

City of Oakland
Mayor's Commission on Persons with Disabilities (MCPD)
Special Meeting
Monday, February 26, 2018
5:30 p.m. – 7:30 p.m.
Hearing Room Four, Second 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 January 29, 2018 Minutes (**Exhibit A**)
- VI. Chair Report; *Frank Sperling, Chair*
- VII. Commissioner's Announcements
- VIII. Staff Report; *Anh Nguyen, ADA Programs Division Manager*
- IX. Ad Hoc Committee Reports

- A. Strategic Planning Retreat Follow-up; *Chair Sperling* (**Exhibit B**)
- B. Community Outreach; *Commissioner Wright*
- C. Homelessness; *Commissioner van Docto*

- X. Department of Transportation (DOT) Update on Vision Zero; *Nicole Ferrara, Vision Zero Program Manager, DOT, Great Streets Division* (**Exhibit C**)

- XI. Future Agenda Items
 - A. DOT Update on Pedestrian Master Plan
 - B. DOT Update on Bicycle Master Plan
 - C. DOT Parking and Mobility Programs Update on Wheelchair Accessible Vehicles in the Taxi Program
 - D. DOT Parking and Mobility Programs Update on Accessibility in the Bikeshare Program
 - E. DOT Update on Curb Ramp and Sidewalk Repair Programs
 - F. DOT Update on Telegraph Avenue Complete Streets Project
 - G. Joint AC Transit Accessibility Advisory Committee and MCPD Update
 - H. City Administrator's Office Update on Project Implementation

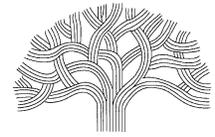
- I. Oakland Fire Department, Emergency Management Services Division Overview of Methods for Addressing Access and Functional Needs During an Emergency
 - J. Planning and Building Department Update on the Planning Division
 - K. Oakland Police Department Update on Crisis Intervention Training (CIT)
 - L. Housing and Community Development Update on Home Modification Funding
 - M. Infrastructure Bond Implementation FY 2017-19
- 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, January 29, 2018

Draft Minutes

- I. Call to Order at 5:33p.m.
- II. Roll Call
 - 9 Commissioners present: Contreras, Garner, Gregory, Harrington, Hong, Meshack, Sperling, Wright, Young
- III. Public Comments
 - Allie Cannington introduced herself as being active in the Disability Rights and Independent Living Movement on the local and national levels. Most of her work has been in San Francisco around LGBT youth with disabilities. She now wants to do more work in Oakland, where she lives.
- IV. Agenda Modification and Approval
 - Motion to approve Agenda: Commissioner Harrington
Seconded by Commissioner Gregory
Aye: 9 – Contreras, Garner, Gregory, Harrington, Hong, Meshack, Sperling, Wright, Young
Motion passed.
- V. Approval of December 18, 2017 Minutes
 - Motion to approve Agenda: Commissioner Harrington
Seconded by Commissioner Garner
Aye: 9 – Contreras, Garner, Gregory, Harrington, Hong, Meshack, Sperling, Wright, Young
Motion passed.

VI. Chair Report; *Frank Sperling, Chair*

- A new commissioner will be at next meeting. City Council approved Karina Ryan's appointment. She awaits swearing in. We will then have the full 11 commissioners.
- Chair Sperling attended a follow up meeting of the Metropolitan Transportation Commission - Technical Advisory Committee regarding accessible bikes as a component of Bike Share. The City of Oakland will send a letter to the Department of Justice asking for their opinion on requirements in providing accessible cycling.
- This past weekend, Chair Sperling attended the grand opening of the Lamorinda All-access Playground in Moraga, which cost over \$600,000. Since MCPD approved funds last year for several accessible Oakland playgrounds, he encouraged Commissioners to visit the Lamorinda All-access Playground, which sets a high bar to keep in mind when additional funding is available for accessible playgrounds in Oakland.

VII. Commissioner's Announcements

- Commissioner Gregory announced that the State Independent Living Council (SILC) is launching a semi-monthly peer support group for young adults, age 18 to 24, who identify as LGBTQ. SILC needs a facilitator who identifies both as a person with a disability and LGBTQ.
- Commissioner Gregory stated that the severe shortage of In Home Support Services (IHSS) workers led Center for Independent Living (CIL) to team up with stakeholders to incentivize more people to get into this line of work.
 - Data shows that many IHSS workers want to become nurses or physician's assistants. With a proposed

incentive program, someone who delivers X number of hours a year as an IHSS worker could earn a credit of Y dollars toward tuition at nursing school.

- The stakeholder team has shared this idea of a “GI Bill for Caregivers” with several state legislators and continue to brainstorm a funding source, e.g. tax on recreational marijuana. In the meantime, there is a small-scale pilot program at Samuel Merritt College for their physician's assistants program.

VIII. Annual Election of MCPD Officers (Chair and Vice Chair); Anh Nguyen, ADA Programs Division Manager, and Hoang Banh, ADA Program Analyst

- Nominations for Chair were as follows:
 - Commissioners Gregory and Harrington nominated Chair Sperling. He prefers the Chair to rotate, so he will accept only if there are no other nominees.
 - Commissioner Meshack nominated Commissioner Contreras, who declined.
 - Voice vote for Chair Sperling was unanimous.
- Nominations for Vice Chair were as follows:
 - Commissioner Gregory nominated Commissioner Harrington, who accepted.
 - Commissioner Meshack nominated Commissioner Wright, who declined.
 - Commissioner Contreras nominated Commissioner Meshack, who declined.
 - Commissioner Wright nominated Commissioner Garner, who accepted.

- Voice vote for Co-Vice Chairs Garner and Harrington was unanimous.
- Chair and Co-Vice Chairs start their roles immediately.

IX. Ad Hoc Committee Reports

A. Community Outreach; *Commissioner Wright*

- Commissioner Wright stated that she spoke with residents from Districts One, Two, Four, and Seven. Residents who said they regularly attend City Council town hall meetings have not heard of the MCPD.
 - Commissioner Hong then emailed MCPD meeting information to all City Council members.
 - Commissioner Wright also suggested requesting 10 minutes to present at future town halls. The ad hoc committee needs to meet and further discuss what they would present.
- Commissioner Wright proposed sharing about the MCPD on a 15-minute time segment of the program “East Bay People” hosted by Claudine Wong.
 - Commissioners agreed to hold off until there is a compelling story to share.
- Commissioner Wright proposed that MCPD have posters on AC Transit and BART.
 - Commissioner Garner stated that she recently applied to be on the AC Transit Accessibility Advisory Committee and will try to request MCPD for future agenda.
 - Staff will look for existing outreach documents.

- Finally, Commissioner Wright will speak about MCPD at the next Ministerial Alliance.
 - Staff will look for existing MCPD outreach documents for the committee to update.

B. Homelessness; *Commissioner van Docto*

- To be rescheduled.

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

- Chair Sperling presented the first draft MCPD Strategic Plan for 2018, to be finalized over the next few months.
 - The ad hoc committee will spell out all acronyms in future drafts, including Objective 1.5 regarding TNCs: Transportation Network Companies, such as Uber and Lyft, as well as taxis.
 - Objective 1.6 will be added: MCPD will continue to monitor and provide input into Oakland’s “Complete Streets” Program.

X. Oakland Department of Transportation (OakDOT) Update on Telegraph Avenue Bikeway / Complete Streets Project; *Sarah Fine, Senior Transportation Planner, and Nick Cartagena, Civil Engineer, OakDOT, Great Streets Division*

- Sarah Fine introduced herself and Nick Cartagena as the current project managers for the Telegraph Avenue Complete Streets project.
 - The first phase of the project on the street right now on Telegraph, between 20th and 29th Streets, was part of a plan City Council adopted in 2014.
 - In 2016, the first phase was implemented with paint only, reducing travel lanes from four total to one in

each direction with a center turn lane. Pedestrian crossing distance went from 70 feet to about 35 feet, making it shorter, safer, and faster to cross the street.

- A separated, or protected, bikeway was added, which separated bicycles from moving vehicles with a painted buffer and parked cars.
- Ms. Fine stated she is also project manager for the city-wide bike plan, which is being updated.
 - They organized a community advisory group and want to invite interested MCPD commissioners to enhance communication between MCPD and the Bicyclist and Pedestrian Advisory Commission (BPAC).
 - The BPAC subcommittee serving on that advisory group has only met once. Information about the bike plan can be found at www.letsbikeoakland.com, where people can also sign up for email updates.
- Mr. Cartagena stated that the second phase will include designing permanent improvements such as concrete islands, raised curbs, and signals.
 - The road diet will extend from 29th Street north to 41st or 45th Street with more traditional buffered bike lanes, so there will be no floating parking. It will reduce four travel lanes, two in each direction, to one in each direction with a center turn lane.
 - Design will start early 2018. Construction is expected to start late 2019 or early 2020.

- Anh displayed images of the Telegraph Ave protected bike lane and bus islands design for the Commissioners and member of the public to see the configuration.
- Commissioner Contreras stated the following:
 - It is difficult parking her van, equipped with a lift, on Telegraph Avenue or when she takes paratransit. There is not enough space to roll out the vehicle, and the lift blocks the bicycle lane, creating a danger for bicyclists.
 - Additionally, she stated that a friend of hers, who is blind and has a baby, fears being struck by a bicyclist when exiting her parked car.
 - Commissioner Contreras proposed blue zones on corners. Moreover, the sidewalks along those blue zones need to be clear of trash cans, trees, or other barriers for ramps. She offered either project manager ride along in her van.
- Commissioner Meshack added the following:
 - There should be designated areas for accessible vans only, not handicapped placards.
 - Moreover, garbage cans, trees, planters, and other obstructions also make it difficult for wheelchair users to exit buses.
 - When Ms. Fine inquired about locations along AC Transit routes where Commissioners experience ramps not being able to deploy because of sidewalk obstructions, Commissioner Meshack

stated that around 14th and Broadway, there are many obstructions.

- Commissioner Contreras added that bike racks also limit space. A bike rack was installed outside of her office (Fruitvale Ave. at Foothill Blvd.) without any notice. Chair Sperling said this also occurred in Montclair.
 - Ms. Fine stated that bike racks are often required for a new development or a new use of an existing building. Often, if the sidewalk is not wide enough, bike racks can be requested in the parking lane for a bike corral. On-street bike parking is required of the project - a certain number of spaces depending on the size of the site. The plans are reviewed and permitted, so the conflict with disabled parking needs to be fleshed out.
- Ms. Fine then asked for suggestions on making bus islands more accessible and building in space for the hectic nature of traffic.
 - Commissioner Meshack added AC Transit drivers rotate almost every six months. They constantly must familiarize themselves with new projects and learn to work around obstacles. Passengers must also work around these obstacles, and unfortunately, he has been passed up by bus drivers who did not see him when he distanced himself from an obstacle.
- Commissioner Gregory asked for clarification on the definition of a road diet.

- Mr. Cartagena stated that, in general, a road diet means going from four lanes total to one in each direction with a center turn lane. They are typically done in concert with other multimodal transportation, whether widening the sidewalk out, adding a bike lane of any type, or changing parking configuration.
- Commissioner Gregory asked if the bike lane and parking lane can be switched on Telegraph Avenue.
 - Ms. Fine stated that the separated bike lanes can be configured in multiple ways. The configuration currently on Telegraph is just one example. There are configurations without a parking lane next to the bike lane. There can be another kind of separation such as pylons.
- Chair Sperling expressed that floating parking makes it difficult to unload a passenger with a disability, whether the person is blind, has another physical disability, or has a less visible disability. It creates a pedestrian-bicycle hazard. Also, once, when he was driving on Telegraph Avenue, the floating parking blocked his view of a wheelchair user. Fortunately, he reacted in time. He has also seen cars make right turns into bike lanes.
- Chair Sperling finds it illogical to permit bicycle racks at the curb, as well as permanent garbage cans. Parking meters are also obstructions. He stated that persons with disabilities are a protected class. Bicyclists are not a protected class. The Telegraph Avenue project is protecting bicyclists and unprotecting persons with disabilities. The concept of protecting bicyclists is great. He would bike more

if he had protected lanes, but he would give that up if it continued to disable the disabled.

- As a wheelchair user, Commissioner Meshack has experienced being on the edge of the floating parking on Telegraph Avenue. He suggests removing a portion of the floating parking to increase visibility for those crossing the street.
- Commissioners Contreras, Meshack, and Sperling all raised the need for accessible access to/from floating parking spots and mid-block curb ramps to access the sidewalk.
- The first public comment came from Dave Campbell, Advocacy Director with Bike East Bay and board member of Walk Oakland Bike Oakland.
 - He advocated for the Telegraph Avenue project and would be happy to meet with any Commissioner to share history and visit or ride in an accessible van with them along Telegraph Avenue to look at all the issues from their perspectives. He also expressed immense appreciation for Anh Nguyen, ADA Programs Division Manager, for conducting a joint site with him last week to start looking at Telegraph Avenue from a different perspective.
 - Mr. Campbell recommended seeing protected facilities in Alameda, Berkeley, or Albany that are different in design but raise some similar issues. The more feedback they give to those cities and with Oakland, the better future facilities will be, as all cities continue to learn from each other, especially from cities around

the country that built protected facilities long before the East Bay did.

- Commissioner Contreras offered to give Mr. Campbell a ride in her accessible van, which he accepted.
- Commissioner Gregory asked Mr. Campbell how bicyclists feel about the road diet and protected bikeway on Telegraph Avenue between 20th and 29th Streets, including whether they are concerned about being cut off by a driver turning right.
 - Mr. Campbell stated bicyclists want some protection, whether it is parking or something else. Certainly, not all bicyclists prefer the configuration on Telegraph Avenue. However, for every Bike East Bay member who disapproves, two or three members thank him. Furthermore, OakDOT staff have collected data on the project.
- Commissioner Gregory asked whether switching the bike lane and parking would be acceptable to the biking community.
 - Mr. Campbell stated that Bike East Bay raised that very question during a community design meeting. The desire from experienced bicyclists was to increase the percentage of less experienced people biking. Thus, they prefer protected facilities.

- Commissioner Harrington stated that as a bicyclist, he definitely prefers a buffer. As a commissioner, he is inclined to think that there is a technical solution for the accessibility issues raised.
- Jessica Lehman introduced herself as a North Oakland resident and as Executive Director of Senior and Disability Action in San Francisco. She frequents the Telegraph Avenue project area, and since the new configuration, she has gone less often because it has become more difficult.
 - Ms. Lehman has an accessible van and reiterated the concern of being unable to deploy her ramp without blocking the bike lane. Also, when backing out of her van, she cannot see if a bike is coming.
 - In terms of designated accessible spaces, Ms. Lehman expressed the need for more blue zones. However, so many people use disabled placards that blue zones fill up, and she ends up parking more often in a non-blue space. A solution is needed that does not just count on persons with disabilities parking in blue zones, but allow accessibility access to non-blue zone parking.
 - In San Francisco, Ms. Lehman is part of a senior and disability working group that looks at pedestrian safety and transit issues to discuss ways to make roads safer for everyone. They are doing a design workshop with disability advocates, bicycling advocates, and agencies within the City of San Francisco to bring everyone together to keep working towards

more innovative ideas. She recommends Oakland do the same.

- Ms. Callington said she does not drive but echoes the concerns of Ms. Lehman. People with disabilities use all types of vehicles, including bicycles. Perspectives of people with disabilities must be at the center of any type of design.
- Commissioner Meshack raised the issue of disabled placard abuse and that anyone not using an accessible van should get a parking ticket.
 - Chair Sperling reinforced Objective 1.2 in the strategic plan this year: MCPD will work toward maintaining/advancing the availability/accessibility of Oakland's stock of disabled parking spaces and will examine/address the abuse of disabled parking placards in Oakland.
- Commissioner Harrington inquired about how to report issues along the Telegraph Avenue project corridor.
 - Ms. Fine recommended using SeeClickFix for most issues. For more urgent issues, she and Mr. Cartagena can be reached at sfine@oaklandnet.com and ncartagena@oaklandnet.com. Mr. Nguyen asked that the project managers copy ADA Programs Division staff in emails when responding to the public.
- Mr. Nguyen showed a rendering of a proposed bus island for Telegraph Avenue for commissioners to comment.

- Commissioners Wright, Contreras, and Garner expressed concerns about different lengths of buses, accommodating wheelchairs and strollers, providing benches for seniors and others who cannot stand for long, and traffic back up.
- Ms. Fine explained that the rendering shows what will be implemented right now on Telegraph Avenue at 24th and 27th Streets.
 - The bus island will provide dedicated space to deploy a ramp, so passengers are not impeded by sidewalk obstructions. There is also, basically, a little bridge for passengers to reach the curb.
 - Indeed, drivers could be queuing behind the bus, but they would be queuing if they were waiting for someone to cross the street.
 - In the meantime, the bus does not have to pull all the way to the curb and then pull all the way out into the street. This should help reduce bus delay by allowing the bus to get a head start.
- Chair Sperling asked that Ms. Fine and Mr. Cartagena include the MCPD in their communication plan for updates. Commissioner Gregory specified that the MCPD needs updates on any project that relocates accessible parking.
- Due to continued concerns, Chair Sperling proposed the MCPD send a letter, through the

chair, to the new OakDOT Director about the Telegraph Avenue Complete Streets Project.

- Motion to send letter: Commissioner Wright

Seconded by Commissioner Meshack

Aye: 9 – Contreras, Garner, Gregory, Harrington, Hong, Meshack, Sperling, Wright, Young

Motion passed.

- Ms. Fine reminded the MCPD about the invitation to the Advisory Committee that will meet three times a year to provide feedback for the update to the Bicycle Master Plan. Commissioners Garner and Meshack volunteered.

XI. Future Agenda Items

- A. OakDOT Update on Pedestrian Master Plan
- B. OakDOT Update on Bicycle Master Plan
- C. OakDOT Parking and Mobility Programs Update on Wheelchair Accessible Vehicles in the Taxi Program
- D. OakDOT Parking and Mobility Programs Update on Accessibility in the Bikeshare Program
- E. OakDOT Update on Curb Ramp and Sidewalk Repair Programs
- 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
- XII. Adjournment at 7:56 p.m.

EXHIBIT A.1 for Attachment to Minutes of Event Date
City of Oakland Mayor's Commission on Persons with Disabilities
Meeting for January 26, 2018

**COMMISSIONERS
ROLL CALL**

Quorum Established <u>Yes</u> Number Voting Members Present <u>9</u>	Present	Excused Late	Arrive Late	Leave Early	Absent	Excused	Non- voting status
Chairperson Frank Sperling	X						
Vacant							
COMMISSIONERS							
Caleb van Docto					X	X	
Brian Harrington	X						
Jian Hong	X						
Daryl Meshack	5:38pm						
Brandon Young	5:47pm						
Thomas Gregory	X						
Sarah Garner	X						
Alicia Contreras	X						
Betty Lou Wright	X						
Staff: Anh Nguyen, ADA Programs Division 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, January 29, 2018

NAME	MAILING ADDRESS	E-MAIL
Allie Cannington,	cannington.allie@gmail.com	
Dave Campbell,	dave@bikeeastbay.org	
Tram Nguyen,	saigonmkt@gmail.com	
Karina Ryan,	karinaoryan@gmail.com	
Jessica Lehman,	jessica@sdaction.org	

S.M.A.R.T. Goal Questionnaire

1. **Specific.** What will the goal accomplish? How and why will it be accomplished?
2. **Measurable.** How will you measure whether or not the goal has been reached (list at least two indicators)?
3. **Achievable.** Is it possible? Have others done it successfully? Do you have the necessary knowledge, skills, abilities, and resources to accomplish the goal? Will meeting the goal challenge you without defeating you?
4. **Results-focused.** What is the reason, purpose, or benefit of accomplishing the goal? What is the result (not activities leading up to the result) of the goal?
5. **Time-bound.** What is the established completion date, and does that completion date create a practical sense of urgency?

DRAFT MCPD Strategic Plan - 2018

Goal Area #1 – Transportation

Objective 1.1:

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
<p>MCPD will work toward enhancing BikeShare access.</p>	<p>MCPD will:</p> <p>-- have at least one commissioner serve on the CoO/MTC/Motivate-sponsored BikeShare technical advisory committee (TAC), which in turn will monitor CoO's cycling needs assessment and BORP's pop-up pilot project.</p> <p>-- promote CoO's cycling needs assessment and BORP's pop-up pilot project on MCPD's Facebook page.</p>	<p>S – mediums for advice (TAC) and promotion (Facebook) identified.</p> <p>M – participation on TAC and promotion on Facebook are quantifiable.</p> <p>A – self-evident.</p> <p>R – self-evident.</p> <p>T – TAC, needs assessment, and pop-up pilot expected to wrap up by autumn...target date: 10/1/18.</p>	<p>-- 1/1/18: MCPD TAC volunteers (Sperling and Gregory) serving; CoO's needs assessment and BORP's pop-up pilot set to launch in spring of 2018.</p>

Objective 1.2:

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
MCPD will work toward maintaining/advancing the availability/accessibility of Oakland's stock of disabled parking spaces and will examine/address the abuse of disabled parking placards in Oakland.	MCPD will: -- Review and provide input on bike lane and other multi-modal street improvements that may affect disabled parking spaces. -- Do such-n-such about placards _____.	S – need to identify appropriate DoT contacts to give input to. M – A – self-evident R – self-evident T --	

Objective 1.3:

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
MCPD will monitor accessibility of Oakland's fixed-route transit systems (e.g., BART, AC Transit).			

Objective 1.4:

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
MCPD will work toward improving reliability and customer service within Oakland's paratransit system.			

Objective 1.5:

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
MCPD will work toward enhancing Transportation Network Companies' (e.g. Uber/Lyft) and Taxi firms' ability and motivation to serve PWDs.			

Objective 1.6

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
MCPD will continue to monitor and provide input into Oakland's "Complete Roads" Program			

Goal Area #2 – Policing/Safety

Objective 2.1:

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
<p>MCPD will inquire into the content/adequacy of CIT received by Oakland Police Dept.</p>	<p>MCPD representative will:</p> <ul style="list-style-type: none"> -- liaise with Oakland Police Dept re Crisis Intervention Training (CIT) with the goal of learning as much as possible about CIT content and, if/as appropriate, provide input re how CIT good be improved to better meet needs/expectations of disability community. -- liaise with other relevant bodies (e.g., Civilian Police Oversight Committee) to help ensure Oakland Police Dept is adequately serving the disability community. 	<p>S – primary collaborators quasi-identified (Officer Doria Neff’s yet-to-identified replacement... someone knows the names of two municipal board relating to policing). M— A—self-evident R—self-evident T – target date: 12/31/18.</p>	<p>-- 1/1/18: MCPD’s liaison re policing issues identified (van Docto).</p>

Objective 2.2:

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
MCPD will advocate for improved public safety services for the disability community in the event of emergencies and natural disasters.	MCPD will receive a status report from Oakland Fire Dept regarding the state of readiness of the City to prepare for and respond to emergencies/disasters and its plan to maintain/enhance its current capabilities, especially with regards to the safety of those with functional access needs.		

Goal Area #3 – Community Engagement

Objective 3.1:

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
MCPD will outreach to the community to raise awareness re the existence and nature of MCPD.	<p>MCPD will:</p> <ul style="list-style-type: none"> -- send representative commissioners to at least X community events during 2018. -- will maintain a presence on Facebook, posting at least X announcements per month that are likely to be of interest to Oakland’s disability community. 		

Objective 3.2:

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
MCPD will solicit the community's input re issues impacting PWD in Oakland.	MCPD will: -- review the grievance process for physical or programmatic issues affecting PWD, monitor data collection, and assure accurate data is accessible and is being used to inform the City's responses to those grievances.		

Goal Area #4 – Accessibility of City Programs/Services/Activities

Objective 4.1:

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
MCPD will provide ongoing input to City staff re Oakland's ongoing development and implementation of its ADA Transition Plan.	MCPD will: -- do _____.		

Objective 4.2:

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
MCPD will advocate for equitable prioritization of measure KK funds for infrastructure improvements			

that serve the disabled community.			
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Goal Area #5 – Housing

Objective 5.1:

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
MCPD will advocate for the prioritization of Measure KK funds for home modifications (e.g., grab bars, threshold ramps) designed to enhance accessibility for PWD.			

Objective 5.2:

Objective	Approach	S-M-A-R-T-ness	Progress/Outcome
MCPD will work toward identifying and reducing the number of PWD who are homeless in Oakland and/or improving conditions for PWD who are homeless in Oakland.			

MCPD Strategic Plan Completion Steps (Tentative)

<u>Task</u>	<u>To Be Completed</u>
1. Assign Commissioner responsibility to develop recommendation for refined objectives, approaches, and define SMART goals for each 2018 Strategic Plan Objective	At February 2018 Meeting
2. Present recommendations to MCPD	During March and April Meetings
3. MCPD approve recommendations and/or suggest changes. Assign ad-hoc committees as needed	During March and April Meetings
4. Adjust agendas to align with Strategic Plan	May through December



City of
Oakland

Department of
Transportation

City of Oakland
Department of Transportation

Vision Zero Oakland



Every year 12 million people die in traffic globally

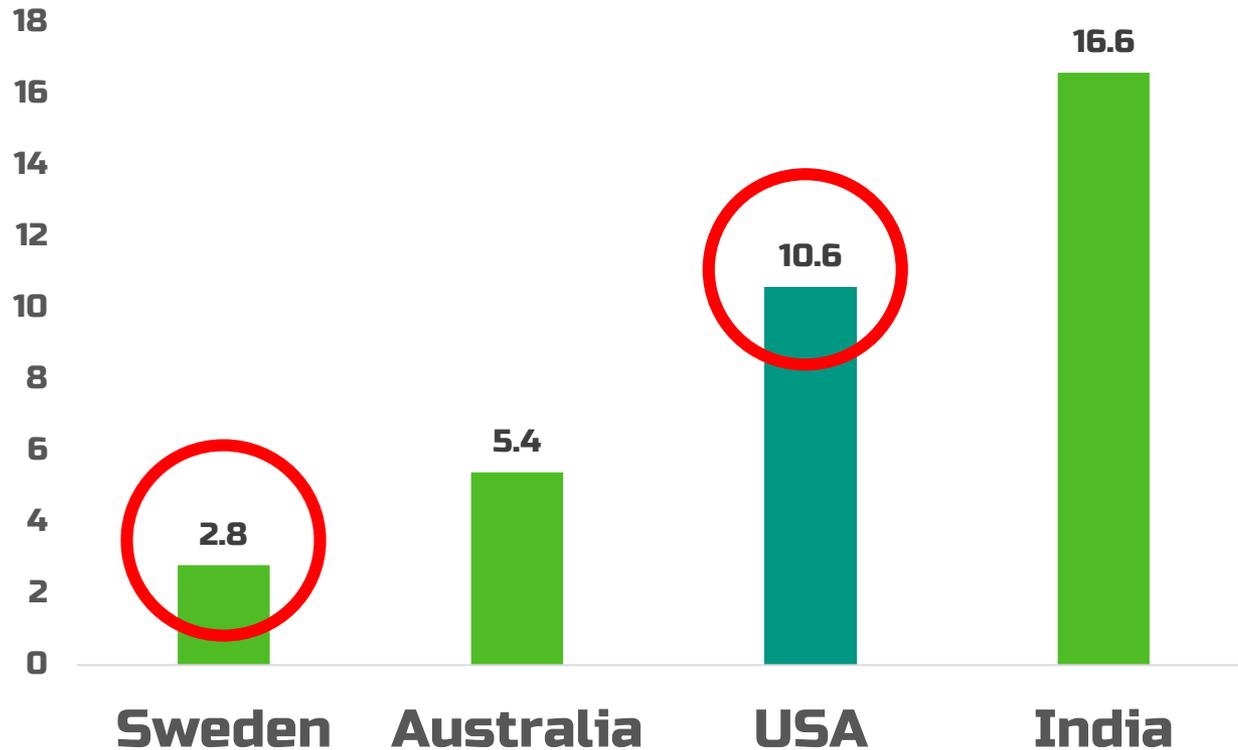
More than die in war and conflicts





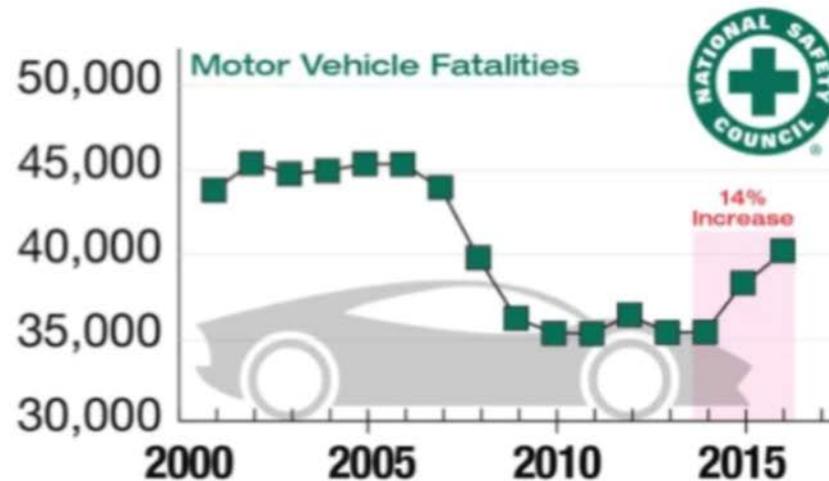
In the U.S. 40,000 people die in traffic crashes annually

Traffic Deaths per 100,000 residents*



America's Traffic Death Toll Is a National Disgrace

By Angie Schmitt | Feb 16, 2017 | 83



Our complacency is killing us. Americans believe there is nothing we can do to stop crashes from happening, but that isn't true.

- National Safety Council President and CEO Deborah A.P. Hersman



City of
Oakland

Department of
Transportation

Current Conditions on Oakland's Streets

29 people are
killed in crashes
on Oakland's
Streets annually.

**It doesn't
have to be
this way.**



San Francisco Bay Area
Families for

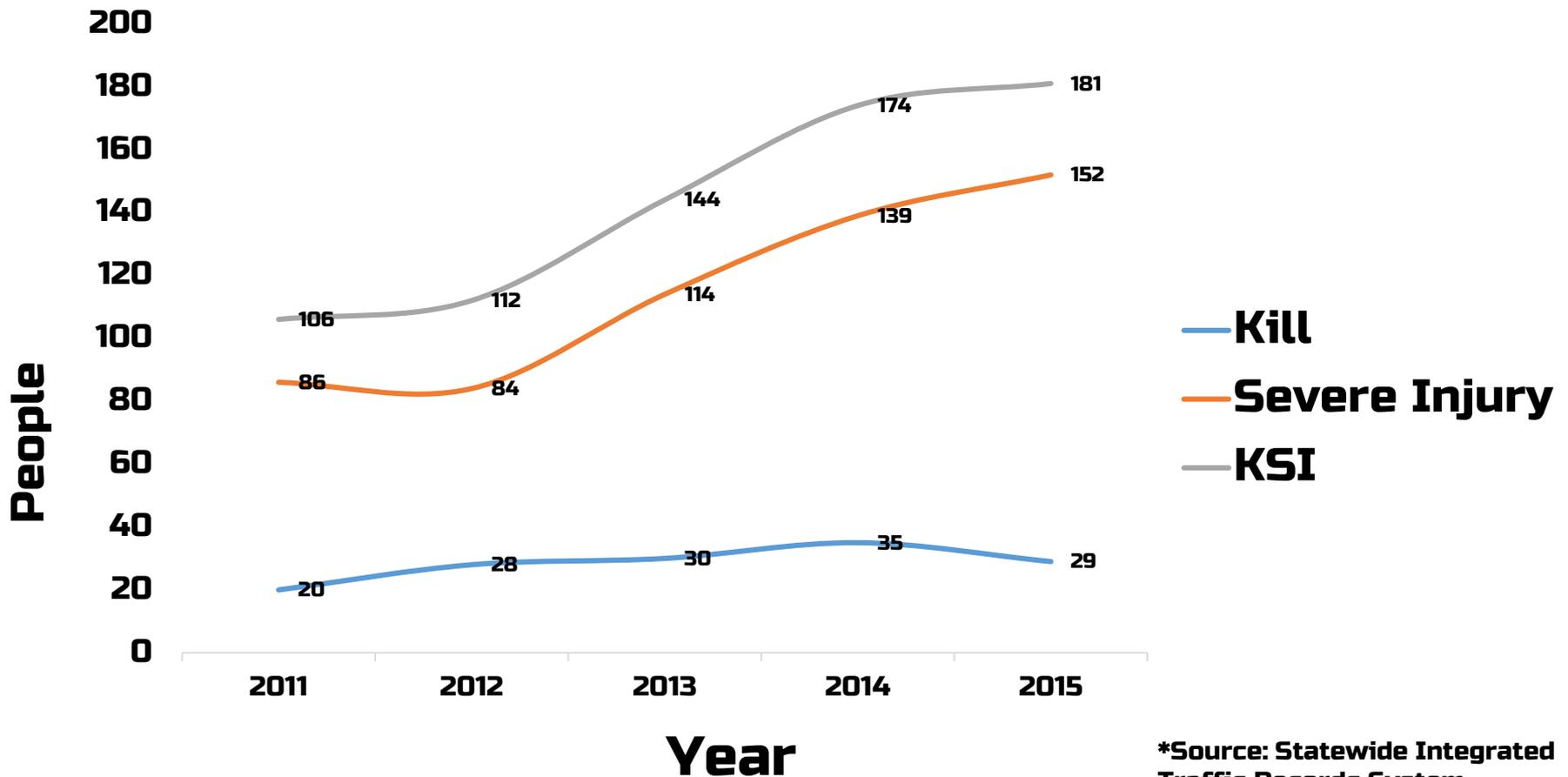


Recent traffic deaths:*

- **2016 = 35 deaths**
- **2017 (through Dec 5) = 37 deaths**



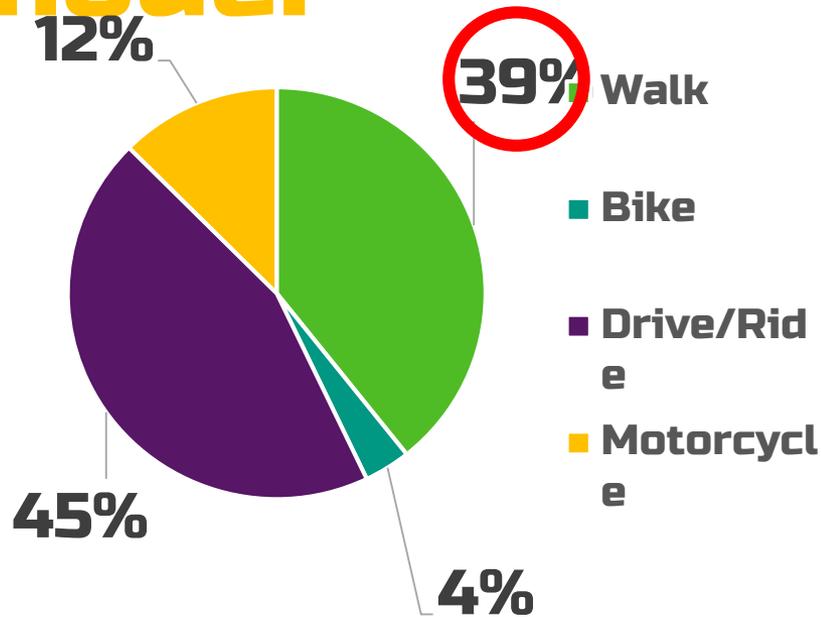
Kills and Severe Injuries (KSI)*



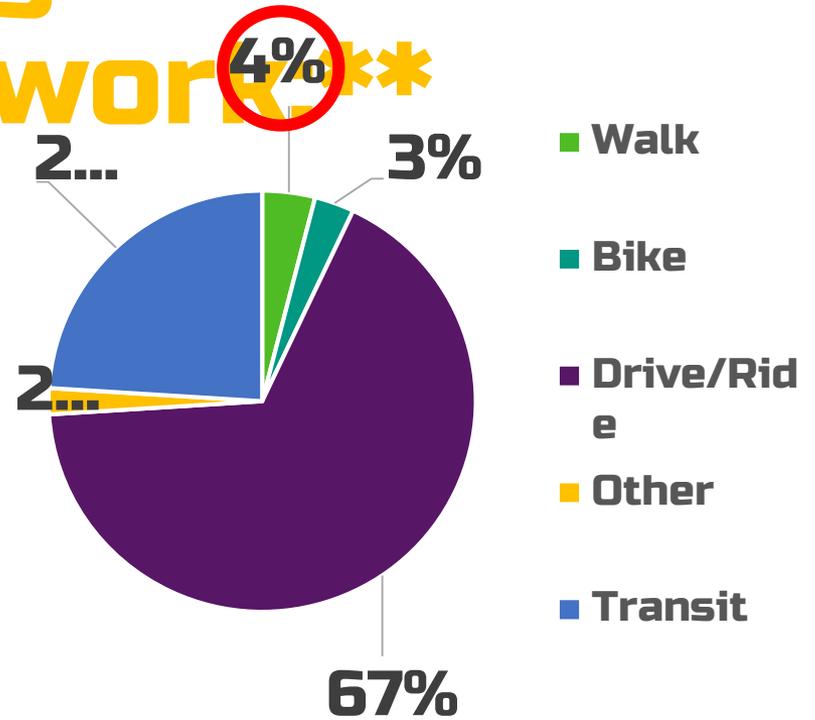
*Source: Statewide Integrated
Traffic Records System
(SWITRS)



Traffic deaths by mode:*



How people get to work:**



*Source: Oakland Police Department (2015 – Q1 2017)

**Source: American Communities Survey 2015

36% of Pedestrian Crashes on 2% of Streets

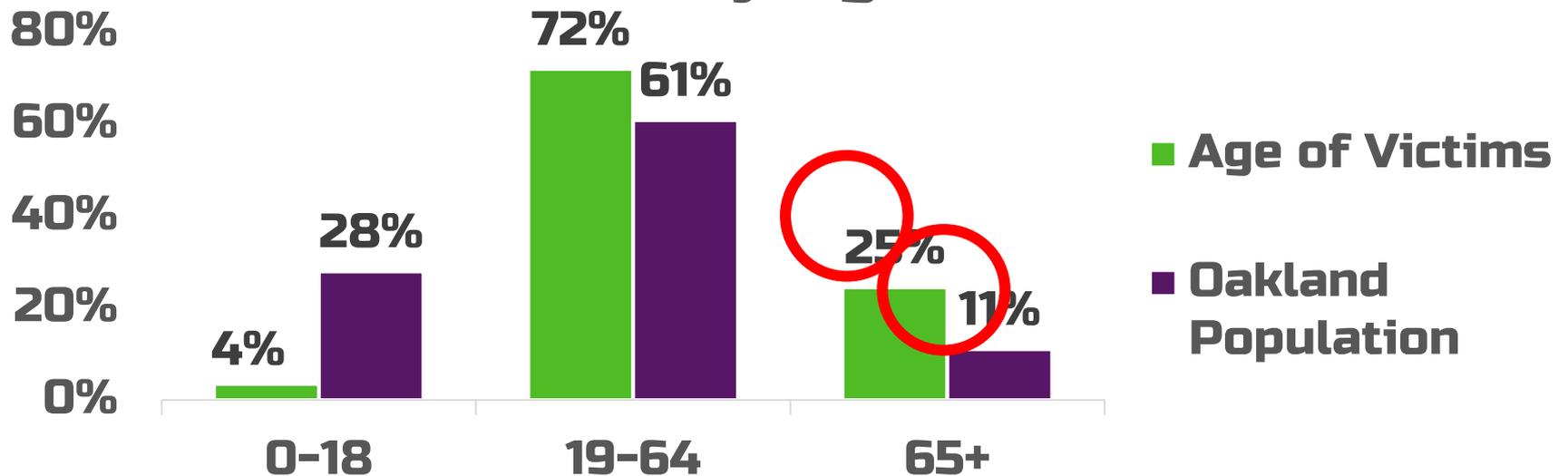


EXHIBIT C



Traffic deaths disproportionately impact seniors:*

Traffic Death Rate and Population by Age



*Sources: Oakland Police Department (2015 – Q1 2017),
United States Census Bureau Population Estimates
(July 1, 2016)



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Traffic deaths don't impact all Oaklanders equally*

**Asian Oaklanders are
killed at 4x the rate of
White Oaklanders**

**Black and Latino
Oaklanders are 2x the
rate of White Oaklanders**



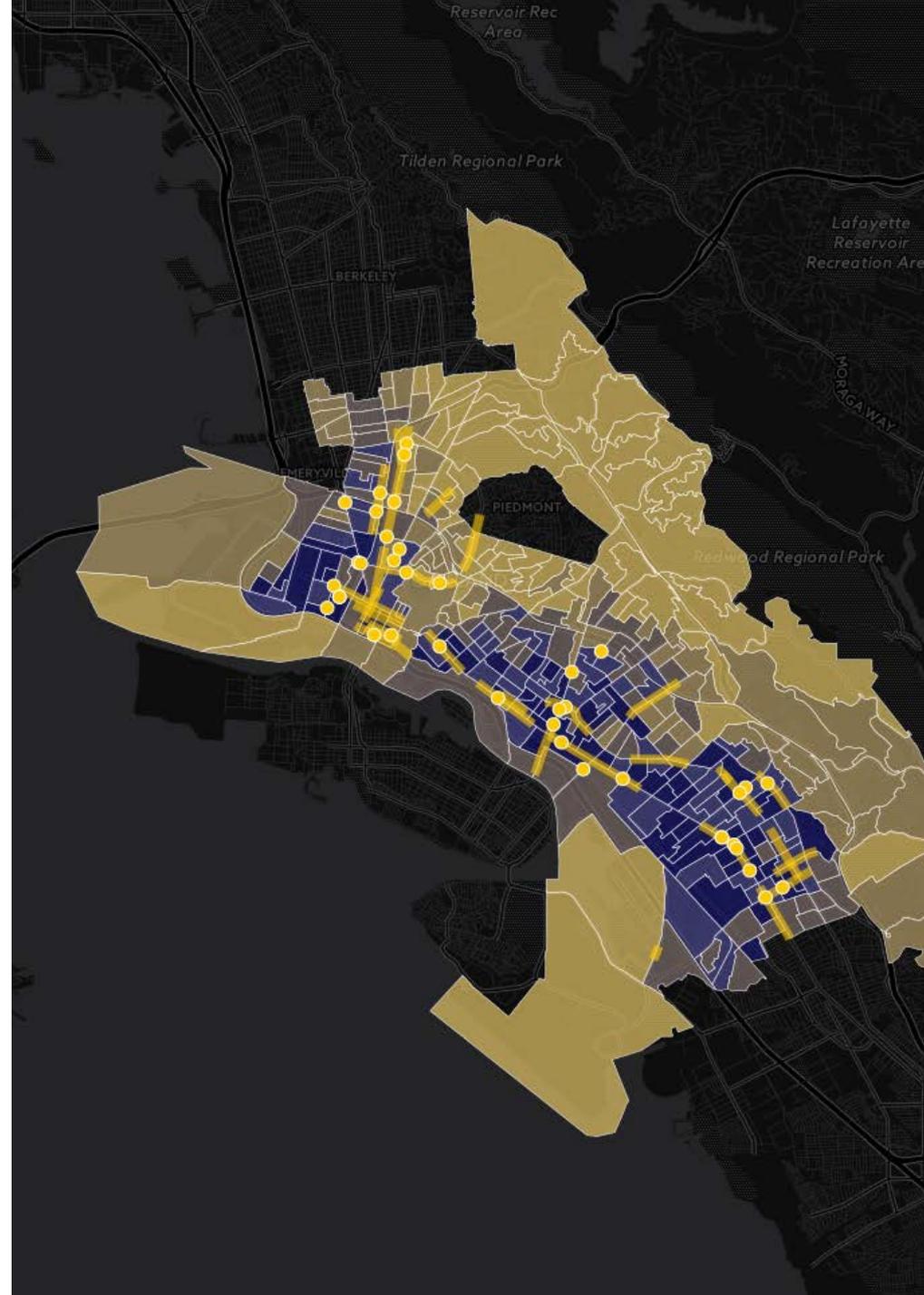
***Source: Fatality Analysis Reporting System (FARS)
2010-2014**



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High Crash Streets Concentrate where disadvantaged Oaklanders live





Crashes due mainly to:

- 1. Speeding.** 19% of kills;* 19% of pedestrian KSI**
- 2. Failure to Yield.** 18% of kills;* 46% of all pedestrian crashes**
- 3. Unsafe Turning.** 16% of kills*
- 4. DUI.** 13% of kills;* 41% of pedestrian KSI**

Other Factors:

Red Light Running. 8.9% of kills*

Pedestrian did not use crosswalk. 8.9% of kills*

* Oakland Police Department 2015 – Q1 2017

**Oakland Police Department 2008-2014



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The Vision Zero Approach

CRASH

~~ACCIDENT~~™

Choque, No Accidente

是猛撞，不是意外

Крушение, а не авария

Banggaan, Hindi Aksidente



**In every
situation a
human may fail.**

**The road
system should
not.**

Vision Zero.

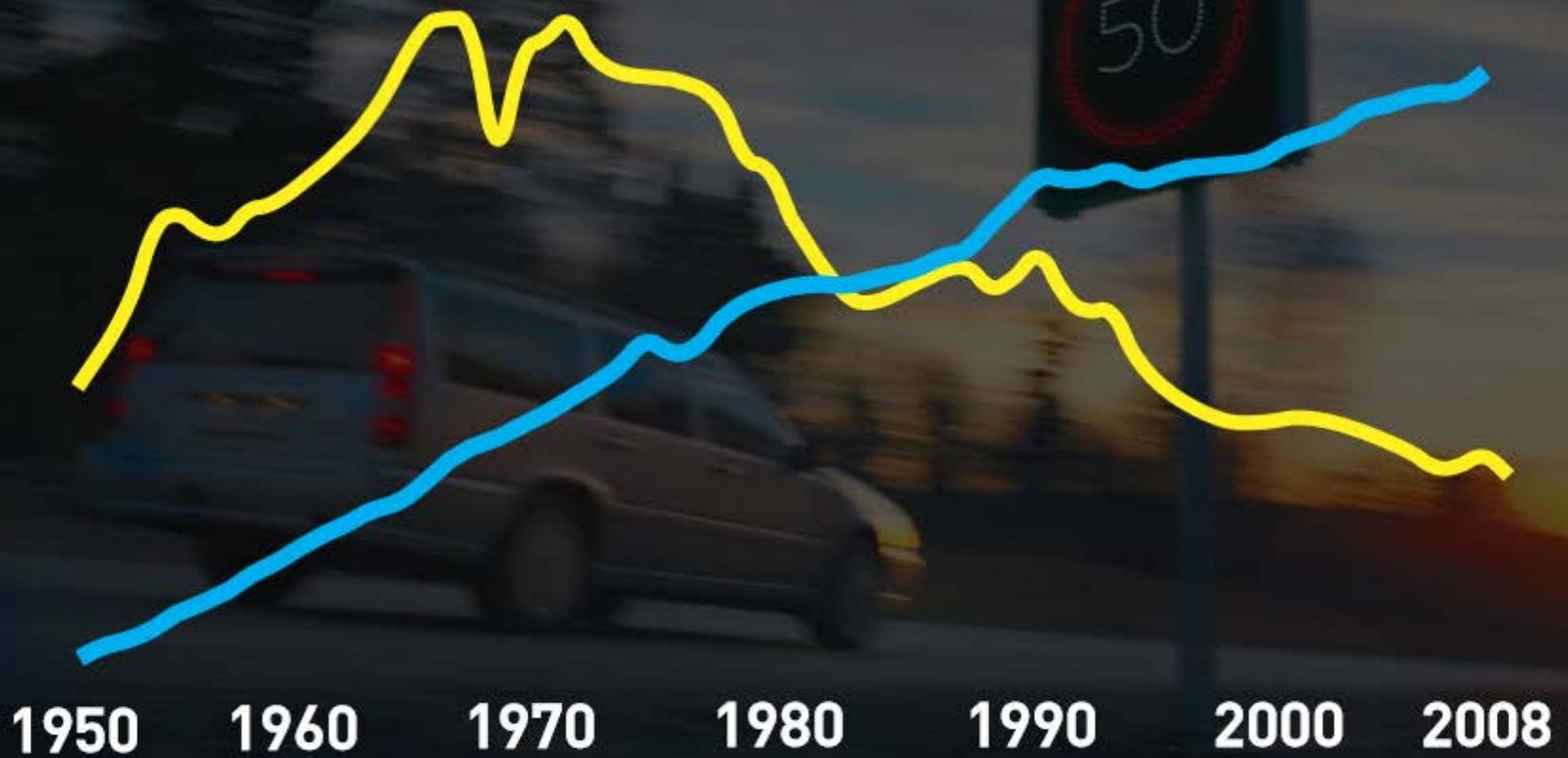
**Zero serious
and deadly
traffic injuries.**



Sweden



Number of deaths
Traffic volume





Traditional Approach

Minimize all crashes

Responsibility shared
between users

Safety one of many
considerations

Investments determined
based on a variety of
factors



Vision Zero Approach

Focus on & end all *severe
and fatal* crashes

Responsibility on the
system to prevent
crashes

Ending severe & fatal
crashes is top priority

Top priorities based on
crash history & injury
inequities



Taking an Upstream Approach





Upstream Approach in Action



1) Downstream: paramedics work to save a victim's life, one at a time, after crash happens



Upstream Approach in Action



- 1) Downstream: focus on individual behavior change, one person at a time**



Upstream Approach in Action



2) Midstream: investigate/punish the individual behavior that led to the crash



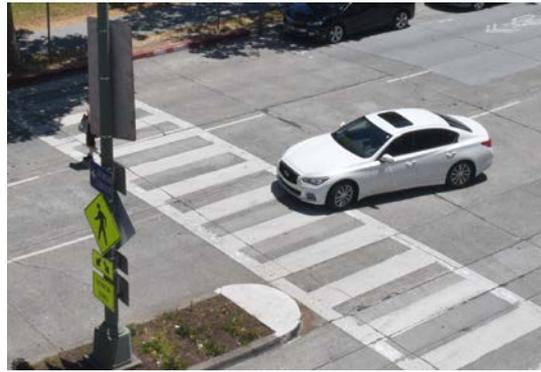
Upstream Approach in Action



3) Upstream: look at the transportation system that facilitated the dangerous behavior



Upstream Approach in Action



Shift from solving each individual problem to addressing systemic problems



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Examples



Slowing speeds saves lives



THE RISK OF INJURY AND DEATH INCREASE EXPONENTIALLY AS SPEED INCREASES



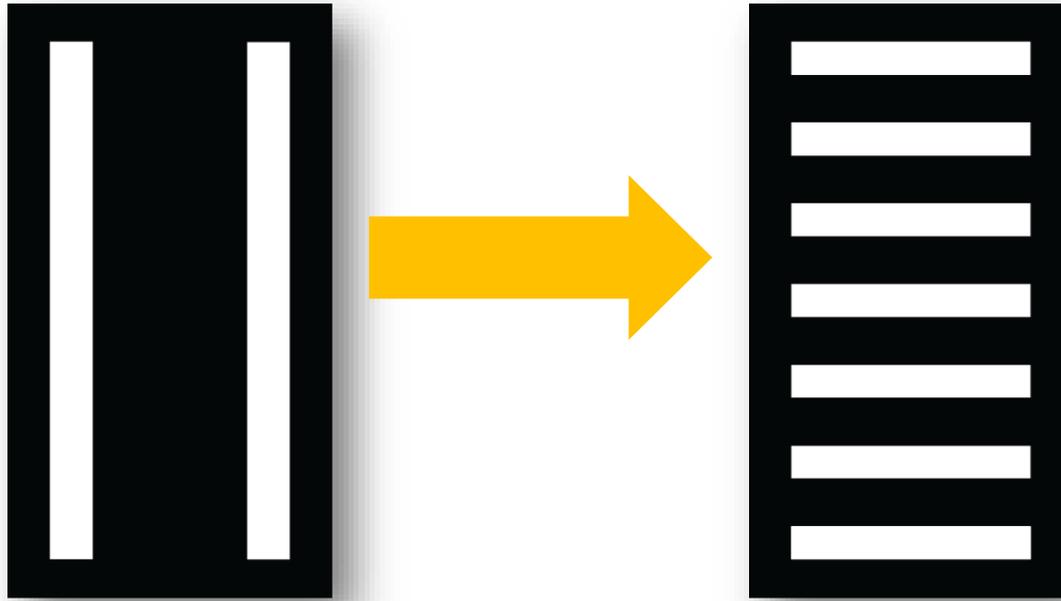
10% CHANCE OF DEATH



40% CHANCE OF DEATH



80% CHANCE OF DEATH



High Visibility Crosswalks

**47% reduction in
crashes**



Raised Crosswalks

**69–91% improvement in
driver yielding**

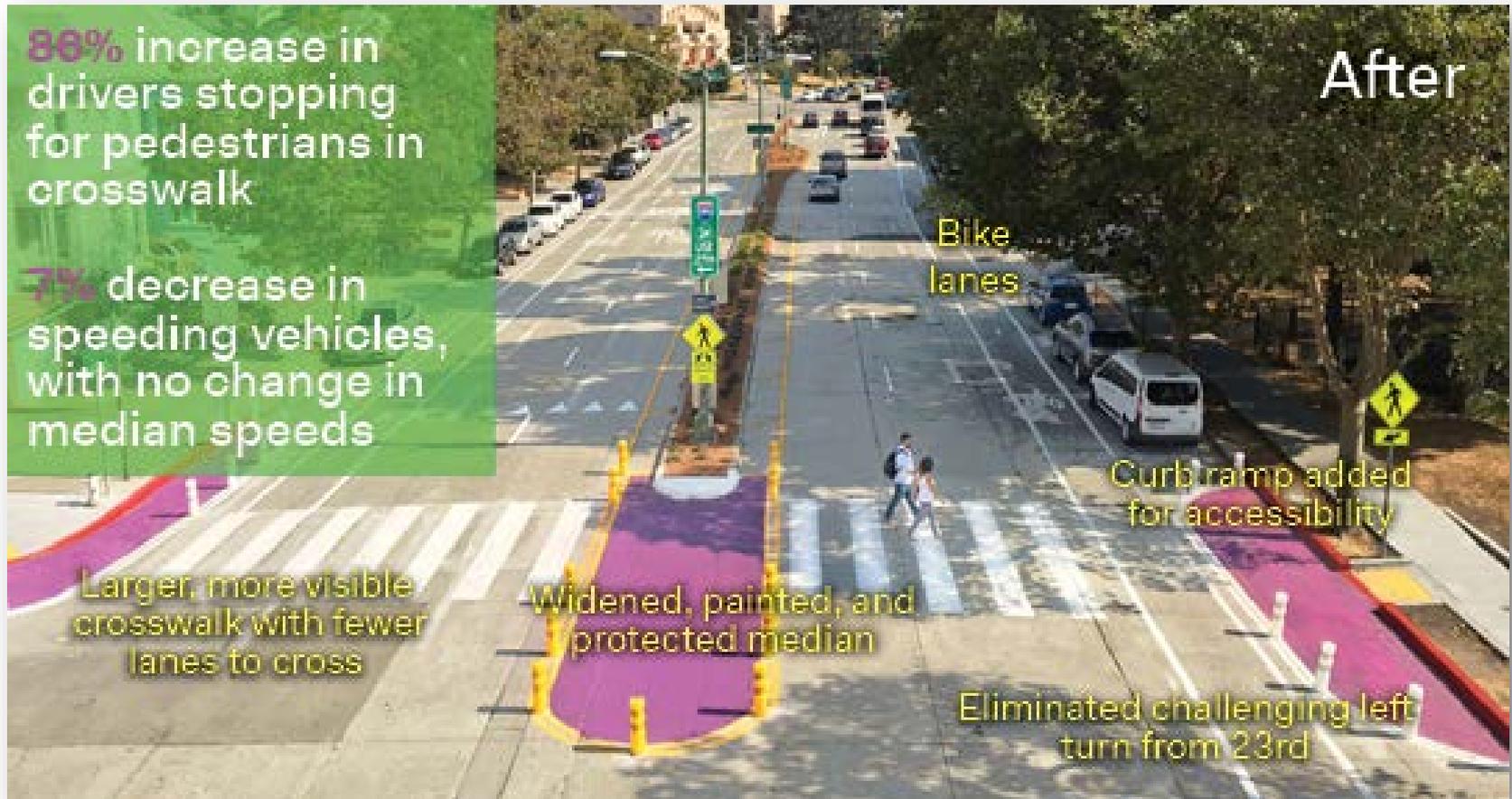


Harrison and 23rd Safety Improvement Project





Harrison and 23rd Safety Improvement Project





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Vision Zero in the Oakland Context



2016

2017

2018



**OakDOT
Strategic Plan
directs staff to
develop a Vision
Zero policy &
task force**

**Mayoral priority
announced**

**OakDOT staff
work to develop
a strategy to
launch Vision
Zero**

**OakDOT unveils
first swift &
effective safety
improvement
project**

**Vision Zero
policy
considered by
City Council**

**Safe Streets
Brain Trust
launches**

THEME 1: BUILD A MORE TRUSTWORTHY AND RESPONSIVE GOVERNMENT

GOALS:



Design equitable and measurable community engagement



Create more opportunities for collaborative government



Apply data-driven principles to inform decision-making



Engage youth in shaping the future of Oakland

THEME 2: STAY ROOTED AND THRIVE IN OUR TOWN

GOALS:



Increase economic security



Promote safe and healthy neighborhoods



Increase affordable housing stock

THEME 3: BUILD A MORE VIBRANT AND CONNECTED OAKLAND

GOALS:



Reduce current and future climate and seismic risks



Promote urban greening for neighborhoods most in need



Maximize value of collective infrastructure investments



Criticisms

**Enforcement focus
perpetuates racial
tensions**



**Imported from Northern
Europe**



**Elevates and addresses
just one of many issues
Oaklanders are facing**



**Some people don't like
the Vision Zero brand**



Oakland's Approach

**Enforcement is not
traditionally a VZ
approach and won't be in
Oakland**

**Take best practices and
create community based
approach that is unique to
Oakland**

**Convene Safe Streets
Brain Trust to find
synergies and
collaborative solutions**

Safe Streets Brain Trust

Safe Streets Brain Trust

- Brings together other City departments and CBOs to support holistic safety needs
- Help OakDOT determine how we can avoid unintended consequences
- Help inform OakDOT activities and engagement





Considering comprehensive equity impacts





Questions?

Discussion.

**Next Steps:
Brain Trust**





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Thank you.

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