

**City of Oakland**  
Mayor's Commission on Persons with Disabilities (MCPD)  
Monday, March 17, 2025  
5:30 p.m.-7:30 p.m.  
Hearing Room 1, First Floor  
One Frank H. Ogawa Plaza (City Hall), Oakland, CA 94612

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### **THIS IS AN IN-PERSON MEETING**

Members of the public participating in the meeting must attend in-person. When commenting folks shall state their name and the organization they are representing, if any.

### **PUBLIC WEBCASTING**

The public can observe this meeting remotely.

- View the meeting live on KTOP or on the City's website at: <https://www.oaklandca.gov/topics/ktop-tv-10>
- To view the meeting by video, click on the link to download Zoom and open the meeting on a computer or smart phone:
- <https://us06web.zoom.us/j/84462151383>
- To listen to the meeting by phone, dial: (408) 638-0968  
(For international numbers, go to: <https://zoom.us/u/aWeTt9geS>)  
**ZOOM MEETING ID: 844 6215 1383**

Remote participation including public comment via teleconferencing is not available at this time. Hybrid meetings may commence once MCPD and the City of Oakland has established meeting procedures and allocated resources for simultaneously supporting in-person and remote participation.

**Public Survey on Return to In-Person Meetings:** A survey has been created to gather feedback from the public regarding board and commission meetings in the City of Oakland:  
<https://us.openforms.com/Form/d98a20d5-72e7-4d23-8fc3-be13f6cd32bb>

**Parking and Escort Services:** Parking is available at the Dalziel building at 250 Frank Ogawa Plaza. The entrance is on 16<sup>th</sup> St. between Clay and San Pablo. Provide us with the plate number of the vehicle you will be driving so we can send it to DOT, who will not charge you to park. They also have parking ambassadors in the garage. After the meeting, a security escort is available to accompany you back to the garage, or to the BART entrance in Frank Ogawa Plaza.

**Submitting Comments in advance of the meeting:**

To send your comments directly to MCPD and staff BEFORE the meeting starts, please include your full name and agenda item number you are commenting on, to ADA Programs at [adaprograms@oaklandca.gov](mailto:adaprograms@oaklandca.gov) with “MCPD Meeting Agenda Comments” in the subject line.

*Please note that eComments submissions close one (1) hour before posted meeting time (5.30pm). All submitted public comments will be provided to the MCPD prior to the meeting.*

If you have any questions, please contact ADA Programs at [adaprograms@oaklandca.gov](mailto:adaprograms@oaklandca.gov) with “MCPD Meeting Agenda Question” in the subject line.

**MCPD Webpage:** [www.oaklandca.gov/MCPD](http://www.oaklandca.gov/MCPD)

**Subscribe to MCPD’s mailing list:**

<https://share.hsforms.com/1YUhtVL1vSvidgIBneJN12Qch6is>

**Commissioners:** Anwar Baroudi (Chair), Benjamin Bartu (Vice Chair), James Carter, Jia Wilson, Fatimah Aure, Linda St. Julian, Raven Foote, Brittaney Creswell, Kaitlin Roh

**Commission staff:** Anh Nguyen-ADA Programs Division Manager, Mark Romoser-ADA Program Analyst I

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## Agenda

- 5:30 1. In-person meeting logistics and rules
- 2. Roll Call/Determination of Quorum

- 5:35 3. 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.

In-person public comment will only be taken during Open Forum and during specific requests for public comment. There may be time limits put on comments if necessary.

All discussion topics are first opened to MCPD commissioners for comment and then for public comment, unless otherwise stated. Staff will read any e-comments that were submitted.

- 5:45 4. Agenda Modification  
MCPD Commissioners may move around the agenda items to better conduct the meeting.
5. Approval of February 2024 Minutes (***Exhibit A***)
- 5:50 6. Commissioner's Announcements  
Commissioners will provide brief updates on their activities and make announcements relevant to the commission and the Strategic goals of the Commission. ***There is no discussion during announcements.***
- 6:00 7. Adoption of MCPD Strategic Plan 2025
- 6:10 8. BPAC Pedestrian Plan with Jason Patton, Stephen Tu, and Noel Pond-Danchik (***Exhibit B***)
- 6:30 9. OakDOT Crash Analysis with Mica Amichai (***Exhibit C***)
- 6:50 10. MTC Coordinated Plan with Drennen Shelton (***Exhibit D***)
- 7:10 11. Staff Updates and Announcements  
Anh Nguyen, ADA Programs Division Manager

## Future Agenda Items

Staff will briefly update on agenda items for upcoming meetings.

See MCPD scheduler at [tinyurl.com/MCPD-AgendaPlanner](http://tinyurl.com/MCPD-AgendaPlanner). Suggestions for future agenda items are also welcome; email [adaprograms@oaklandca.gov](mailto:adaprograms@oaklandca.gov) for suggestions.

### 7:30 9. 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.

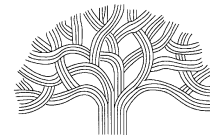


This meeting location is wheelchair accessible. To request disability-related accommodations or to request American Sign Language (ASL), Cantonese, Mandarin, or Spanish language interpreter, please email [adaprograms@oaklandca.gov](mailto:adaprograms@oaklandca.gov) or call (510) 238-5219 (V) or 711 (California 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, Cantonés, mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a [adaprograms@oaklandca.gov](mailto: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.

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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**  
**\*\*\* Special Meeting \*\*\***

Mayor's Commission on Persons with Disabilities (MCPD)  
Monday, February 24, 2025 5:30 p.m.-7:30 p.m.  
Hearing Room 1, First Floor  
One Frank H. Ogawa Plaza (City Hall), Oakland, CA 94612

**Minutes**

**Commissioners:** Anwar Baroudi (Chair), Benjamin Bartu (Vice Chair), Jia Wilson, Fatimah Aure, Linda St. Julian, James Carter, Raven Foote, Brittaney Creswell, Kaitlin Roh

**Commission staff:** Anh Nguyen-ADA Programs Division Manager, Mark Romoser-ADA Programs Division Program Analyst I

**Presenters:** Jasmine Pomar, facilitator

**Other attendees:** Sheela Gunn

**Attendees on Zoom:** none

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Mark Romoser begins the meeting with a reminder of rules for in-person meetings:

- No food or open drink allowed in Hearing Room 1 to maintain a clean and professional environment.
- Drinks must be in a closed container to prevent any spills or accidents.
- When commissioners speak- please press the top red button that says “mic” and when you are finished, please press the button again.
- To ensure clarity and transparency, when commissioners speak, please state your name before speaking.
- When a member of the audience is speaking or commenting- please first state your name and any affiliations you may have.
- Restrooms are located outside Hearing Room 1, near the elevators.

## ***Exhibit A***

Chair Baroudi called the meeting to order at 5:41.

### **Roll Call**

- At roll call, quorum was established with seven of nine commissioners present.

| <b>Commissioners</b>           | <b>Present (x)</b> |
|--------------------------------|--------------------|
| Anwar Baroudi (Chair)          | X                  |
| Benjamin Bartu (Co-Vice Chair) | X                  |
| Fatimah Aure (Co-Vice Chair)   | X                  |
| Linda St. Julian               | X                  |
| Jia Wilson                     | X                  |
| James Carter                   | X                  |
| Raven Foote                    | X                  |
| Brittaney Creswell             | Absent (excused)   |
| Kaitlin Roh                    | Absent (excused)   |
|                                |                    |

### **Open Forum:**

- There were no public comments.

### **Approval Of Minutes**

- Comm. Carter moved to approve the December and January minutes. Comm. Wilson seconded. Motion approved 7-0.

### **Commissioner's Announcements**

- There were no commissioner's announcements.

## ***Exhibit A***

### **Strategic Plan 2025**

- Jasmine Pomar gave her presentation.
- Comm. Carter proposed merging service navigation and web accessibility.
- Co-Vice Chair Aure asked if web accessibility referred to the commission's website or to the city website as a whole. Ms. Pomar responded that both are easily achievable. Co-Vice Chair Aure added that she works for The Kelsey housing organization and thus would be willing to work on the housing issue.
- Comm. Carter asked about the scope of transportation advocacy, and whether we should focus on city resources or outside agencies such as AC Transit and BART. Ms. Pomar noted that she had previously suggested a reliability audit of outside agencies. Chair Baroudi noted that MCPD has received presentations from outside agencies in the past, and added that he would be willing to work on transportation advocacy.
- Comm. Wilson noted that the recent survey should inform future decisions and actions.
- Co-Vice Chair Bartu mentioned that he would be interested in working on both housing availability and affordability and city communications and web accessibility. He added that an audit of the city's web accessibility would be easy and cost-effective.
- Comm. Wilson expressed her interest in service navigation, housing accessibility, and web accessibility. She added that we could strengthen community centers and hubs by emphasizing their role in service navigation. Ms. Pomar agreed.
- Comm. Carter mentioned his interest in working on housing affordability and accessibility, and added that he was personally experiencing struggles in that area.
- Comm. Foote selected service navigation, strengthening community centers and hubs, and basic needs support.
- Comm. Wilson proposed setting up subareas under service navigation, such as basic needs support and strengthening community centers and hubs. Ms. Pomar expressed agreement.
- Ms. Pomar asked the group what actions could be taken in the areas of web accessibility and housing availability and accessibility.
- Comm. Carter mentioned that a lot of housing advocacy, such as the elevator ordinance, focused on large landlords rather than smaller ones. He called for engagement with smaller landlords who may not know the law. Comm. St. Julian noted that she is a landlord who is dealing with a problem tenant and that in cases like these, landlords aren't always at fault. Ms. Pomar suggested a future presentation on this topic. Comm. St. Julian asked how tenants would afford rent if programs like Section 8 are cut.



## **Exhibit A**

- Chair Baroudi pointed out that the commission doesn't know enough about tenants' rights and how they affect people with disabilities, and that we need to gather more information about this. He then asked if any claims had been made under the new elevator ordinance, wondered if disabled tenants had access to the information they would need to make those claims, and gave thought to working with tenants' rights groups to disseminate the information. Comm. St. Julian asked when the elevator ordinance took effect.
- Comm. Wilson asked Co-Vice Chair Aure if any government agencies had signed on to The Kelsey's accessibility standards. Co-Vice Chair Aure replied that they get inquiries from people who need housing immediately, even though buildings like theirs take years to complete. Comm. St. Julian added that it is difficult for people to find information about available housing. Ms. Pomar suggested that we evaluate whether the resources we provide are effective.
- Comm. Foote asked what the basic needs support category contained. Ms. Pomar replied that it did not need to be considered as a separate category.
- Chair Baroudi stated that the group seemed to coalesce around a combination of city communication and web accessibility and service navigation as a third or fourth goal, along with housing accessibility and transportation advocacy. Ms. Pomar agreed.
- Chair Baroudi called on the commissioners to bring up a specific action they're interested in.
- Mr. Romoser reminded the commissioners to use their mics when speaking.
- Co-Vice Chair Bartu noted that Oakland has a large budget deficit, and that 70 percent of its expenditures go to labor, raising the prospect of cuts to the city's workforce. He suggested that we consult with city employees about how that might affect accommodations and workplace rights. Ms. Pomar suggested that the unions who represent most city employees could be a resource, and proposed adding making the city an accessible workplace to the city communication and web accessibility goal.
- Comm. Carter suggested calling the combined goal city operations. Ms. Pomar agreed.
- Sheela Gunn apologized for being late due to bus issues. They noted that Lars-Erik Holm had left his job as disaster preparedness coordinator for Eden I&R, that he had had a seat at Oakland's Emergency Operations Center when it was activated, and that he and Ron Halog were co-chairs of Alameda County Volunteer Organizations Active in Disasters (VOAD). They expressed sorrow at this and other losses of institutional memory and knowledge in the field, and stated that we need to preserve resilience. Ms. Pomar added that this underscores the need to strengthen community hubs.
- Comm. Wilson asked if it might be possible to do outreach to grassroots organizers as well as nonprofits and city staff. Ms. Pomar agreed.

## **Exhibit A**

- Comm. Foote asked how MCPD would get speakers on these issues onto its agenda. Mr. Romoser noted that staff maintains a meeting tracker in the form of a Google sheet, and that it has space for requested presenters. Ms. Pomar noted that each month, the following month's agenda is usually full, but there is often space available two or more months out.
- Ms. Pomar showed a slide detailing previous actions the commission had decided to take, and asked how many of them had been completed.
- Chair Baroudi stated that advocating for ADA office funds should continue, that requesting annual reports is low-effort, and that we should invite someone from the city attorney's office.
- Sheela Gunn mentioned that the Bay Area Housing Finance Authority (BAHFA) is involved in creating a universal application for affordable housing. Ms. Pomar suggested exploring this further.
- Comm. Wilson supported continuing the community needs survey, since needs change over time.
- Comm. Aure asked about department inclusion toolkits. Ms. Pomar replied that she was not involved in the creation of that plan. Chair Baroudi noted that the whole commission had turned over since then.
- Co-Vice Chair Bartu agreed with the idea of continuing the community needs survey on an annual basis. He added that requesting information about plans to improve air quality and creating air quality refuges is something that could be done easily, and that the department inclusion toolkits could be included in city communication and web accessibility under the workplace rights component.
- Ms. Pomar asked the group who has capacity to do the things being discussed. She called for one person to lead each goal, serving as a project manager, with a few other people assisting and tasks divided accordingly. She asked whether the discussion should continue item by item or each commissioner in order. Comm. Wilson supported item by item. Chair Baroudi wanted to go around by commissioner.
- Ms. Pomar called on Chair Baroudi. He volunteered to lead transportation advocacy, and expressed willingness to advocate for more funding for ADA compliance and ADA Programs Division as well.
- Ms. Pomar called on Co-Vice Chair Aure. She said she was willing to work on transportation advocacy, housing affordability and accessibility, and workplace rights, and added that she could lead housing affordability and accessibility.
- Co-Vice Chair Bartu chose city operations and workplace rights as well as housing. He stated that he could lead city operations and workplace rights. Ms. Pomar added that she already had him down for the community needs survey.
- Comm. Foote chose service navigation, strengthening community centers and hubs, and basic needs support.

## **Exhibit A**

- Comm. Wilson chose service navigation, workplace rights, and housing affordability and accessibility.
- Comm. St. Julian said that she was too busy caring for sick people to choose an area.
- Comm. Carter chose transportation advocacy, housing affordability and accessibility, and workplace rights.
- Ms. Pomar proposed chopping up areas with many people interested into separate projects. She mentioned transportation as an example. She noted that service navigation had the fewest volunteers. She asked the group if there were specific projects they wished to work on within each of the broad areas.
- Sheela Gunn expressed interest in working on the elevator ordinance, since they deal with evacuation in their job in emergency preparedness. They also expressed interest in transportation, citing the difficulty they had getting to the meeting. They asked about a return to virtual meetings. Vice Chair Bartu noted that a commissioner is resigning, creating a vacancy for them if they want it. Ms. Pomar said that the elevator ordinance would be in the plan somewhere and proposed a transit or mobility study.
- Chair Baroudi mentioned that AC Transit may have data on riders with disabilities. Comm St. Julian added that she rode the bus recently and was impressed by how well AC Transit treated people with disabilities.
- Chair Baroudi proposed a study of paratransit ridership and wondered if there were any gaps in paratransit service within Oakland. He added that AC Transit had released a draft of its supported transit guidelines. Sheela Gunn pointed out that East Bay Paratransit and TheCIL might be sources of data.
- Comm. Wilson proposed integrating major paratransit destinations into the regular transit system.
- Comm. St. Julian worried that programs like Medicaid that serve people with disabilities may get cut. Ms. Pomar suggested presentations from the various agencies about how funding cuts might impact them.
- Ms. Pomar asked the group if there were specific projects or actions within each goal area that people wanted to work on.
- Comm. Foote emphasized the importance of outreach, especially for programs that offer free services, food, etc.
- Comm. Wilson offered to do data crunching and said it might be useful for service navigation and housing affordability and accessibility.
- Comm. St. Julian pointed out that senior centers have lots of information about various programs.
- Comm. Wilson suggested creating heat maps of things like food pantries and free little libraries.
- Sheela Gunn said not to forget the Mayor's Commission on Aging and Senior Services Coalition. Chair Baroudi noted that he regularly checked in with them.

## **Exhibit A**

- Co-Vice Chair Bartu suggested putting together a departmental inclusion toolkit that includes web access and consultation with city unions regarding workplace rights. Comm. Wilson offered to help with workplace rights and suggested an employee satisfaction survey.
- Comm. St. Julian noted that she works with SEIU Local 2015 on housing issues.
- Ms. Pomar asked the group for any final input.
- Chair Baroudi asked if there were any areas without volunteers. Ms. Pomar replied that she couldn't think of any, and would assign people in areas with broad support like housing to individual tasks. She added that she would reach out to the two absent commissioners to find out their interests.
- Co-Vice Chair Aure asked about AC Transit and paratransit. Ms. Pomar replied that outreach to them was already in the plan.
- Comm. Wilson suggested reaching out to youth with disabilities for next year's community survey.
- Co-Vice Chair Aure mentioned that there might be a generational divide in usage of ride share services like Uber and Lyft. Ms. Pomar suggested asking one or both of them to give a presentation.
- Sheela Gunn pointed out that TheCIL has an active youth program and that it would be part of TheCIL's upcoming presentation.
- Chair Baroudi noted that there is a service, GoGo Grandparent, that books rideshares for people.
- Mr. Romoser mentioned that the Oakland Youth Commission has a member with a disability.
- Ms. Pomar noted that the California Public Utilities Commission has some regulatory power over rideshare companies, and so might be a source of information.
- Sheela Gunn mentioned that Lyft has an accessibility person who they would try to contact. They added that the frequent use of air fresheners in rideshare vehicles presents an accessibility issue.
- Ms. Pomar concluded her presentation.
- Vice-Chair Aure asked about the timeline for completing this work. Ms. Pomar replied that the plan covers calendar year 2025.

## **Staff Announcements**

- Mr. Romoser announced that Commissioner Cloyd is resigning, and mentioned a mayoral candidates' forum, upcoming Oakland budget workshops, and an Easy Does It barbecue in June.

Comm. Foote made a motion to adjourn. Comm. Wilson seconded. Meeting adjourned at 7:15.

# Mayor's Commission on Persons with Disabilities

March 17, 2025

## Oakland Walks!

**Pedestrian Plan Update  
Bicycle & Pedestrian Program  
Safe Streets Division**

City of Oakland  
Department of Transportation



# Background

- Citywide “big picture” plan for improving pedestrian safety and access
- Required by the Alameda County Transportation Commission (ACTC) for receiving Measure BB sales tax and Vehicle Registration Fee funds
- Each Pedestrian Plan is a standalone document and is adopted as part of the Land Use and Transportation Element of Oakland’s General Plan
- Building on the:
  - 2002 Pedestrian Plan – one of the first in the nation
  - 2017 Pedestrian Plan

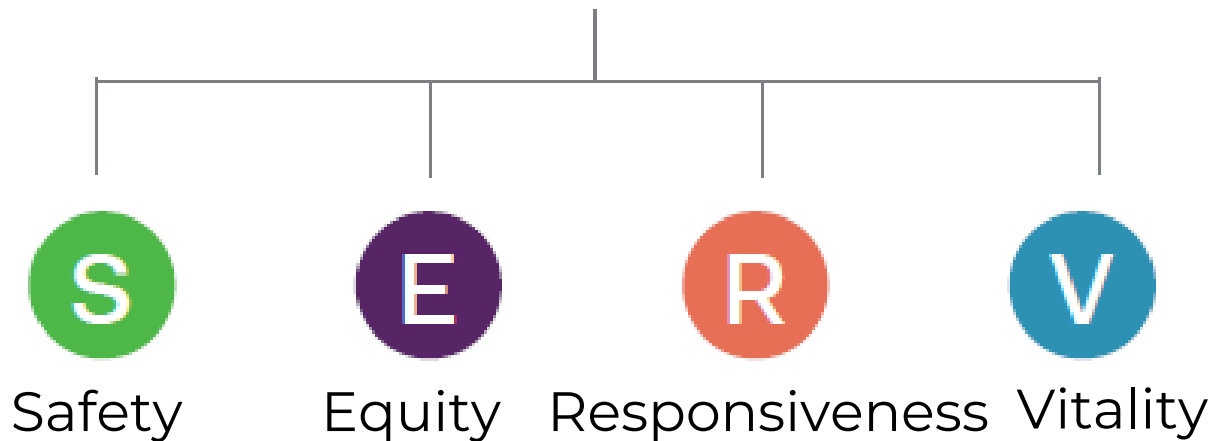
# Our Update Approach

- Make it **useful**
- Keep it **short**
- Build on **the best of 2002 and 2017 Plans** while...
- Addressing **new ideas and issues**
  - e.g., Essential Places, Slow Streets, COVID impacts on travel patterns
- **Partner with community-based organizations** for activity-based outreach

# 2017 Plan: Policy Framework

## 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.





# Draft Vision

Oakland will be a place where **vibrant, safe, and accessible streets** promote **equity, sustainability, and health** for pedestrians of **all ages and abilities**.

# 2017 Plan: Nine Planning Areas

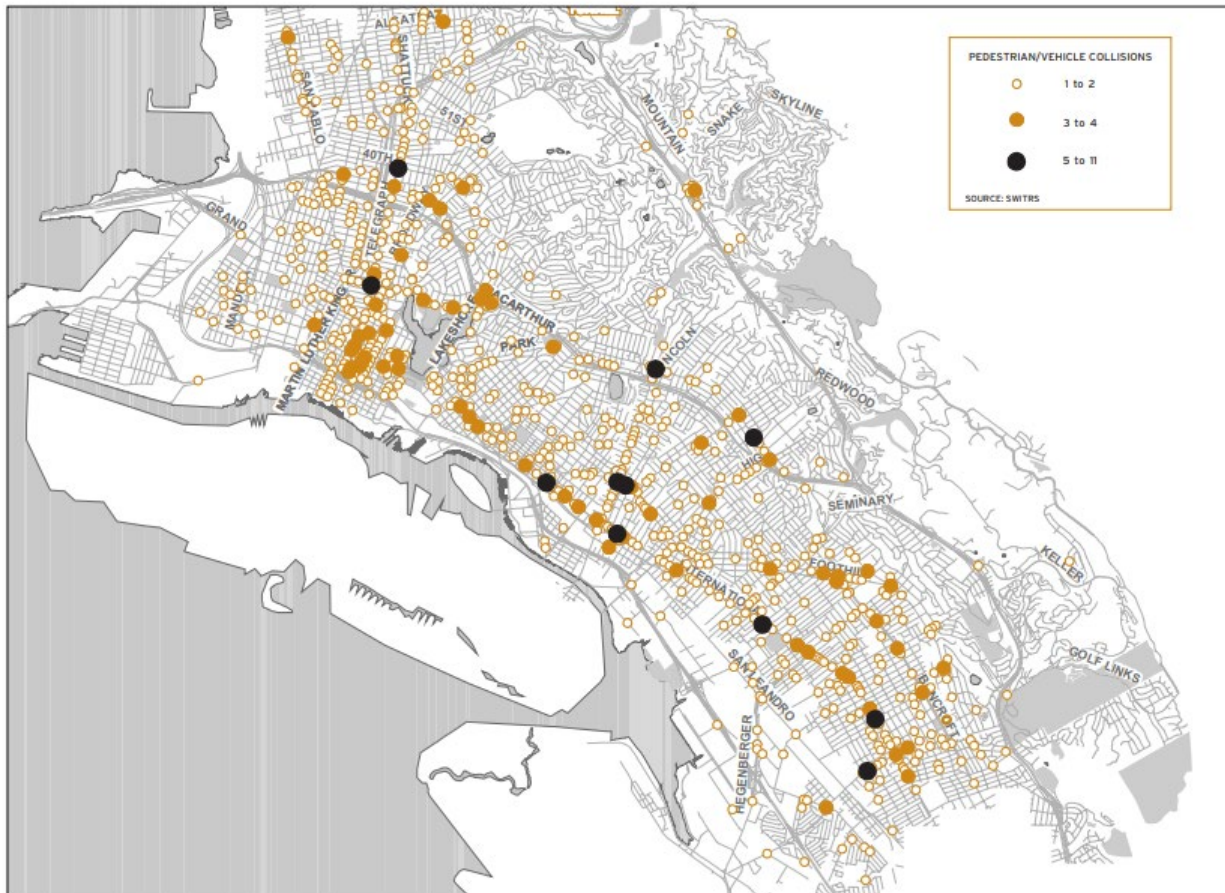


**Exhibit B**

# 2017 Plan: Nine Planning Areas

- East Oakland Hills
- Central East Oakland
- Coliseum/Airport
- Glenview/Redwood Heights
- Eastlake/Fruitvale
- Downtown
- West Oakland
- North Oakland/Adams Point
- North Oakland Hills

# 2002 Plan: Crash Analysis



# Relevant Plans

## **ADA Curb Ramp Transition Plan** (April 2009)

- Developed a process to ensure curb ramps comply with ADA guidelines
- [City of Oakland | Transition Plans](#)

## **Urban Forest Plan** (December 2024)

- Plans for maintaining and equitably growing the tree canopy and street tree inventory
- [City of Oakland | Oakland Urban Forest Plan](#)

# Universal Access and Design

## 2002 Oakland Pedestrian Plan

Action 2.1.8. To the maximum extent possible, make walkways accessible to people with physical disabilities.

## 2017 Pedestrian Plan Topics

- Curb ramps – follow ADA Curb Ramp Transition Plan
- Sidewalks – sidewalk inventory including gaps, quality, width
- Signals – transition plan for upgrading to pedestrian signal heads and audible pedestrian traffic signals with countdown timers with sufficient time to cross
- Bus shelters and street furniture



Image: Bus shelter installed in 2025 on 14<sup>th</sup> Street in Downtown Oakland

# Oakland Has (about)...

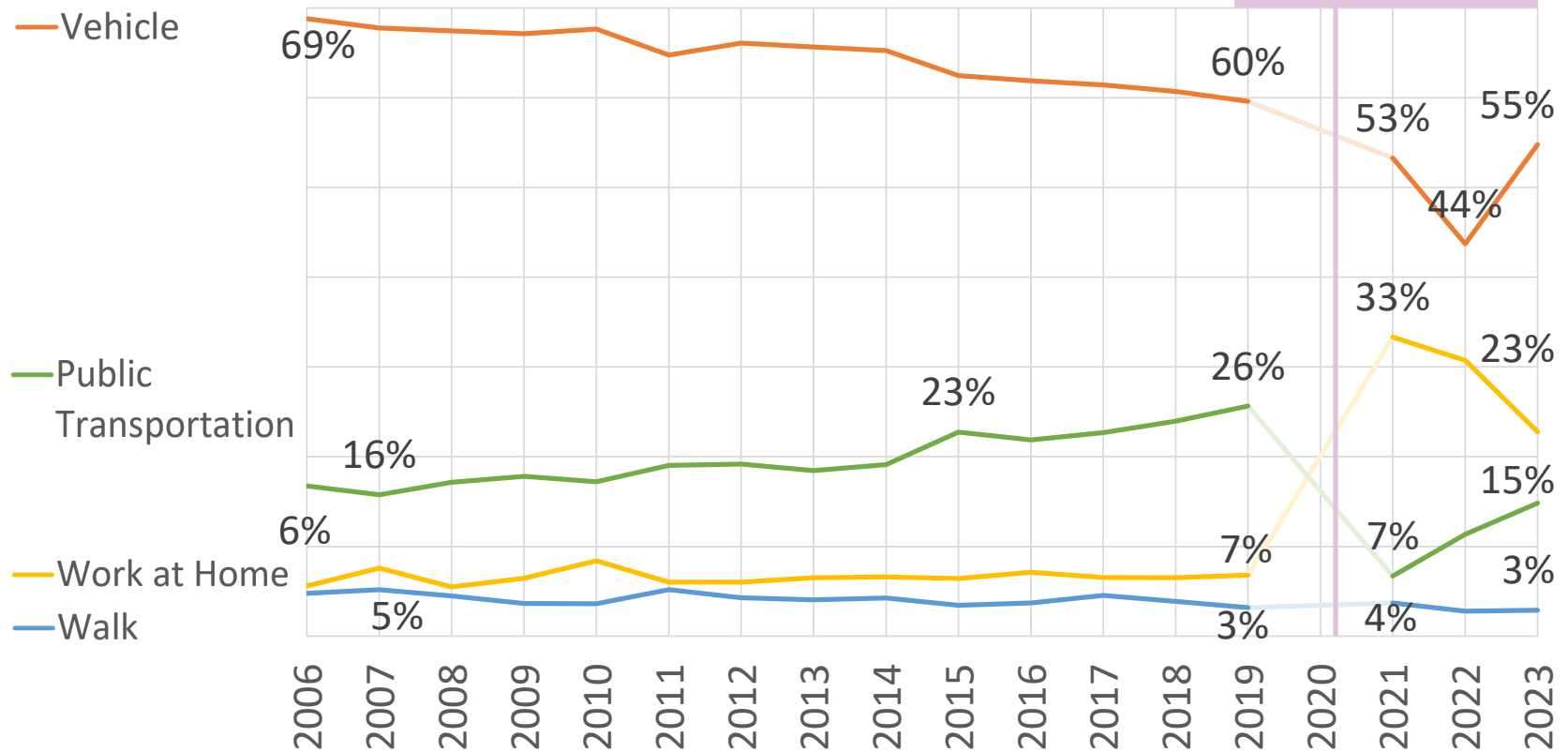
|               |                                       |        |
|---------------|---------------------------------------|--------|
| <b>850</b>    | Total centerline miles of roadway     |        |
| <b>191</b>    | Centerline miles of arterial streets  |        |
| <b>108</b>    | Centerline miles of collector streets |        |
| <b>551</b>    | Centerline miles of local streets     |        |
| <b>5,900</b>  | Intersections                         |        |
| <b>700</b>    | Traffic Signals                       | (2022) |
| <b>20,100</b> | Curb ramps                            | (2023) |

\*figures are not final and are subject to updates

# Mode Share in Oakland

COVID-19  
Shelter in  
Place

Journey to Work (American Community Survey)

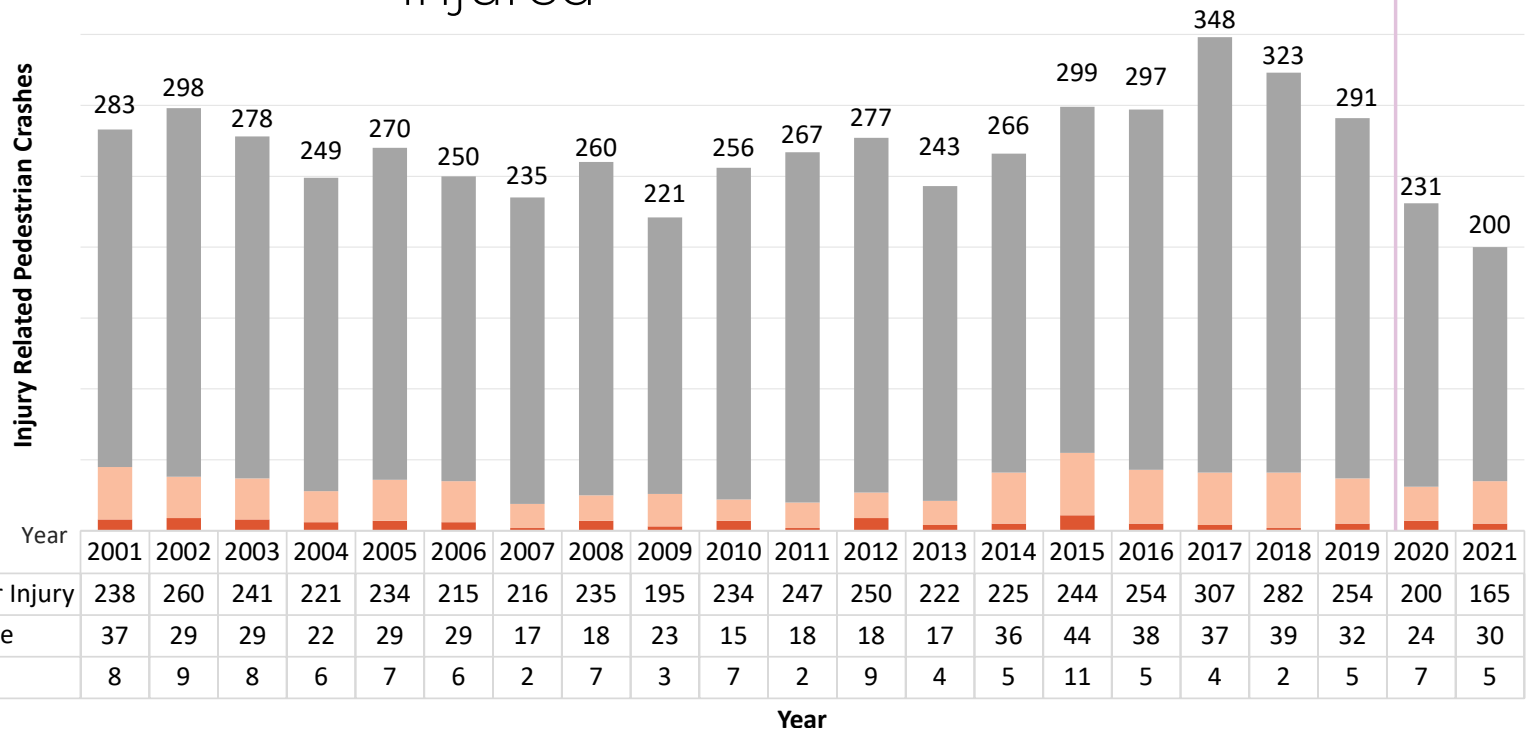




# Pedestrian Crashes in Oakland

Every year in Oakland... **6** pedestrians are killed on average  
**32** pedestrians are severely injured  
**274** pedestrians are non-severely injured

COVID-19  
Pandemic



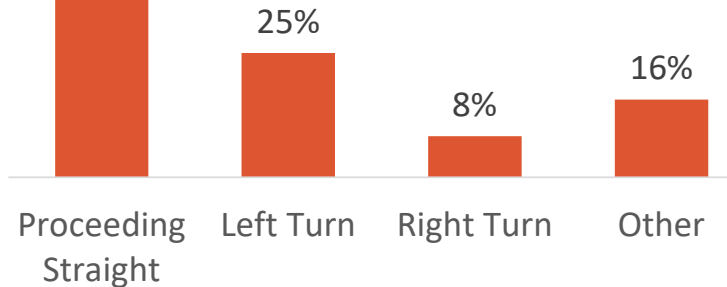
# Pedestrian Crash Analysis

**70%**

of injury related crashes happen within 15' of an intersection.

(2011-2022)

**51% Driver Action Preceding Collision** (2018-2022)



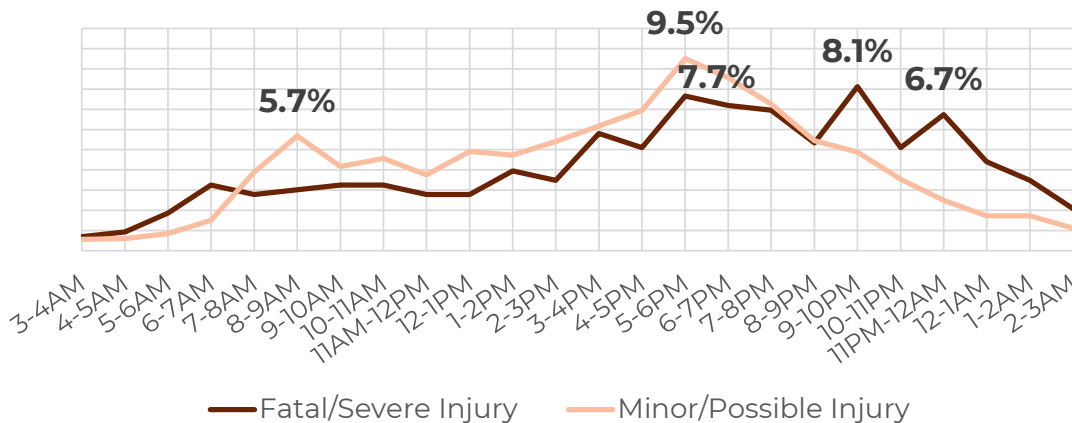
Black Oaklanders are

**45%** more

likely to be the victims of fatal pedestrian-crashes than the Oakland average. (2018-2022)

**Percentage of Pedestrian Crashes by Time of Day and Crash Severity**

(2011-2022 City of Oakland)



**83%** of severe

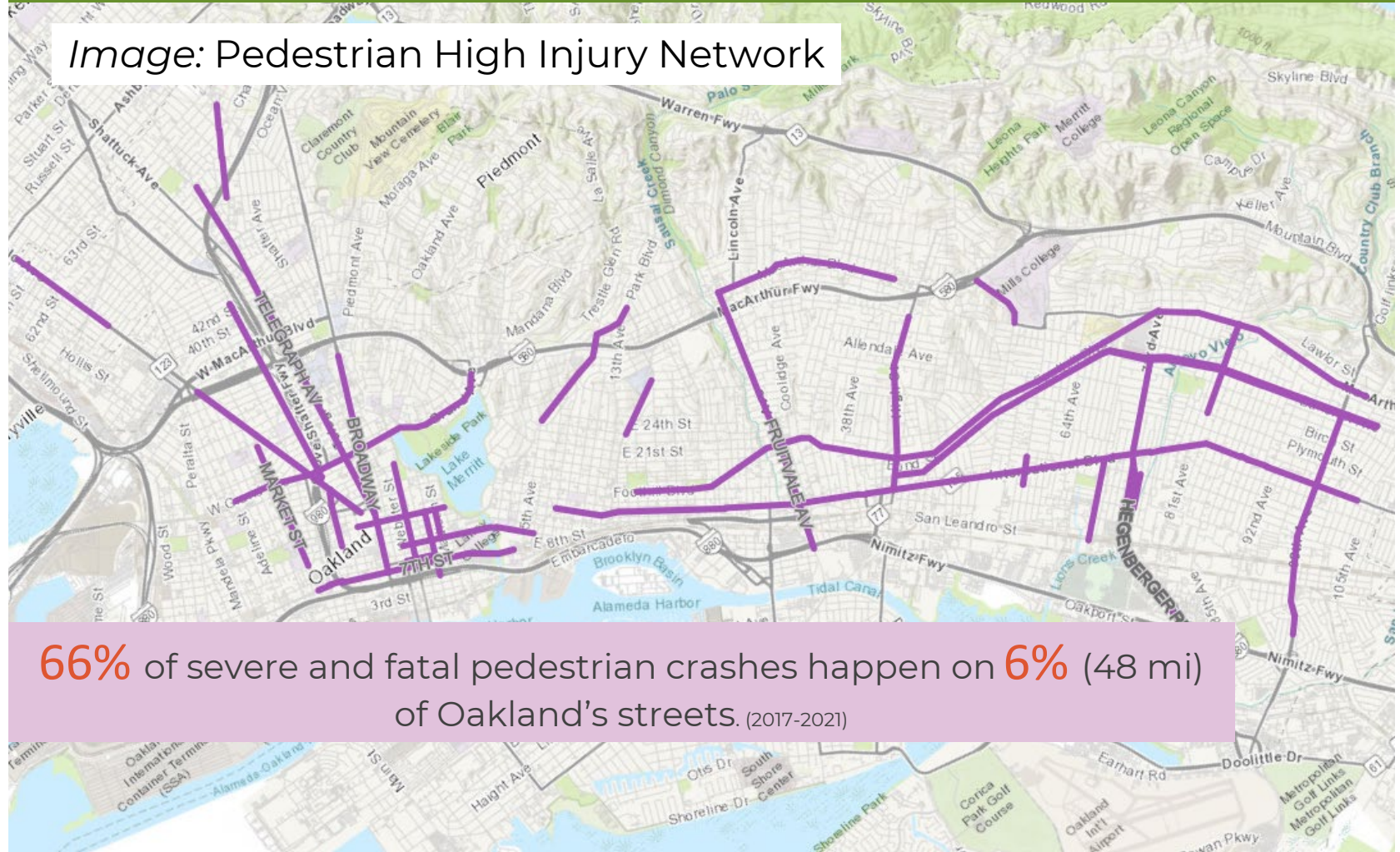
and fatal pedestrian crashes happen on **arterials** which make up

**20%**

(191 mi) of Oakland's streets. (2011-2022)

# Use the 2024 Pedestrian High Injury Network (Safety)

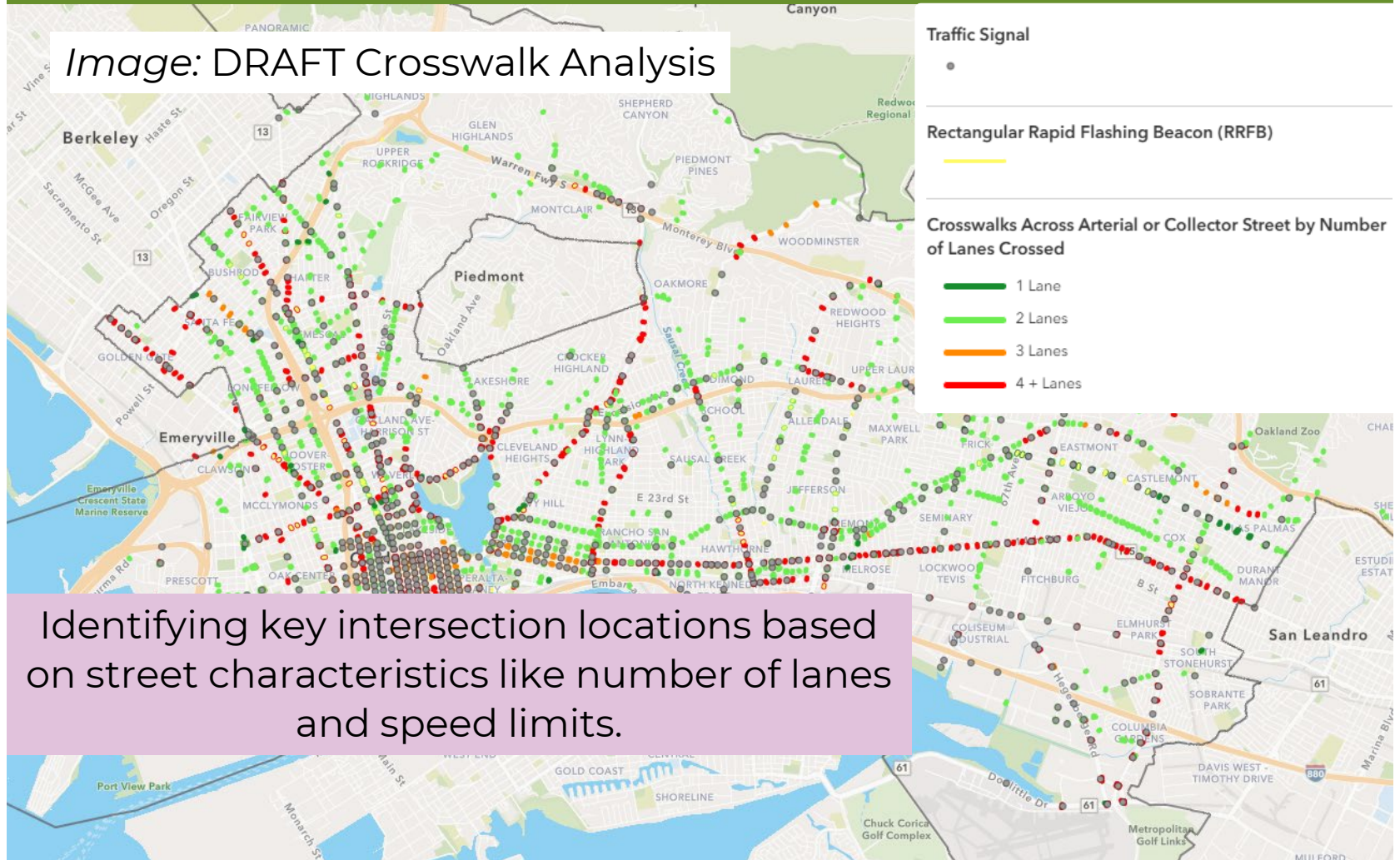
Image: Pedestrian High Injury Network



66% of severe and fatal pedestrian crashes happen on 6% (48 mi) of Oakland's streets. (2017-2021)

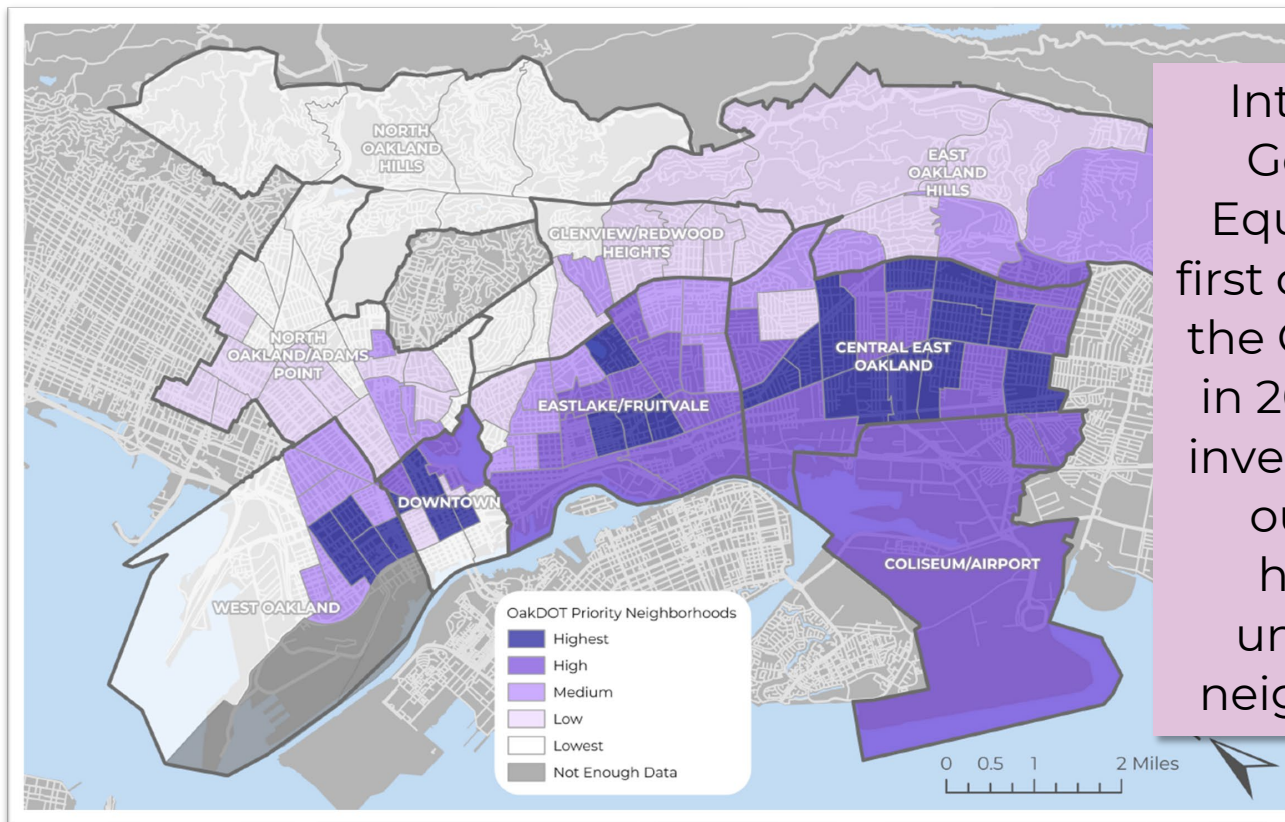
# Develop an Intersection Analysis (Safety)

Image: DRAFT Crosswalk Analysis



Identifying key intersection locations based on street characteristics like number of lanes and speed limits.

# Use the Geographic Equity Toolbox (Equity)



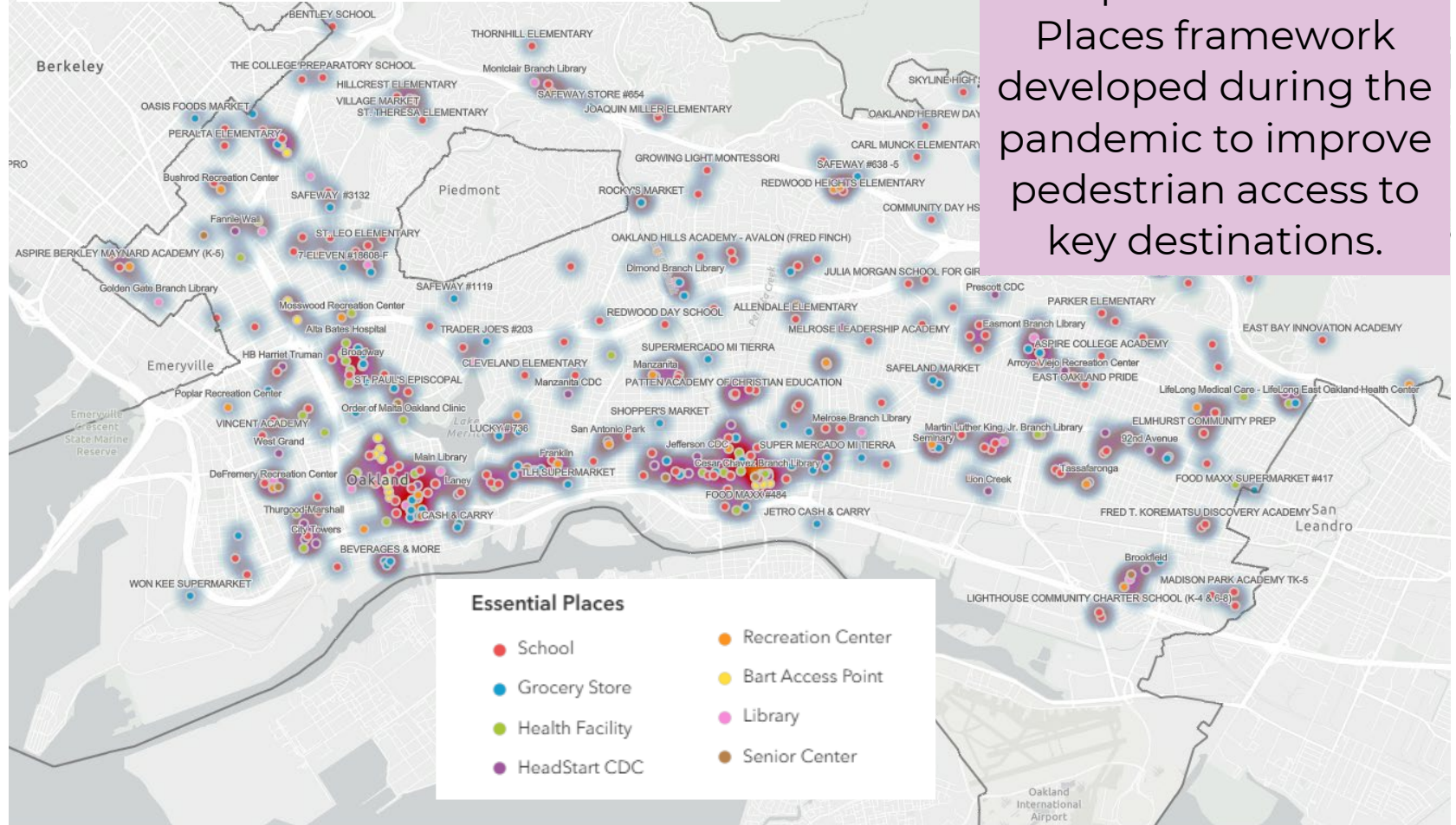
Integrate the Geographic Equity Toolbox first developed by the OakDOT RET in 2019 to guide investments and outreach in historically underserved neighborhoods.

Image: DRAFT OakDOT Priority Neighborhoods Update

# Use the Essential Places (Vitality)

Image: DRAFT Essential Places map

Adopt the Essential Places framework developed during the pandemic to improve pedestrian access to key destinations.



# Questions

- What is the MCPD seeking in the plan update?
- How should this plan be different than the last two?
- How has the MCPD used the previous plans?
- How does the MCPD want to be involved?
- Questions for us?

# Thank You!



City of  
Oakland

## Bicycle & Pedestrian Program,

Department of Transportation, Safe Streets Division

Stephen Tu [stu@oaklandca.gov](mailto:stu@oaklandca.gov)

Noel Pond-Danchik [npond-danchik@oaklandca.gov](mailto:npond-danchik@oaklandca.gov)

Jason Patton [jpatton@oaklandca.gov](mailto:jpatton@oaklandca.gov)





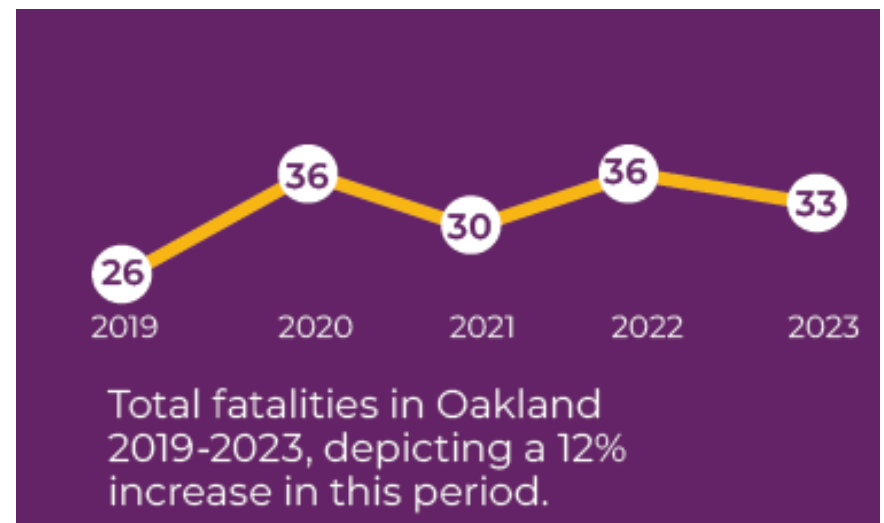
# Oakland Department of Transportation Citywide Crash Analysis

# Citywide Crash Analysis 2017-2021

## Crash Landscape in Oakland

Crashes are an all-too regular occurrence on Oakland's streets. Fatalities and injuries from crashes impact many lives and cost Oaklanders hundreds of millions of dollars per year. OakDOT analyzed over 60,000 injury crashes from 2017-2021 to understand how they affect Oaklanders and how to effectively focus safety efforts.

# 2 weekly severe or fatal crashes



# Types of Crashes in Oakland

## AND SPEED MATTERS IN OAKLAND



Just over **1 in 5** Oaklanders killed are involved in a crash where **speed** is a primary factor

## SYSTEM CHANGE



**41%** of severe and fatal crash victims were walking or riding a bike

# Injuries are Concentrated at Intersections



**50%** of severe and fatal crashes in Oakland occur at intersections



**Failure to yield and disobeying signs and lights** account for **60%** of all severe and fatal crashes at intersections



**Driver failure to yield to a pedestrian** at a crosswalk accounts for over **1/3** of pedestrian fatalities or severe injuries

# Dangerous Driving Behaviors



**26%** of severe and fatal crashes are from **hit and runs**

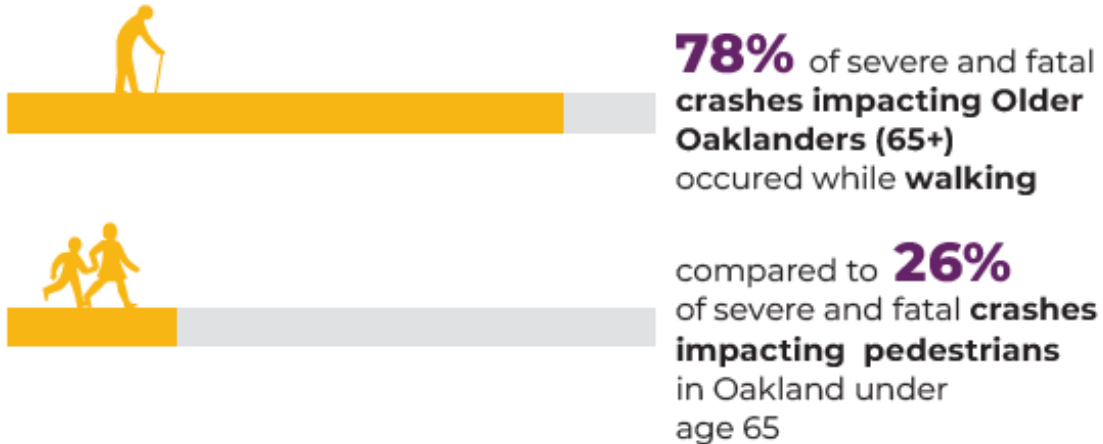
**65%** of severe and fatal hit and run crashes impact **bicyclist and pedestrians**



**26%** of fatal crashes **involve alcohol**

# Crashes impact Older Pedestrians

## AGE INEQUITIES IN OAKLAND CRASHES



# Slower moving Pedestrians are at Greater Risk



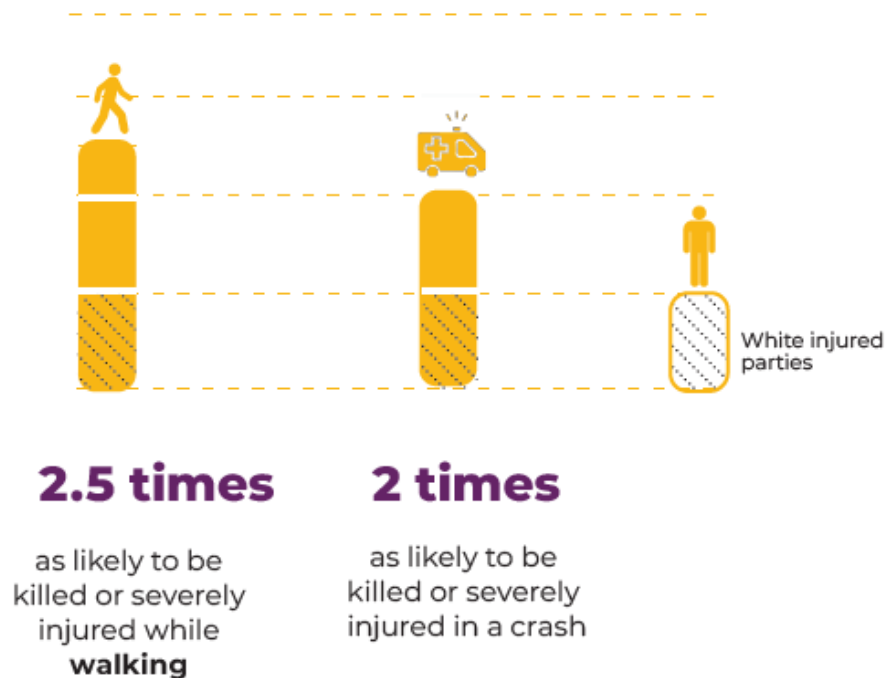
## Older Pedestrian Victims in Oakland (65+)

are **twice** as likely to be killed in a crash compared to all other pedestrian victims in Oakland



# Racial Disparity in Crash Outcomes

Compared to White injured parties,  
Latine injured parties in Oakland were:



# Racial Disparity in Crash Outcomes

Compared to White injured parties,  
Black injured parties in Oakland were:



# Next Steps

- We are planning a follow up with a location based crash analysis that will include demographic information at the census tract and block level
- SOS and the Racial Equity Team at OakDOT are working with Alameda County Public Health Department to include hospital data in fatalities analysis; this can include any disabilities that are documented for the victim

# For More Information

Safe Oakland Streets is an Interdepartmental Initiative dedicated to eliminating fatal crashes and crash disparities on Oakland's Streets. Visit our website for the full crash analysis and Annual Reports on delivery of safety projects and strategies.

<https://www.oaklandca.gov/topics/safe-oakland-streets>

# 2024 Coordinated Public Transit- Human Services Transportation Plan

Metropolitan Transportation Commission



# Accessibility Planning Background



The **Coordinated Plan** is a federal planning requirement that establishes regional funding priorities and coordination strategies focused on low-income populations, older adults, and people with disabilities. Includes:

- Demographic information
- Transportation Gaps and Solutions
- Recommended strategies for MTC and partners

**Transit Transformation Action Plan** identifies 27 strategic actions to improve transit customers' experience and respond to the pandemic's effects on transit ridership that address:

- Fares and Payments
- Customer Information
- Transit Network
- Funding
- Accessibility

**TAP Accessibility Initiatives**

Five initiatives within the Action Plan focused on the efficient coordination of transit services for older adults, people with disabilities, and those with lower incomes.



## COORDINATED PUBLIC TRANSIT- HUMAN SERVICES TRANSPORTATION PLAN

February 2018

# Coordinated Plan: Near-Term Planning



- Federal coordinated planning requirement
- Updated every four years
- Focus on low-income populations, older adults, and people with disabilities
- Sets regional funding priorities and coordination strategies
- In keeping with MTC's Equity Platform

# What is in the Coordinated Plan?

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Through extensive engagement and research:

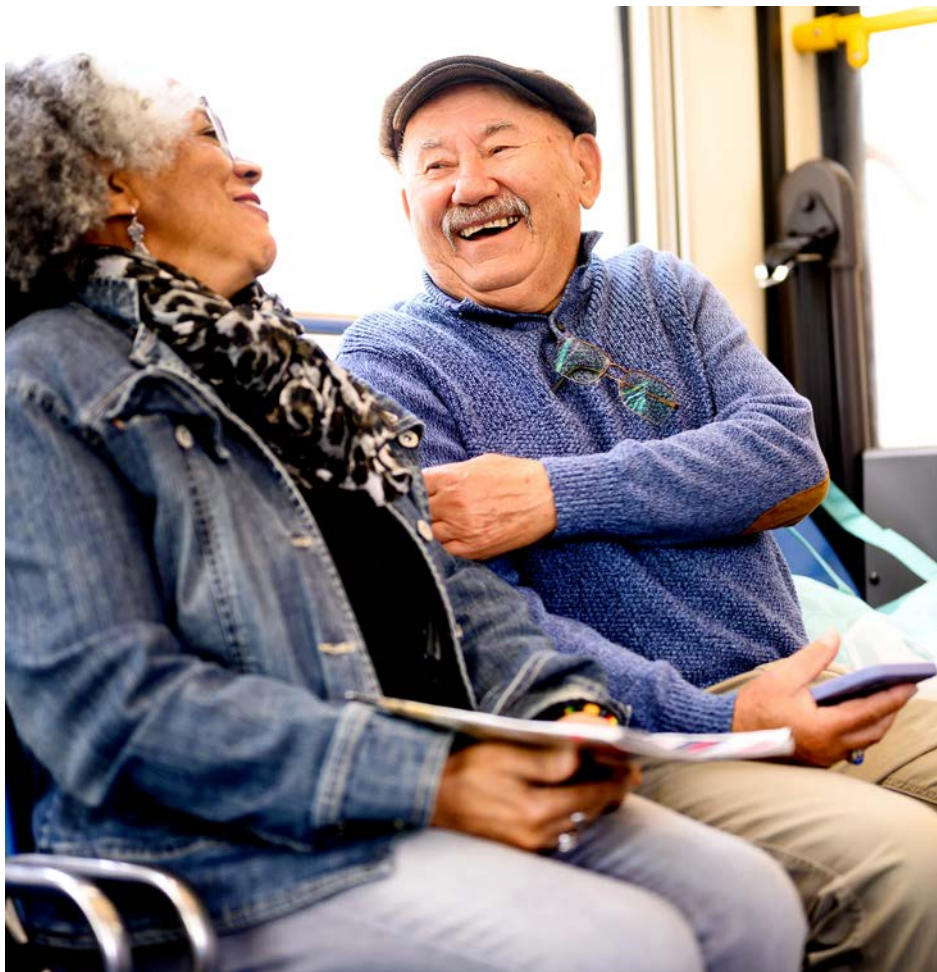
- Demographic information
- Transportation Resource Inventory and Funding Summary
- Outreach summary and transportation gaps
- Recommended strategies and implementation for MTC and partners





# Findings for Older Adults and People with Disabilities

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- Disabled transit/paratransit users cite **lack of reliable transportation** as top issue
- Older adult transit users cite **lack of information** and **fear of using transit**
- All populations **desire greater access to leisure activities**
- Transit support is essential for **mobility management success**
- **Improving bus stops accessibility** is crucial to expanding transit use
- Funding remains a critical barrier for improving mobility

# Recommended Strategies

1. Designate a Mobility Manager in every county
  - Build on current mobility management efforts around the region
2. Identify sustainable funding for service and mobility management
  - Advocate changes to Section 5310
  - Develop new funding policies for regionwide fund sources that do not detract from transit
3. Improve transportation access to healthcare
  - Support Medi-Cal transportation legislation to increase transit funding and non-emergency medical trip pilots

*Recommended in previous Coordinated Plans*



# Recommended Strategies

4. Support paratransit improvements
  - Continue accessibility efforts of the Transformation Action Plan
  - MTC administer new Regional Eligibility Database for transit agencies
5. Support accessibility of shared and future mobility
  - Leverage TNC Access for all funding to provide accessible on-demand trips
6. Identify and fill equity gaps
  - Implement new paratransit KPIs



# Recommended Strategies

## 7. Support infrastructure improvements to increase transportation equity and accessibility

- Bus stop improvement programs and streetscape data
- Increase accessibility requirements for funding programs

## 8. Support emergency preparedness efforts

- Continuing cooperative planning between transit agencies and cities/counties
- Extend disaster service worker credentials to paratransit staff



# Contact Information

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