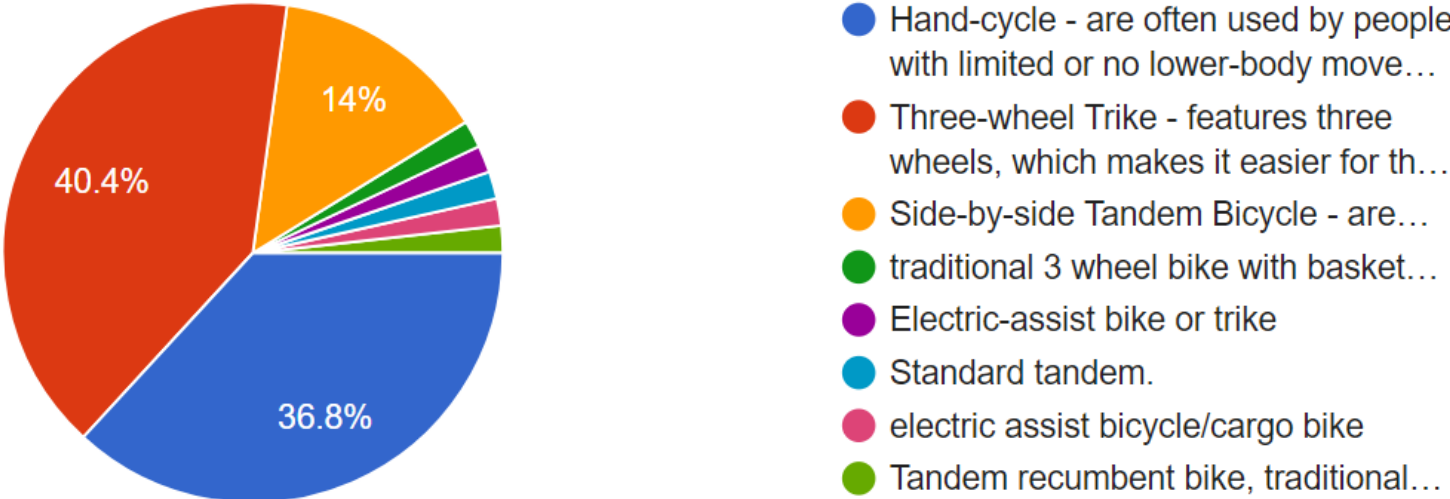
Paper copies available at:

- The CIL sites in Berkeley, Alameda, Oakland**

61 Responses Received

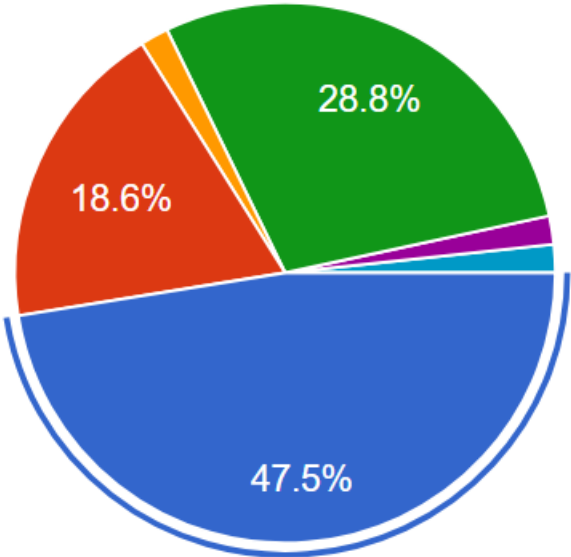
4) If you were to use an adaptive bicycle sharing service, what type of bicycle would you be most likely to use?

57 responses



6) If adaptive bike sharing was available, how would you primarily use it?

59 responses

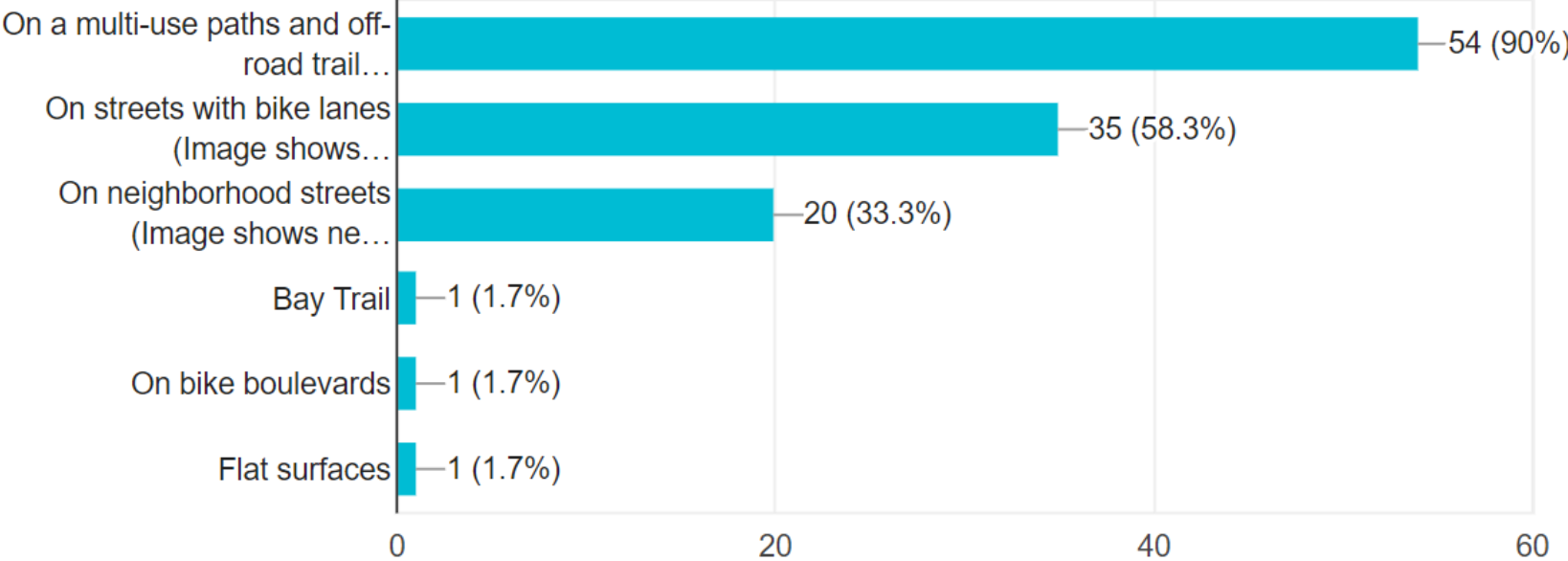


- I would use it for recreation or exercise.
- I would use it to visit friends, to go shopping or run errands.
- I would use it to commute to work, school and/or to access transit.
- I would use it for all of the above
- I would refer individuals with disabilities to the program
- I would use it with someone who wo...

Survey results

10) If you had access to an adaptive bike sharing service where would you prefer to ride? (Check all that apply)

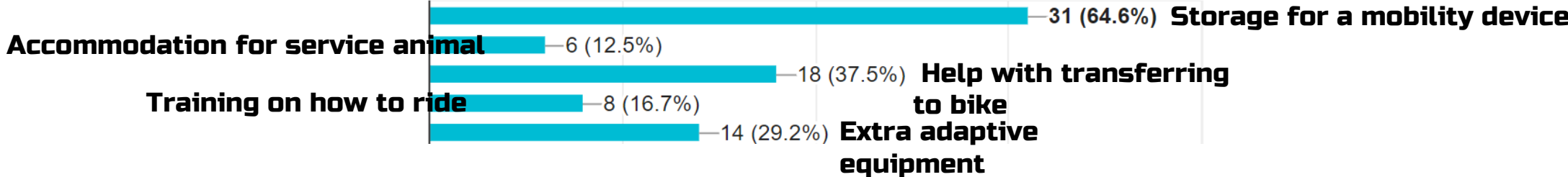
60 responses



Survey results

5) In order to use adaptive bike share, would you require any of the following services? (Check all that apply)

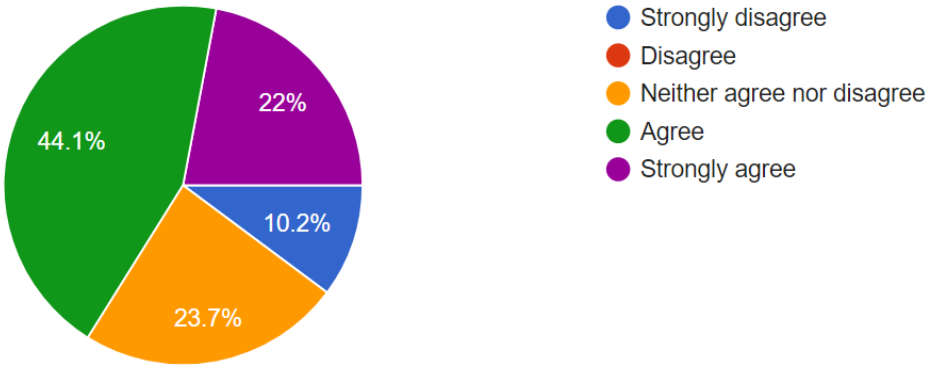
48 responses



Survey results

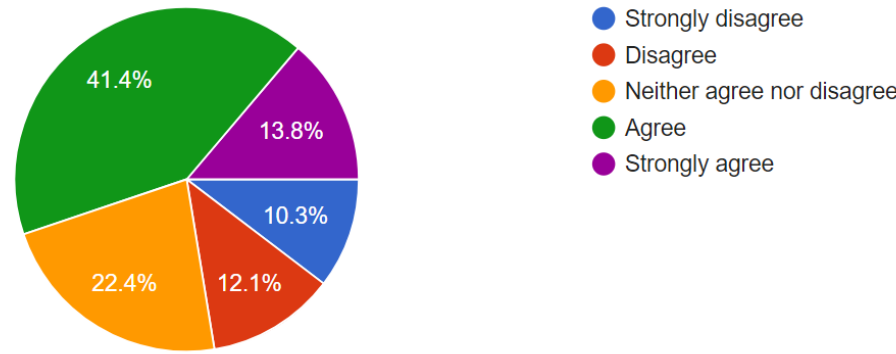
11) I would use an adaptive bicycle sharing service from Lake Merritt.

59 responses



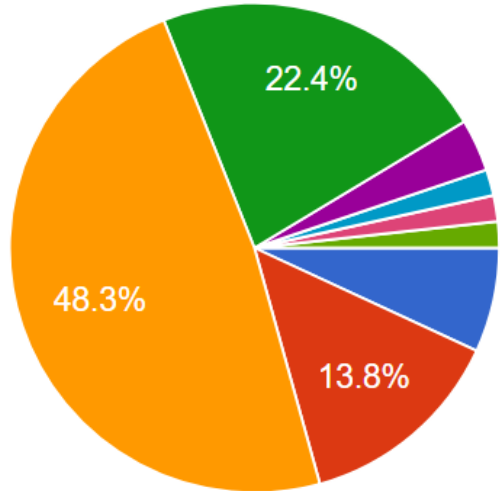
12) I would use an adaptive bicycle sharing service from Jack London Square.

58 responses



13) It is important to me that the adaptive bike share pilot looks and functions like the Ford GoBike program.

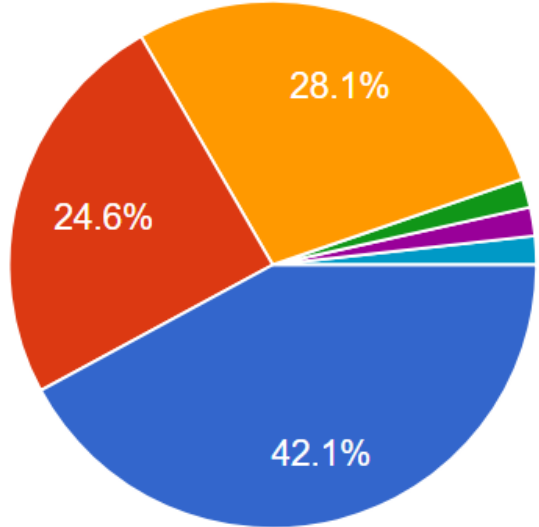
58 responses



- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree
- Without the bigoted anti-fat policies, sure.
- I am not familiar with Ford GoBike program!
- Not familiar with Ford gobike

15) Which type of adaptive bike share program would you prefer to use?

57 responses



- An adaptive bike rental service with staff available for assistance. Adaptive bikes can be unlocked by self-service.
- Bike share "stations" with adaptive bikes that can be unlocked by self-service.
- "Dockless" adaptive bike share without stations. Adaptive bikes can be unlocked by self-service.
- Dockless BUT promoting a location where you can drop by to learn how to use the bikes.
- Integrate with Ford Go Bike
- Some place where I could park my bike.

Survey results

16) Do you have any additional comments that you would like to share?

18 responses

- It would be great if this was an affordable option. Bravo for thinking about this and creating this.
- For people with sun issues, maybe having some bikes that have some kind of top.
- vehicle traffic is scary
- Keep up the great work!
- options for disabled riders is very important, thank you for the survey
- Thanks for considering this program. It would benefit people with mobility difficulties. Well- trained staff at stations would be very important.
- I like a more upright type of hand cycle such as the quickie shadow as if you were riding this on a side walk you can make a tighter turn at a corner without using extra lanes
- I am a teacher and would like to send out this survey to parents of my students
- my concern is leaving my wheelchair unattended at a "station". I don't think anyone would leave a wheelchair unattended outside, even if locked. This issue would need to be addressed for other types of stations without staff.
- I think it sounds like a great idea to have adaptive bike share! It's even better if biking infrastructure were improved (better, more protected bike lanes /etc)



Next steps

- Develop and issue RFP to Run Adaptive Bikeshare Pilot**
- Use on-call Transportation Engineering contract to assist with assessing the pilot and existing system**
- On-call tasked with a Needs Assessment Report, including recommendations for how to make bike share system accessible in the long term**

Thank you!

Questions?



**Feel free to contact me:
Kolsen@oaklandnet.com
510-238-2173**