



**City of Oakland**  
Mayor's Commission on Persons with Disabilities (MCPD)  
Monday, May 17, 2021  
5:30 p.m.-7:30 p.m. via Zoom Conference

Pursuant to the Governor's Executive Order N-29-20, no teleconference locations are required. All participants will join the meeting via phone/video conference.

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### **ZOOM VIDEO/PHONE MEETING DETAILS**

For best results, please install the most recent version of the Zoom application; see [zoom.us](https://zoom.us).

**ZOOM MEETING ID:** 924 3720 9631  
*JOIN MEETING*

By **video**: go to <https://zoom.us/j/92437209631> to open the meeting on a computer or smart phone at or before 5:30pm.

By **phone**: dial (408) 638-0968 at 5:30pm. (For international numbers, go to <https://zoom.us/u/aAoR1VRr9>.)

#### *COMMENT DURING MEETING*

By **video**: click the “Raise Your Hand” button to request to speak when Public Comment is being taken on an eligible agenda item. You will be permitted to speak during your turn, allowed to comment, and after the allotted time, muted. Instructions on how to “Raise Your Hand” are available at <https://support.zoom.us/hc/en-us/articles/205566129>.

By **phone**: press \*9 to “Raise Your Hand” to speak when Public Comment is taken. You will be permitted to speak during your turn, allowed to comment, and after the allotted time, muted. Please unmute yourself by pressing \*6.

If you have any questions, please email Karen Denicore, staff liaison to the commission at [kdenicore@oaklandca.gov](mailto:kdenicore@oaklandca.gov).

**MCPD Webpage:** [www.oaklandca.gov/boards-commissions/mayorscommission-on-persons-with-disabilities](http://www.oaklandca.gov/boards-commissions/mayorscommission-on-persons-with-disabilities)

**Subscribe to MCPD's mailing list:**  
[oaklandca19202.activehosted.com/f/100](http://oaklandca19202.activehosted.com/f/100)

**Commissioners:** Noah Smith (Chair), Thomas Gregory (Vice Chair), Marjorie Lynne (Vice Chair), Reid Davenport, Cathy Eberhardt, Karen Nakamura, Karina Ryan, Frank Sperling, and Howard Tevelson

**Commission staff:** Anh Nguyen, ADA Programs Division Manager; Karen Denicore, ADA Program Analyst

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## **Agenda**

- 5:30 1. Teleconference Protocol, Roll Call/Determination of Quorum
  
- 5:40 2. 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 at the time the item is being considered.
  
- 5:50 3. Agenda Modification  
MCPD Commissioners may move around the agenda items to better conduct the meeting.
  
- 4. Approval of April 2021 Minutes (**Exhibit A**)
  
- 6:00 5. Commissioner's Announcements  
Commissioners will provide brief updates and announcements (no discussion at this time).
  
- 6:05 6. High Street Paving Project (**Exhibit B**)  
"Imagining a safer and more connected High Street with a planned repaving project". Repaving offers a rare opportunity to reimagine this roadway to better respond to the needs of people walking, biking, and taking transit while maintaining the same access and space for people driving. Colin Piethe,

Transportation Planner from OakDOT, will present draft project plans and seek input from the commission and community in their final phase of outreach.

- 6:20 7. **Flex Streets (Exhibit C)**  
The City Administration is proposing extending Flex Streets, a streamlined permitting process for businesses to operate outdoors during the COVID-19 pandemic, to March 31, 2022. Flex Streets was created via an Emergency Order and will expire one month after the expiration of the local COVID-19 emergency. Staff recommends that the City Council extend Flex Streets until the spring of next year to provide businesses an opportunity to continue to recover from the economic impacts of COVID-19 and to allow the public additional time to evaluate what aspects of Flex Streets the City should adopt beyond the COVID-19 pandemic.
- 6:35 8. **Post Covid MCPD Meeting Preferences**  
Discussion led by Commissioner Gregory
- 6:40 9. **Finalize Targeted Strategic Plan Goals for 2021 (Exhibit D)**  
ADA Staff to present final plan for Commission approval.
- 7:15 10. **Staff Updates and Announcements**  
Anh Nguyen, ADA Programs Division Manager
- 7:20 11. **Future Agenda Items**  
Staff will briefly update on agenda items confirmed for upcoming meetings. See MCPD scheduler at [tinyurl.com/MCPD-AgendaPlanner](http://tinyurl.com/MCPD-AgendaPlanner). Suggestions for future agenda items are also welcome.
- 7:30 12. **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, Cantonese, 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.

會場有適合輪椅出入設施。需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 [adaprograms@oaklandca.gov](mailto:adaprograms@oaklandca.gov) 或致電 (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。

## April 2021 Minutes attachment; Updates and Announcements

### San Antonio Park Master Plan meeting

The third series of San Antonio Park Master Plan Virtual Community Meetings are scheduled for **Thursday, April 29, 2021, at 12:00 p.m., 4:30 p.m. and 6:30 p.m.** and will include a presentation of the San Antonio Park Master Plan Community #2 survey results and the preferred master plan options.

The April 29th meeting will be held via **Zoom Only** with a dial-in-option and translation in Cantonese, Spanish, and Vietnamese. If there are community members who do not have Zoom access, contact our team. The Zoom links are as follows:

**12:00-1:00 PM\*** English/Cantonese <http://bit.ly/SA-Cantonese>

**4:30-5:30 PM\*** English/Spanish <http://bit.ly/SA-Spanish>

**6:30-7:30 PM** English/Vietnamese/ASL <http://bit.ly/SA-Vietnamese>

\*Note: ASL provided upon request by email to [mlew@oaklandca.gov](mailto:mlew@oaklandca.gov)

### High Street Project Information

High Street is a major east-west corridor that connects the Laurel District, Maxwell Park, and Allendale to International and Foothill Boulevards. In the last 5 years there were 225 vehicle collisions on High Street between Foothill Boulevard and Tompkins Avenue. 37 of these involved a pedestrian crossing the street and speeding is the primary cause of collisions on High St.

OakDOT has grant funding from the Highway Safety Improvement Program (HSIP) to install flashing pedestrian beacons and make traffic signal upgrades at nine intersections along High Street. **This work will start in June/July 2021.**

The roadway is also set to be repaved in early 2022 between Foothill Blvd and Tompkins St. Repaving offers a rare opportunity to reimagine this roadway to better respond to the needs of people walking, biking, and taking transit while maintaining the same access and space for people driving. In order to coordinate potential safety improvements with this paving project, OakDOT is conducting outreach to neighborhood residents and stakeholders to assess their needs and priorities.

To find the survey link:

<https://www.oaklandca.gov/services/high-street-paving-project-survey-2021>

## **LHMP Meetings coming up**

The following public meetings/hearings will be held by the City on the 2021-2026 Oakland Hazard Mitigation Plan:

- **May 11, 2021 at 1:30 pm:** The Public Safety Committee will conduct a public hearing via Zoom. [Links to meeting information can be found here](#) when available.
- **May 19, 2021 at 3:00 pm:** The Planning Commission will hold a public meeting via Zoom. [Links to meeting information can be found here](#) when available.
- **June 29, 2021 at 1:00 pm:** The City Council will hold a public meeting via Zoom. [Links to meeting information can be found here](#) when available.



**City of Oakland**  
 Mayor's Commission on Persons with Disabilities (MCPD)  
 Monday, April 19, 2021

**DRAFT MINUTES**

**NOTE:** Approved minutes and video recordings are posted at <https://www.oaklandca.gov/boards-commissions/mayors-commission-on-persons-with-disabilities/meetings>.

**Commissioners:** Noah Smith (Chair), Thomas Gregory (Vice Chair), Marjorie Lynne (Vice Chair), Reid Davenport, Cathy Eberhardt, Karen Nakamura, Karina Ryan, Frank Sperling, and Howard Tevelson

**Commission staff:** Anh Nguyen, ADA Programs Division Manager; Karen Denicore, Program Analyst I; Jennifer Stanley (interim), Bicycle & Pedestrian Facilities Coordinator

**Presenters:** Hank Phan

**Other attendees (from webinar Attendee list):** Christine DiBella, Maire Lanigan, Carla West, Anders Pers, Arianna Miralles, Audrey Fisher, Helen Walsh, Laura Lane, Lonnie Siu, Sheela Gunn-Cushman

- 1 Teleconference Protocol, Roll Call/Determination of Quorum  
 Meeting called to order by Commissioner Smith at 5:31pm. At roll call, quorum was established with 7 of nine commissioners present (X); 1 (x) arrived later in the meeting; and 1 (-) was excused.

<b>Commissioners</b>	<b>Present (x)</b>
Reid Davenport	<b>X</b>
Cathy Eberhardt	<b>X</b>
Thomas Gregory	<b>X</b>
Marjorie Lynne	<b>X</b>
Karen Nakamura	<b>x</b>
Karina Ryan	-
Noah Smith	<b>X</b>
Frank Sperling	<b>X</b>
Howard Tevelson	<b>X</b>

## EXHIBIT A

### 2. Open Forum

- Christine DiBella, East Oakland, High Street paving project doesn't appear to be addressing accessibility for wheelchair users except at the intersections. Would like support from MCPD for improvements to the plan and wants to take someone on a walk through. Anh could meet w/ Christine to discuss her concerns. High St. is potentially on the agenda for next month.
- Maire Lanigan, one of 600 people who signed a petition to fund the pedestrian element of Caldecott Project #2, a component that was dropped, but hasn't been funded in the new draft CIP. Asking for support to fund project. It was recommended that BPAC be informed of this request. Carla West also spoke to advocate for this project.

### 3. Agenda Modification

- None.

### 4. Approval of March 2021 Minutes

- A motion to approve the minutes was made (Commissioner Gregory), seconded (Commissioner Davenport), and passed with all voting in favor.

### 5. Commissioner's Announcements

- Smith: San Antonio Park Master Plan update is in process. Final community outreach meetings are on April 29<sup>th</sup>. Contractor is seeking input from the disability community.
- Smith: City of Berkeley elevator ordinance update is inspiring a similar effort here in Oakland, with a presentation by the City Attorney's Office providing an opportunity for input by MCPD in the next couple of months.
- Gregory: free Lyft rides (70 of them) available to give rides to people to access vaccines. Mayor's Office is reaching out to Uber to see if they can also offer rides.
- Eberhardt: Is having some bandwidth problems.
- Smith: Introducing Karen Denicore, new Program Analyst w/ the ADA Program.
- Nakamura: Welcome to Karen. There are supposed to be four FTE, now we are half staffed. Understaffed ADA Programs Division is a challenge.

## EXHIBIT A

### 6. Grand Avenue Mobility Plan (Exhibit B)

Hank Phan, Transportation Planner from OakDOT, described progress on the study. The planning study of the area between Mandela Pkwy and MacArthur Blvd, was started in Fall 2019, partnered w/ AC Transit, and funded by Caltrans. Grand Ave is a key corridor regionally. For the study, the corridor was split into three sections, each distinct area with different roadway cross sections, land use, density, and other characteristics. Existing conditions memo is available on the website. West Grand Ave is being paved this year and some of the sidewalk gaps will be improved and curb ramps will be upgraded. City partnered with West Oakland-based organizations to help under-represented communities be engaged in the plan. Design alternatives presented show extremes and are meant to show the emphasis on certain design scenarios.

Highlights of the discussion:

- Sperling: MCPD has been critical of the Telegraph Ave project because of the hardship it creates for people with disabilities. What problem is the City trying to solve on Grand Ave? The same solution may not be required along the whole corridor.
- Nakamura: Concern that scooters and bicycles compete/conflict with disabled accommodations. Could there be a greater focus on sidewalks in West Oakland, which would also improve public safety to have more people on the streets? Area needs more retail.
- Smith: Wheelchair/ADA access shouldn't be included in micro-mobility due to the legal framework that applies.
- Nakamura: ADA access is the baseline, but it would be great to exceed the minimum requirements.
- Phan: Planning Study is trying to be visionary.
- Helen Walsh: Look at ways to incorporate the ideas of people with disabilities, and different solutions for all sorts of mobility modalities.
- Audrey Fisher: Consider free shuttle buses along corridor.

### 7. 2021 MCPD Strategic Plan (Exhibit C)

ADA Staff presented the targeted 2021 strategic plan goals identified by the Commission during the planning process begun at the January 2021 meeting and facilitated by Yvonna Cazares from the Mayor's Office.

## EXHIBIT A

Karen reviewed the revised plan document and explained changes to the format. Information in the Progress/Latest Update column has been updated and refined to reflect the variety of ways that MCPD has been expressing their interest/involvement. The group reviewed the plan goals and action steps identified and fleshed out and clarified their plans and ideas.

8. Staff Updates and Announcements
  - Karen Denicore is the new staff liaison to the MCPD.
9. Future Agenda Items
  - See MCPD scheduler [at tinyurl.com/MCPD-AgendaPlanner](https://tinyurl.com/MCPD-AgendaPlanner).
  - High St paving project on the agenda in May. Sidewalks are not part of the project. Looking for input on intersection improvements.
  - Commission Chair Smith to follow up with the Oakland City Attorney regarding her support for an elevator ordinance and interest in making a presentation to the MCPD regarding city ordinances.
10. Motion to adjourn, made, seconded, and approved unanimously. The meeting was adjourned at 7:24 pm.

# High Street Paving Project

Imagining a safer and more connected High Street with a planned repaving project



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## ABOUT THE PROJECT

High Street is an important east-west corridor that connects the Laurel District, Maxwell Park and Allendale to International and Foothill Boulevards. High Street is primarily residential in character with a vibrant mix of businesses, parks, schools, and churches. Most of High Street between Foothill and I-580 has two travel lanes and a center turn lane. This center turn lane is rarely used for turning vehicles and is commonly used as a passing lane, encouraging speeding and unsafe driving.

OakDOT has a Highway Safety Improvement Program Grant (HSIP) to install flashing pedestrian beacons and traffic signal upgrades at nine intersections along High Street in 2021/22 (shown on map to the right). OakDOT will also repave High Street between Foothill Blvd and Tompkins Ave in late 2021 or early 2022.



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## ABOUT THE PROJECT CONT.

Repaving offers a rare opportunity to reimagine this roadway to better respond to the needs of people walking, biking, and taking transit while maintaining the same access and space for people driving. In order to coordinate potential safety improvements with this paving project, OakDOT is conducting outreach to neighborhood residents and stakeholders to assess their needs and priorities.

## PROJECT GOALS

- Slow vehicle speeds and curb unsafe driving
- Reduce vehicle collisions
- Improve safety and comfort for people walking, especially crossing at major intersections
- Increase the visibility of people walking and biking



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## PEDESTRIAN SAFETY IMPROVEMENTS ON HIGH ST

OakDOT has a Highway Safety Improvement Program Grant (HSIP) to install flashing pedestrian beacons, high visibility crosswalks, and traffic signal upgrades at nine intersections along High Street in 2021/22, which are listed in the table to the right. Safety improvements are targeted by location, and may include high-visibility painted crosswalks, Rectangular Rapid Flashing Beacons and Pedestrian Hybrid Beacons, as well as new mast-arms for traffic signals to improve signal visibility, particularly for people approaching intersections from side streets.

RRFBs are button-activated traffic safety devices that rapidly flash bright white lights to alert drivers to the presence of pedestrians. RRFBs help improve traffic safety in areas with high speed vehicle traffic, or where there are higher numbers of pedestrians or other people not traveling by car. RRFBs will be installed at four locations on High Street: Carrington Street, San Carlos Avenue, Penniman Avenue, and Suter Street.

## RECTANGULAR RAPID FLASHING BEACON (RRFB)



RRFB at Grand Avenue and Ellita Avenue in Oakland

# High Street Paving Project

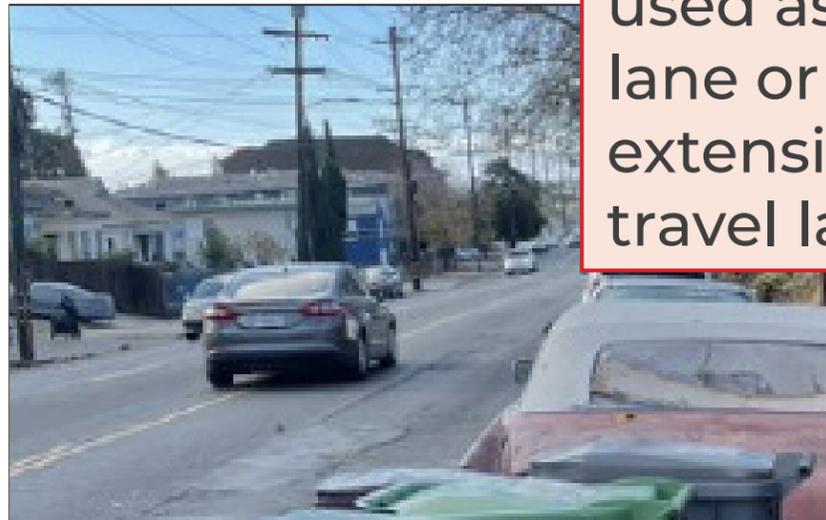
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## SITE PHOTOS



Center turn lane is used as a passing lane or as an extension of the travel lane

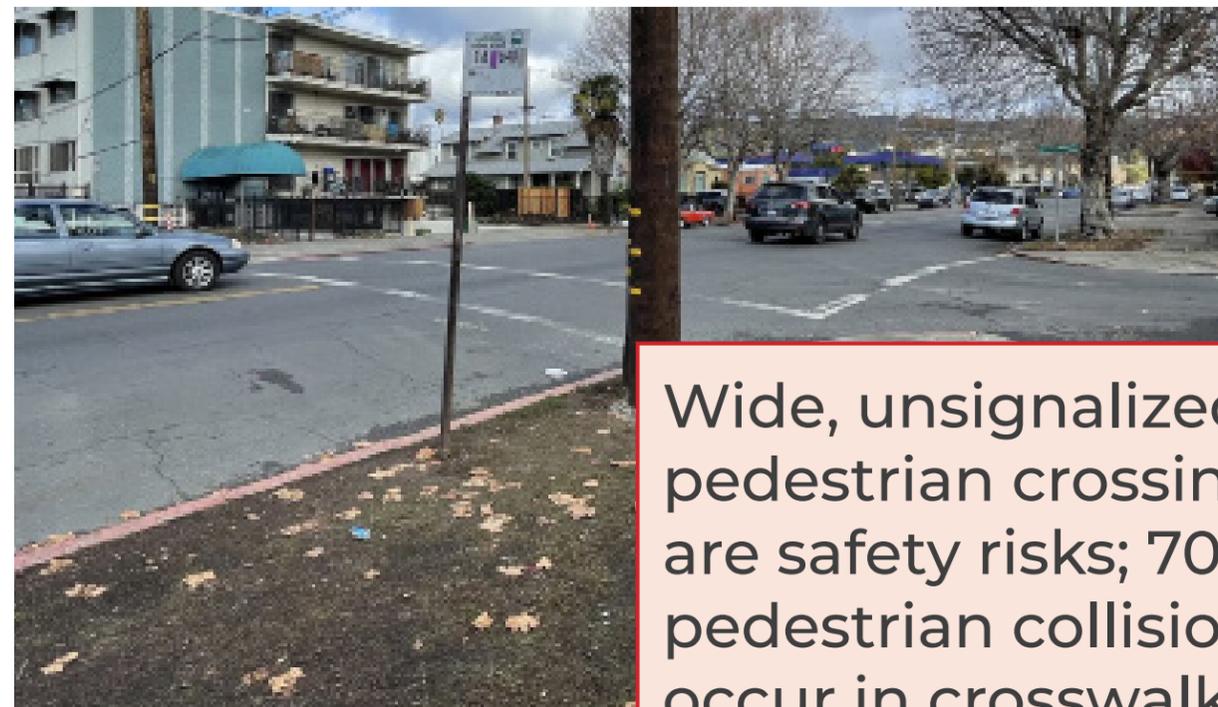


Driveways and storm channel create the perception of a too-narrow drive lane.

*photos taken by  
OakDOT staff 12.17.20*



Wide, unobstructed road promotes speeding.



Wide, unsignalized pedestrian crossings are safety risks; 70% of pedestrian collisions occur in crosswalks on High St.

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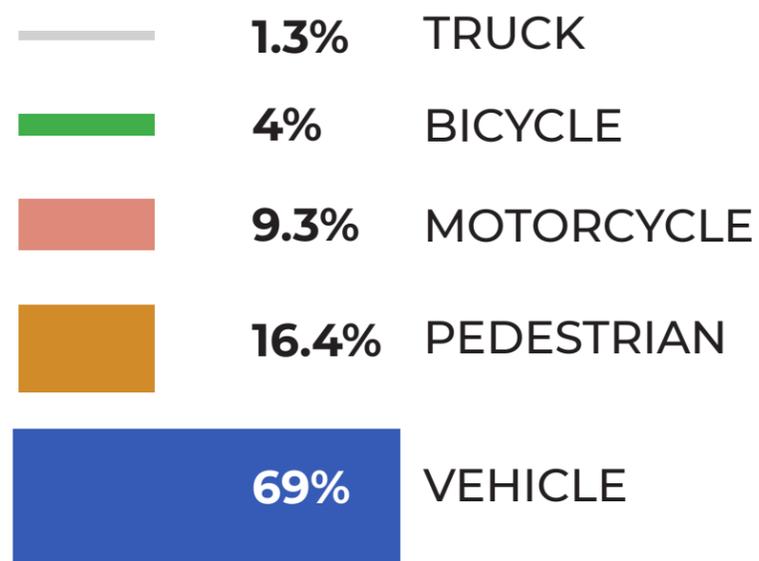
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## TRAFFIC SAFETY

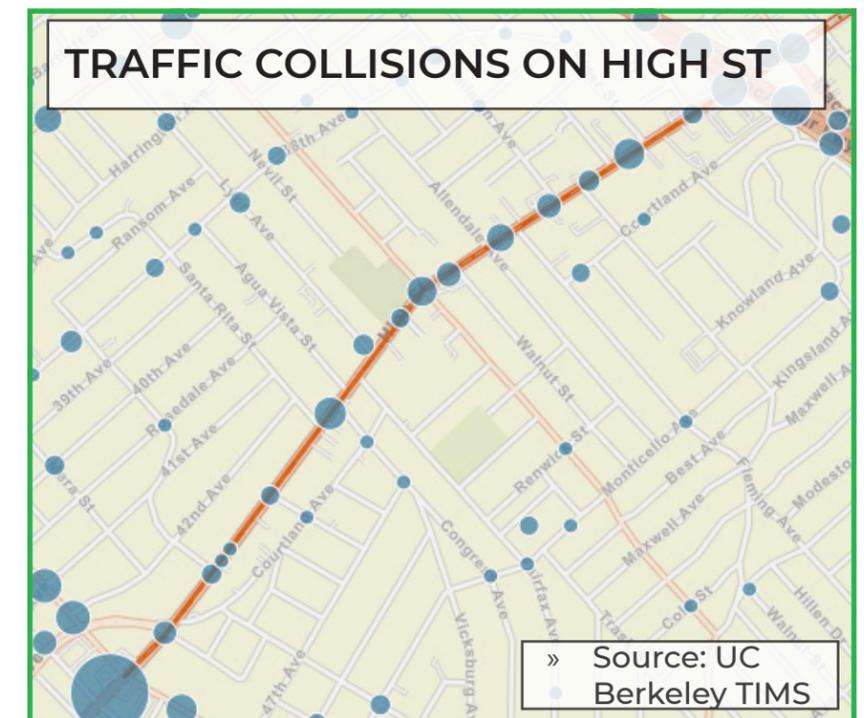
- » There have been **two traffic deaths** on High St in the past ten years; one at the intersection of Fleming Ave (where HSIP pedestrian improvements are planned), and one South of Quigley Ct. Both collisions involved vehicles speeding and making unsafe turning movements. Both deaths were tragic and preventable.
- » Collision data from the past five years shows that speeding is the most common cause of crashes on High St, confirming anecdotal feedback to staff about complaints of speeding and vehicles using the center lane as a passing lane.
- » **There were 225 collisions on High Street from Foothill to Tompkins from 2014-2019, or about one every 8 days**

### PARTIES INVOLVED



### TOP CAUSES OF COLLISIONS:

- #1: UNSAFE SPEED (25%)
- #2: IMPROPER TURNING (16.5%)
- #3: TRAFFIC SIGNALS AND SIGNS (15%)



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## BIKE LANES ON HIGH STREET

In July 2019, the Oakland City Council unanimously adopted the “Let’s Bike Oakland” Bike Plan which sets out a vision for a safe and connected network of bicycle lanes and paths. This Plan makes several recommendations to create a safe bicycle network throughout and High Street is a central part of this strategy.

**OakDOT is seeking input on whether now is the time to install bike lanes on High Street.**



## CENTER TURN LANE REMOVAL

Due to the unique character of High Street with a large gutter and sloping driveways on the north side, the center lane is often used as a passing lane, which contributes to the high level of collisions on High Street. **This project will study the removal of the center turning lane as part of repaving** (see diagrams on following pages).

## PARKING IMPACTS

2019 Oakland Bike Plan

Because High Street is only one lane in each direction, the project will maintain a left-turn lane wherever left turns are possible today. Installing a bike lane on High Street would mean removing parallel parking next to all left-turn lanes (see following pages for diagrams). **This would remove approximately 40-50% of the parallel parking spaces on High Street between Foothill Boulevard and I-580 (approx. 115-135 spaces removed out of a total of 270).**

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## HIGH STREET STATISTICS

### POPULATION DENSITY

- High St Area: **15,464** ppl/sq mi
- Citywide: **7,878** ppl/sq mi

### VEHICLE OWNERSHIP

- High St Area: **1.6** cars/household
- Citywide: **2** cars/household

### HOUSEHOLD SIZE

- High St Area: **3.4** ppl/household
- Citywide: **2.5** ppl/household

While there are fewer cars per household in the High St area than the Citywide average, there are more people using each car within households. There are approximately 2 people per car in the High Street area compared with 1.25 Citywide. This contributes to strong demand and high turnover for on-street parking spaces.

The High Street community is almost twice as dense as the Citywide average, with people living in larger households (3.4 people per household versus 2.5 Citywide).



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## EXISTING STREET LAYOUT SAN CARLOS TO SANTA RITA STREET

Unsignalized crosswalk  
at San Carlos Avenue

Drainage trench and steep  
driveways create a narrow and  
uneven parking strip, putting  
drivers close to speeding cars

Center turn lane is rarely use  
and encourages speeding  
and use as a passing lane

Intersections lack  
accessible curb  
ramps and high-  
visibility crosswalks



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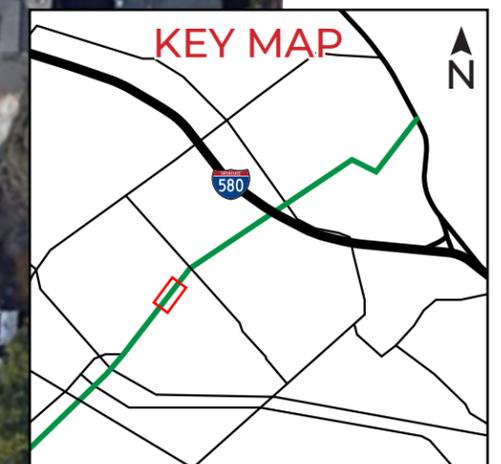
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## EXISTING STREET LAYOUT CONGRESS STREET TO LYON AVENUE

Complex T-intersections create conflicts drivers and provide few protected crossings of High St

No space for people biking on High Street

Intersections lack accessible curb ramps and high-visibility crosswalks



# High Street Paving Project

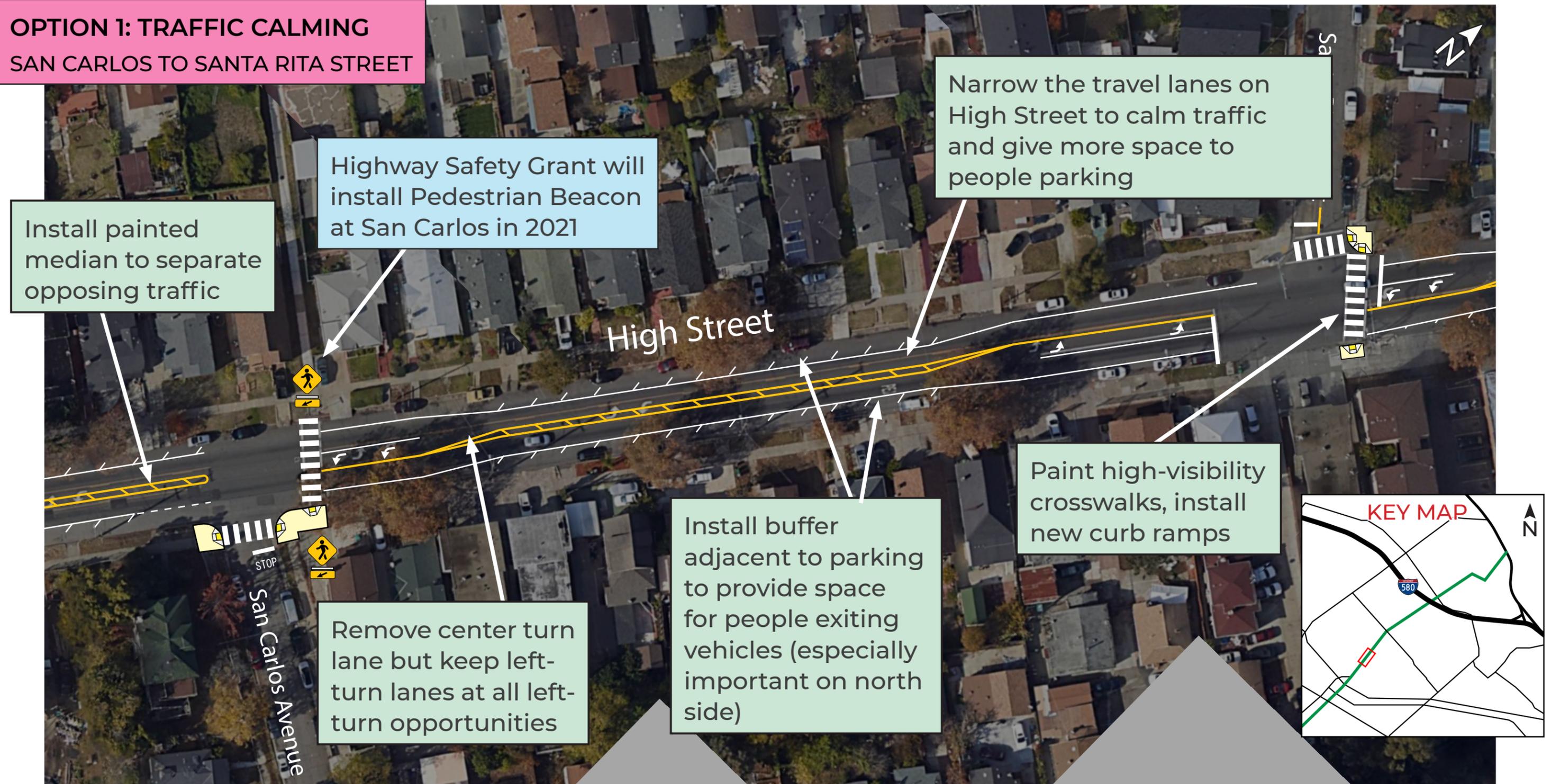
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## OPTION 1: TRAFFIC CALMING SAN CARLOS TO SANTA RITA STREET



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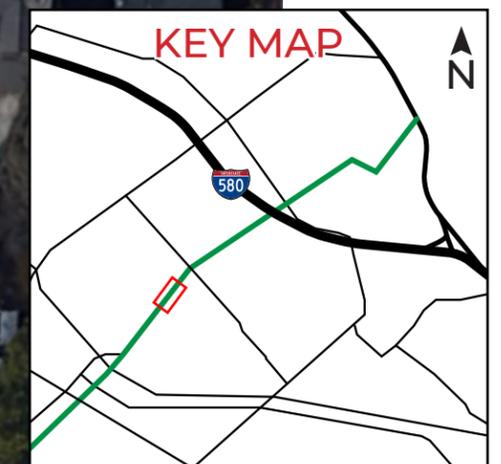
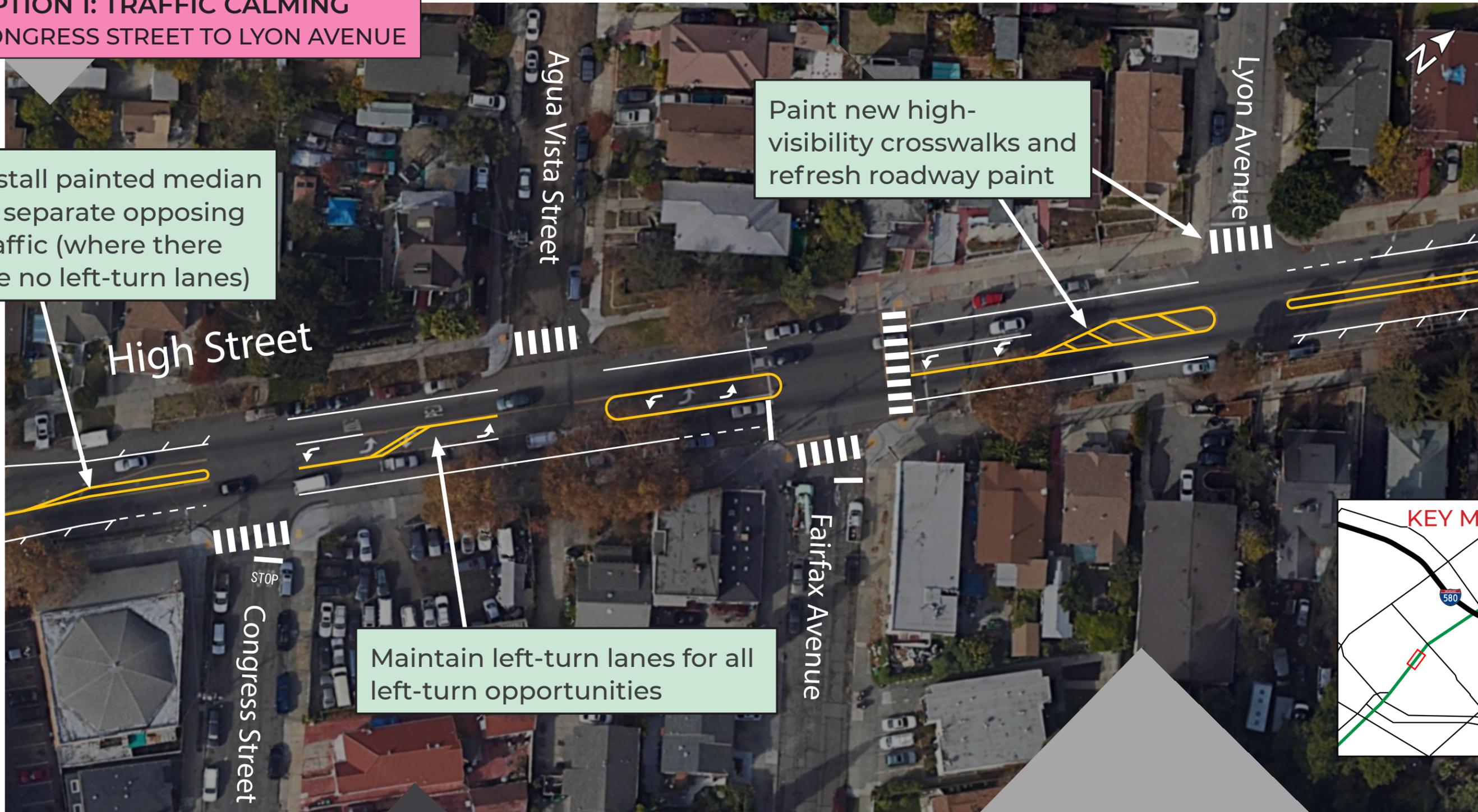
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## OPTION 1: TRAFFIC CALMING CONGRESS STREET TO LYON AVENUE

Install painted median to separate opposing traffic (where there are no left-turn lanes)

Paint new high-visibility crosswalks and refresh roadway paint

Maintain left-turn lanes for all left-turn opportunities





# High Street Paving Project

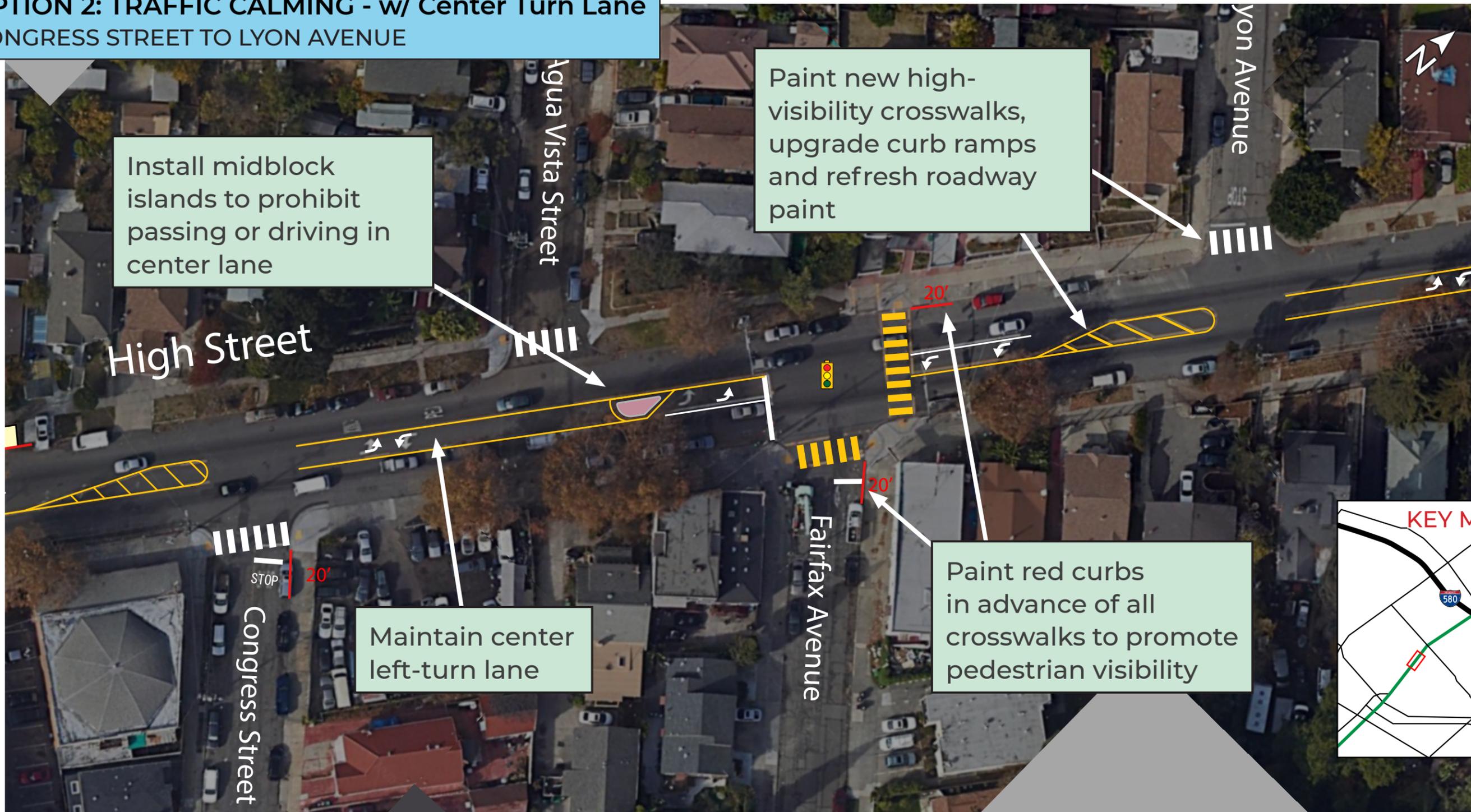
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## OPTION 2: TRAFFIC CALMING - w/ Center Turn Lane CONGRESS STREET TO LYON AVENUE



# High Street Paving Project

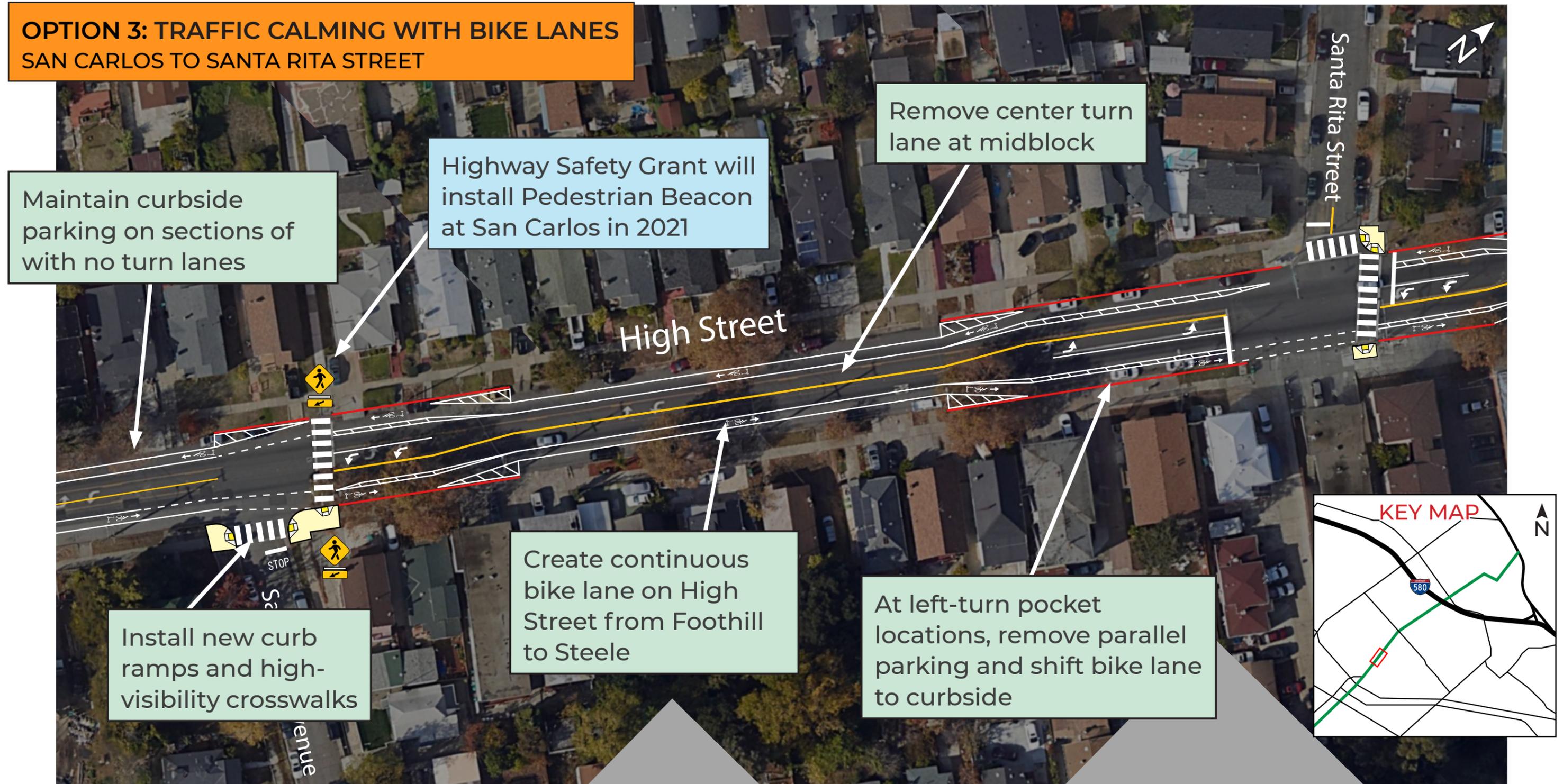
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## OPTION 3: TRAFFIC CALMING WITH BIKE LANES SAN CARLOS TO SANTA RITA STREET



# High Street Paving Project

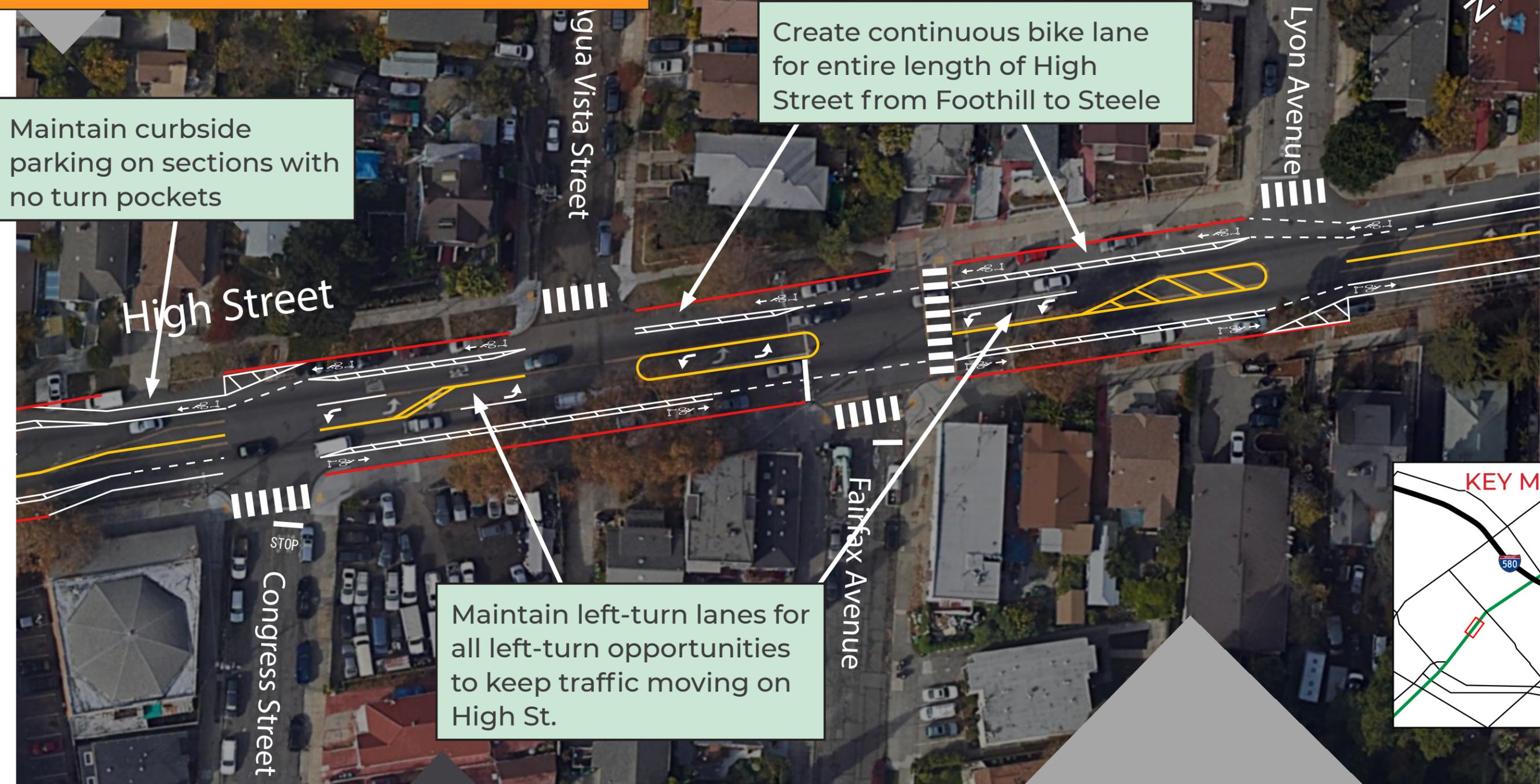
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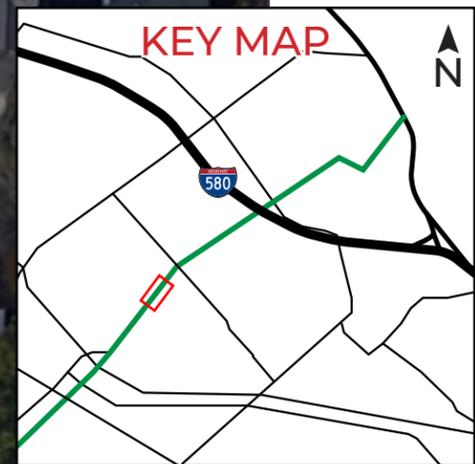
## OPTION 3: TRAFFIC CALMING WITH BIKE LANES CONGRESS STREET TO LYON AVENUE



Maintain curbside parking on sections with no turn pockets

Create continuous bike lane for entire length of High Street from Foothill to Steele

Maintain left-turn lanes for all left-turn opportunities to keep traffic moving on High St.



# High Street Paving Project

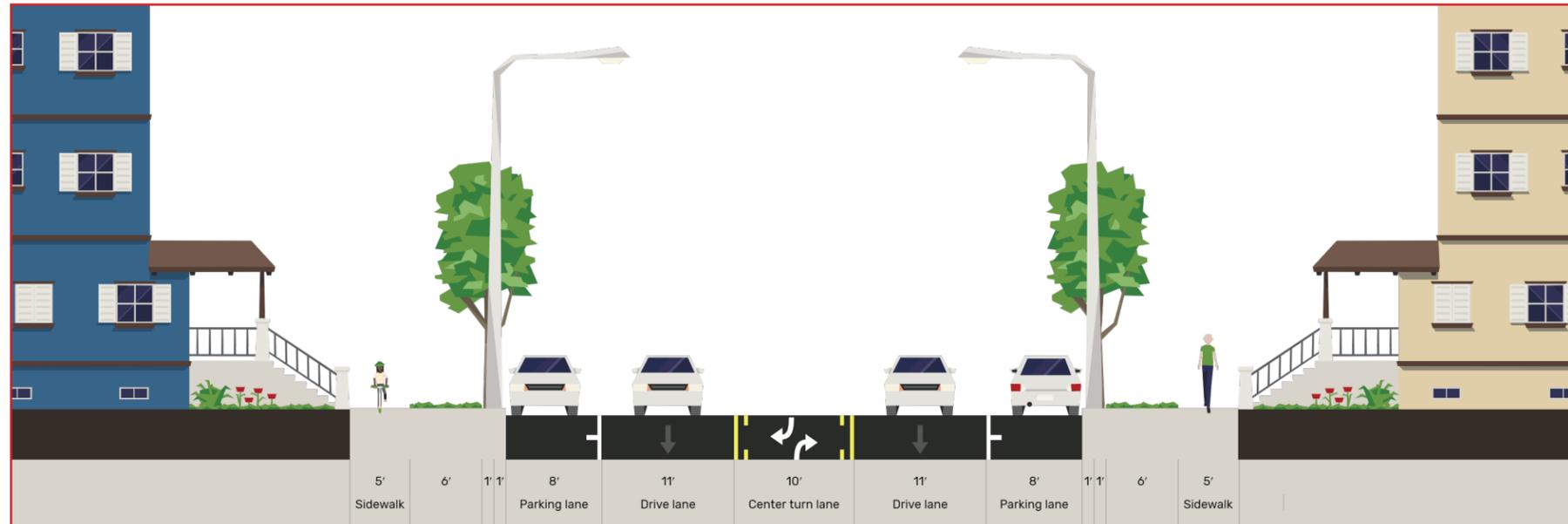
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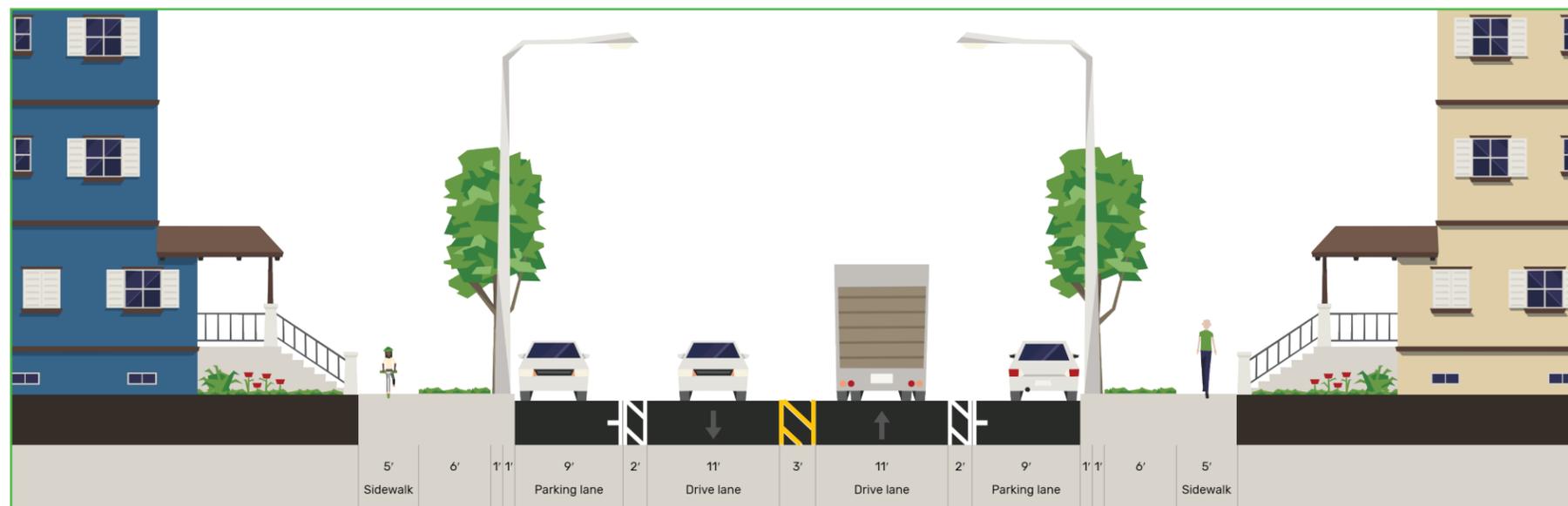
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## EXISTING CONDITIONS



- Curbside parallel parking on each of the street (north side of street is heavily impacted by large gutter and sloping driveways)
- Center turn lane at midblock with left-turn lane at intersections
- Center turn lane creates a “wide open” feeling on the roadway, promotes speeding and use as passing lane
- Two 11’ drive lanes

## OPTION 1: TRAFFIC CALMING



- Remove center turn lane, widen parking strip and add buffer to separate moving traffic from people parking
- Keep left-turn lanes at all intersections
- Install painted median strip
- Paint new high-visibility crosswalks and refresh roadway paint
- Visibility upgrades for pedestrians waiting to cross
- Install concrete pedestrian refuge islands at crosswalks (where possible)
- **No dedicated space for people biking**

# High Street Paving Project

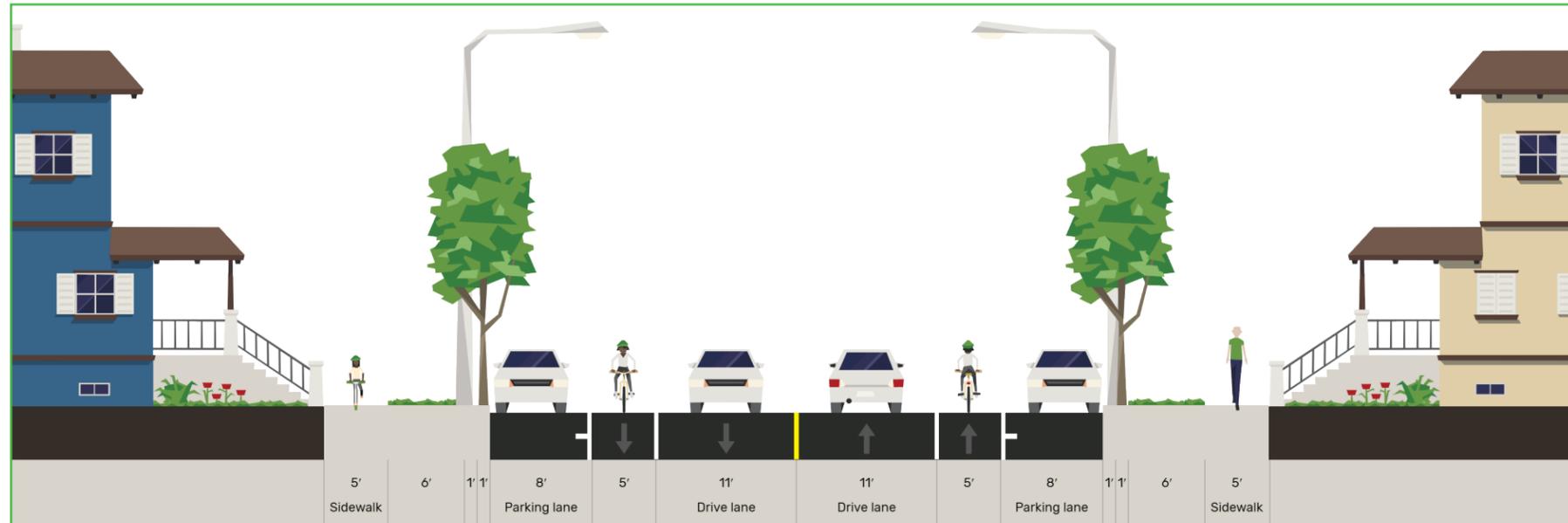
Imagining a safer and more connected High Street with a planned repaving project



City of  
Oakland

Department of  
Transportation

## PROJECT OPTION 3 - TRAFFIC CALMING WITH BIKE LANES



- Removal of center turn lane at midblock
- Left-turn lane retained at all intersections with left-turn opportunities
- Continuous painted bike lanes for the length of High Street from Foothill to Tompkins
- Paint new high-visibility crosswalks and refresh roadway paint
- Visibility upgrades for pedestrians waiting to cross
- Install concrete pedestrian refuge islands at crosswalks (where possible)
- **Removes 40-50% of on-street parallel parking to create space for bike lane at intersections (approximately 115-135 spaces removed out of a total of 270).**

# High Street Paving Project

Imagining a safer and more connected High Street with a planned repaving project

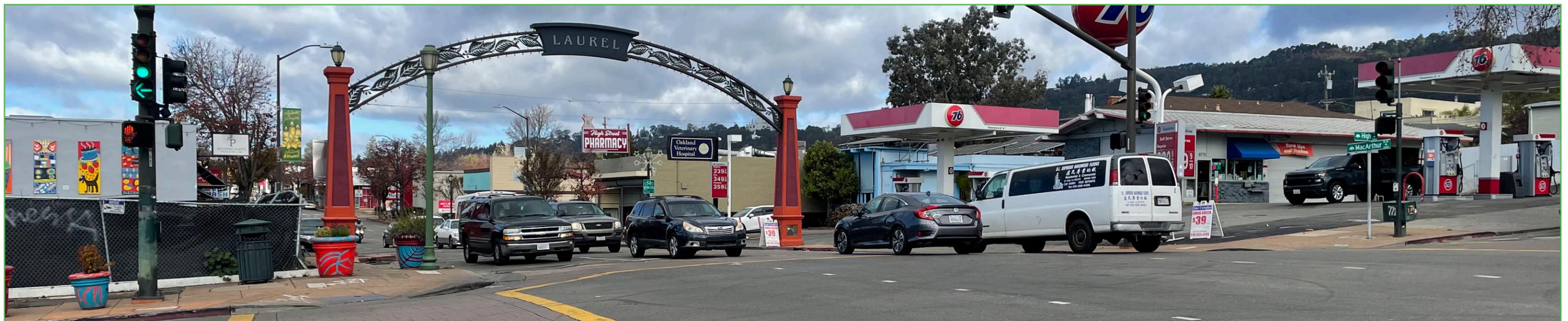


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Oakland

Department of  
Transportation

## SCHEDULE/NEXT STEPS

- » Feb/March/April 2021 - Public Outreach
  - Online Presentation and Online Survey to get neighborhood feedback
  - Presentations to stakeholder groups (email us if you'd like to set up a small-group video chat)
  - Postcard mailer to the High Street community
  - Social media/online outreach
- » Spring 2021 - Select final design for street and post online/email to survey respondents
- » Summer 2021 - Roadway design
- » Late 2021/early 2022 - Roadway repaving





# AGENDA REPORT

**TO:** Edward D. Reiskin  
City Administrator

**FROM:** Greg Minor  
Assistant to the City  
Administrator

**SUBJECT:** Extension of Flex Streets Program

**DATE:** May 10, 2021

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City Administrator Approval

Date:

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## **RECOMMENDATION**

**Staff Recommends That The City Council Adopt An Ordinance Adding Chapter 8.62, Section 5.51.150, Section 12.08.250, And Section 17.07.060(B) Of The Oakland Municipal Code To Expand Restaurant, Retail, Café, Parklet, And Mobile Food Vending Temporary Uses Of Outdoor Private Spaces And Public Right-Of-Ways (Oakland Flex Streets Program) Until March 31, 2022 To Encourage Healthy Outdoor Use And Enjoyment Of Businesses; And Adopt Appropriate California Environmental Quality Act (CEQA) Findings**

## **EXECUTIVE SUMMARY**

To facilitate businesses' compliance with COVID-19 public health restrictions on indoor activities, on June 19, 2020 the City Administrator adopted Emergency Order No. 4, the Flex Streets Program (Flex Streets).<sup>1</sup> Flex Streets established free streamlined permitting processes for businesses' use of sidewalks, streets, private outdoor spaces, and City property during the COVID-19 Local Emergency. Under Emergency Order No. 4, these permitting processes sunset one month after the expiration of the Local Emergency.

Flex Streets has enabled retail and restaurants to retain employees, generate tax revenue, and activate City streets during a challenging economic period. At the same time, it is not clear whether Flex Streets should continue beyond the Local Emergency, at least in its current form, as Flex Streets gives private businesses control over public spaces, provides no fees to cover staff costs, and in some cases can result in excessive noise or unsatisfactory public access to public rights of way.

With the state of California easing COVID-19 restrictions on indoor activities and businesses unclear about next steps, staff recommends that the City Council authorize an extension of Flex Streets to March 31, 2022, should the Local Emergency expire before then. This provides businesses with certainty and an opportunity to continue to recover through the use of Flex

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<sup>1</sup> Emergency Order No. 4 in its entirety is available at: <https://cao-94612.s3.amazonaws.com/documents/CAO-Emergency-Order-COVID-No.-4-Flex-Streets-Program-FINAL-6-19-20-signed.pdf>

Streets. Furthermore, this extension offers the City time to evaluate what aspects of Flex Streets the City should adopt beyond the COVID-19 pandemic.

## **BACKGROUND / LEGISLATIVE HISTORY**

### *COVID-19 Public Health Restrictions on Indoor Activities*

In response to the Covid-19 pandemic, local, state, and federal public health agencies have issued orders limiting indoor activities and gatherings to minimize the spread of infections. These restrictions, particularly early in the pandemic, hurt Oakland restaurants, cafe and retail businesses by requiring them to close or limit their business operations. This resulted in many businesses experiencing sharp declines in revenues and laying off workers. In turn, this decrease in economic activity decreased tax revenues used to support city services.

However, on June 19, 2020, Alameda County's Department of Public Health announced that outdoor dining and outdoor retail could resume. This change allowed businesses to increase the footprint of their businesses by using outdoor space, providing businesses an option to safely increase business activity and revenue.

### *What Is the Flex Streets Program and How Does It Compare to Permitting Pre-COVID-19?*

In anticipation of Alameda County's allowance of outdoor dining and retail, in the summer of 2020, the City Administration assembled an interdepartmental team to equitably and swiftly assist these businesses to operate safely in the public right-of-way. This work culminated in City Administrator Emergency Order No. 4, which established the Flex Streets program that provided free streamlined permitting processes for businesses to operate in the public right-of-way, private outdoor areas, and available City property with minimal expense. In short, Flex Streets provides a menu of options for retail and dining to accommodate the variety of streetscapes across the City.

While permitting processes for these spaces existed prior to Flex Streets, the processes included fees and processing timelines that were not agile enough to address the large demand from businesses who needed outdoor space to physically distance their customers during the pandemic. For example, businesses interested in featuring a sidewalk café or a parklet had to obtain an encroachment permit, which required a detailed site plan, review by multiple departments, submission of a grant deed and legal description, indenture agreement, recordation with Alameda County, and approval of the property owner. Altogether, this process involved multiple City departments like the Oakland Department of Transportation (OakDOT), Planning and Building Department (PBD), Oakland Fire Department (OFD), and Economic Workforce and Development Department (EWDD) and is time-consuming and costly for small businesses. Likewise, pre-Flex Streets commercial districts could apply for a short-term encroachment with the Oakland Police Department (OPD) to close a street for special events, but this was limited to no more than twice a year and for no longer than three days a year. While effective for occasional street festivals, these restrictions were too limiting in the context of COVID-19's restrictions on indoor activities. Finally, before Flex Streets, mobile food vending permits were limited by number and vendors were limited to specific locations.

**Figure-1** offers a summary comparison of the permitting process before and during Flex Streets.<sup>2</sup>

**Figure-1**

<b>Location/Use</b>	<b>Process Pre-Flex Streets</b>	<b>Flex Streets Process</b>
Sidewalk Cafe	Applicant applies for minor encroachment permit, requiring OakDOT and PBD approvals; fees approach \$3,000 and takes multiple weeks to process.	Applicant submits free application online and receives automatic approval.
Parklet	Applicant applies for major encroachment permit, requiring DOT and OFD approvals and recordation with Alameda County; bond required, fees approach \$3,000 and takes months to process. Parklets are public; No provision for businesses to make exclusive use of space in the parking lane.	Applicant submits free application online and receives automatic approval.
Closure of Traffic Lane	Applicant applies for short term encroachment permit with OPD; OPD and OFD fees required for events and no more than two street closures per year.	Project champion submits street closure interest form then collaborates with EWDD staff to develop final drawings for OakDOT approval. No fee and no artificial limit on the duration/frequency of street closures.
City Property	Applicant required to pay market rent unless City Council makes a finding for each proposed use.	Below market rentals available for businesses in areas disproportionately impacted by COVID-19.
Outdoor Private Property	Zoning code either prohibited outdoor dining on private parking lots or required a discretionary Conditional Use Permit.	Applicant submits free application online and receives automatic approval.
Mobile Food	Overall limit on the number of permits available, limited time windows when applications accepted, vendors limited to one location and \$600 fee.	No limit on the number of permits available, applicants can apply at any time, no fee, and vending allowed at multiple locations as long as compliant with buffers from brick-and-mortar restaurants and other vendors.

<sup>2</sup> For a more detailed comparison of City encroachment permits to Flex Streets administration visit : <https://cao-94612.s3.amazonaws.com/documents/20-0619-Flex-Streets-Info-Memo-2.pdf>

### *Community Outreach*

To make the public aware of Flex Streets, staff and volunteers took a number of steps, both figuratively and literally. For example, EWDD staff emailed all businesses on the City's roster, met with Business Improvement District (BID) representatives, and shared program details with news media who then released articles about the Flex Streets program. Staff from various departments and volunteers also went door to door in areas lacking BIDs distributing information about Flex Streets and public health requirements.

### *How Does Flex Streets Support Businesses in Priority Neighborhoods?*

Recognizing the disproportionate impacts COVID had on low-income businesses and POC-owned businesses, through federal CARES funds available in the fall of 2020, Flex Streets offered the following support systems to businesses located in Priority Neighborhoods:

- Additional technical support for parklet and street closure design including templates and traffic engineering support
- Neighborhood outreach support
- Funding to purchase traffic control devices such as barricades and signage for parklets and street closures

Additionally, the Flex Streets team conducted targeted outreach and education to businesses located in Priority Neighborhoods and trusted Community Based Organizations (CBOs) to share how Flex Streets may support their businesses during COVID-19's shelter-in-place restrictions.

### *Program Results to Date*

Flex Streets has resulted in a surge of parklets, sidewalk cafes, and street closures, transforming the use of the public right-of-way from a space devoted exclusively to cars to a space for people as well as vehicles. Specifically, Flex Streets has resulted in over one-hundred sidewalk cafes and parklets; this represents a dramatic increase from the previous two fiscal years during which the City permitted one new sidewalk café and zero parklets. Flex Streets has also included thirteen street closures, fourteen permitted private spaces, and over forty mobile food trucks permits.

To better understand the impact of these interventions on businesses, in November 2020 staff surveyed businesses that were utilizing Flex Streets. The majority of surveyed businesses indicated that they found the Flex Streets application process easy and that Flex Streets helped sustain their business, increased their sales, and allowed them to retain staff.<sup>3</sup> Several businesses shared confusion about the nature of "automatic" permits particularly given that the previous process involved significant administration. Additionally, some businesses expressed that staff responsiveness to businesses' questions needed improvement. These concerns were primarily expressed during the early months of the program and during times when the County's COVID-tier restrictions changed rapidly.

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<sup>3</sup> See **Attachment A** 2020 Survey of Flex Streets Applicants.

In terms of geography, the majority of Flex Streets parklets and street closures are located in Downtown, Uptown, and North Oakland.<sup>4</sup> However, Flex Streets license agreements of public land has facilitated outdoor markets outside of these areas, such as Akoma market in East Oakland and vending pilots at Lake Merritt. In terms of demographics, the majority of the 2020 Flex Streets Applicant survey respondents identified as White, followed by Asian and then Latinx. Staff did not survey the demographics of businesses' employees impacted by the Flex Streets program.

Businesses located in Priority Neighborhoods shared a common concern that traffic safety along busy or dangerous streets as well as higher COVID-19 case rates discouraged businesses from participating in the program. Many Priority Neighborhood CBOs shared that their primary focus was to support health-based programs and to increase access and awareness about food distribution, testing and vaccination sites and that they lacked bandwidth to also provide business support. Incidentally, many of these CBOs partnered with the City to provide pop-up food distribution, testing and vaccination sites on City rights-of-way and properties using streamlined administrative tools identical to the Flex Streets program.

To better understand the impact of Flex Streets on the general public, staff also made surveys available via SMS-based text messaging and QR codes in areas near parklets and street closures. Survey respondents expressed a mixture of positive and negative feedback, with negative feedback focused on excessive noise, obstruction of bike lanes, and concerns regarding close proximity to vehicles and people not wearing face coverings.

## **ANALYSIS AND POLICY ALTERNATIVES**

### *Staff Recommends Extension of Flex Streets through March 31, 2022*

As described above, Flex Streets has enabled businesses to increase their sales and re-employ staff, thus helping Oakland restaurants and retailers weather the economic storm of the COVID-19 pandemic. Even if local and state public health orders ease restrictions on indoor activities this year, staff recommends extending Flex Streets through March 2022 to allow these businesses to continue to recover from the hardships of the past year by maintaining the larger footprint available for businesses under Flex Streets. Furthermore, establishing the March 2022 sunset date for Flex Streets provides businesses and the public with clarity upon which to make investments and advocate for Flex Streets related policies.

Staff also recommends this extension to afford the City time to analyze the various impacts of Flex Streets, positive and negative alike, and identify what adjustments need to be made if Flex Streets were to continue beyond March 2022. While Flex Streets has streamlined permitting processes, transformed City streets, and supported economic development, Flex Streets has also introduced questions that require further analysis and discussion. Some of these questions are outlined below:

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<sup>4</sup> For a map of parklets, sidewalk cafes and street closures visit:  
<https://oakgis.maps.arcgis.com/home/webmap/viewer.html?webmap=f8b30e3e36924ead83960173e556146f>

- What is the best use of curb space adjacent to restaurants and retailers?
- How can we ensure that all areas of Oakland have outdoor spaces available for local businesses without fear of traffic collisions?
- What are the tradeoffs of streamlining permitting processes?
- Are fees needed to ensure sufficient staff capacity to administer the program?
- Should fee exemptions or fee reductions exist and if so for whom?
- How should nuisance issues such as noise associated with late-night businesses be addressed?
- How can we ensure equal access to public space while providing additional space for private business operations on public rights-of-way?

An extension of Flex Streets through March 31, 2022 will both offer time to explore these questions and provide an end date to ensure that the policies developed during the local emergency only extend beyond the local emergency to the extent they are needed.

#### *Alternative Recommendations*

##### *A. Allow Flex Streets Program to Expire at End of Local Emergency*

If the City Council takes no action, Flex Streets will sunset one month after the expiration of the Local Emergency per City Administrator Emergency Order No. 4. This would revert all permitting processes at the end of the local emergency back to status quo before the pandemic. This would require all businesses to reapply for minor or major encroachment permits if they choose to continue their use of any public rights-of-way or remove their structures and other property entirely. The drawbacks to this approach are many: 1) it eliminates businesses' ability to generate additional revenue during the recovery period; 2) it fails to take advantage of any of the learnings and benefits of Flex Streets, such as streamlined permitting and supporting businesses as they recover from pandemic related public health restrictions and 3) if a high number of businesses choose to reapply under the former encroachment programs, staff workloads could be overwhelmed and cause significant delay in review and approvals.

##### *B. Make Flex Streets Program Permanent*

On the other end of the spectrum, City Council could adopt legislation to make Flex Streets permanent. This approach would continue both the positive and negative aspects of Flex Streets indefinitely. One of the downsides of this approach includes the lack of funding to support staff costs involved in various permitting functions, which in turn limit staff's ability to effectively monitor the uses of sidewalks, parking lanes and streets. Alternatively, the permitting efficiencies established by Flex Streets would remain as would the public spaces people reclaimed from vehicles.

##### *C. Extend Flex Streets To An Alternative Date*

A third alternative City Council could explore is extending Flex Streets to a date other than March 31, 2022. In selecting an alternative date, staff recommends the City Council consider the following factors: the anticipated end of the local emergency, the time needed to recover for

restaurants and retailers to recover from COVID-19's economic impact, the staff time needed to analyze Flex Streets' current program and propose adjustments such as fees and fee waiver/reduction policies, holiday interruptions, and the warm weather months in which outdoor spaces are most beneficial.

### **FISCAL IMPACT**

As noted in the report, Flex Streets is a free permitting program and thus the City does not receive any fee revenue to cover the costs incurred by staff administering, monitoring, or enforcing Flex Streets. Furthermore, the parking spaces utilized by parklets and made inaccessible to vehicles in street closures have resulted in lost parking revenue. On the other hand, Flex Streets increases business and sales tax revenues by expanding the footprint of local businesses.

The precise tradeoff between parking and tax revenues is currently unknown. While extending Flex Streets through March 2022 without this information may be acceptable, it would be beneficial to know more information about Flex Streets' impact on these revenue sources before extending Flex Streets further into the future.

### **PUBLIC OUTREACH / INTEREST**

Staff has engaged in various forms of public outreach during Flex Streets. For example, at the inception of Flex Streets, staff went door to door visiting businesses in areas disproportionately impacted by COVID-19 making them aware of the program as well as public health requirements. Staff has also been in contact with BIDs and community organizations. Furthermore, staff has made surveys available to Flex Streets applicants and members of the public to receive feedback on Flex Streets.

In parallel with this report, staff will engage with the Mayor's Commission on Persons With Disabilities (MCPD) and the City's Planning Commission to gather additional feedback on the proposed extension of Flex Streets.

### **COORDINATION**

Flex Streets is the product of an interdepartmental team consisting of members of the City Administrator's Office, the Mayor's Office, the Economic and Workforce Development Department, the Department of Race and Equity, the Department of Transportation, the Fire Prevention Bureau of the Oakland Fire Department, the Oakland Police Department, the Planning and Building Department, and the Office of the City Attorney.

This report and the ordinance have been reviewed for form and legality by the Office of the City Attorney, the Budget Bureau, and OTHERS?

**SUSTAINABLE OPPORTUNITIES**

***Economic:*** Establishing efficient and free permitting processes that allow businesses to expand their footprint until March 2022 will allow businesses to recover from the COVID-19 pandemic, increase sales and keep their staff employed.

***Environmental:*** Extending the Flex Streets program until March 2022, continues to encourage walking and discourage vehicle usage, thereby reducing greenhouse gas emissions.

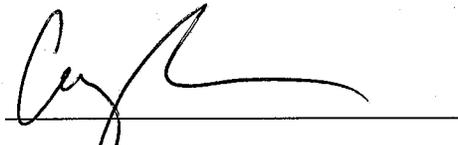
***Race and Equity:*** One of the goals of the program is to ensure and advance racial equity by supporting local businesses and their employees as they emerge from the pandemic, and in so doing, improve economic security for all Oaklanders.

**ACTION REQUESTED OF THE CITY COUNCIL**

Staff Recommends That The City Council Adopt An Ordinance Adding Chapter 8.62, Section 5.51.150, Section 12.08.250, And Section 17.07.060(B) Of The Oakland Municipal Code To Expand Restaurant, Retail, Café, Parklet, And Mobile Food Vending Temporary Uses Of Outdoor Private Spaces And Public Right-Of-Ways (Oakland Flex Streets Program) Until March 31, 2022 To Encourage Healthy Outdoor Use And Enjoyment Of Businesses; And Adopt Appropriate California Environmental Quality Act (CEQA) Findings

For questions regarding this report, please contact Greg Minor, Assistant to the City Administrator, at (510) 238-6370.

Respectfully submitted,



GREG MINOR  
Assistant to the City Administrator

Attachments (1):

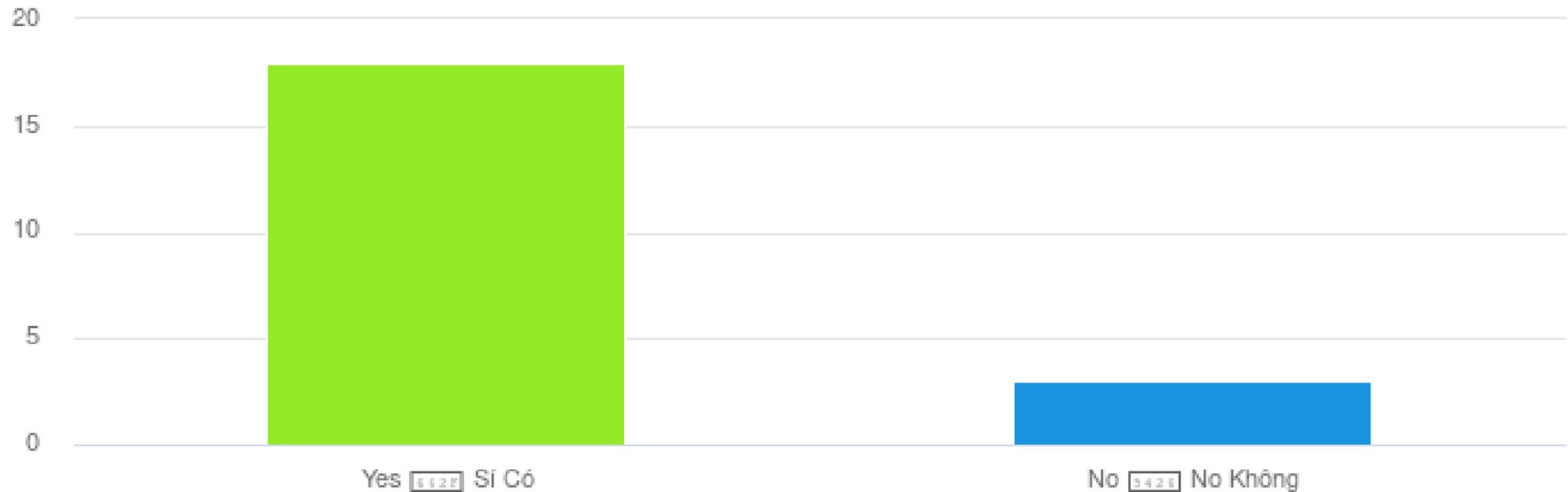
Attachment A: 2020 Flex Streets Applicant Survey

# Flex Street Post-Launch Applicant Survey

Responses as of Nov. 18, 2020

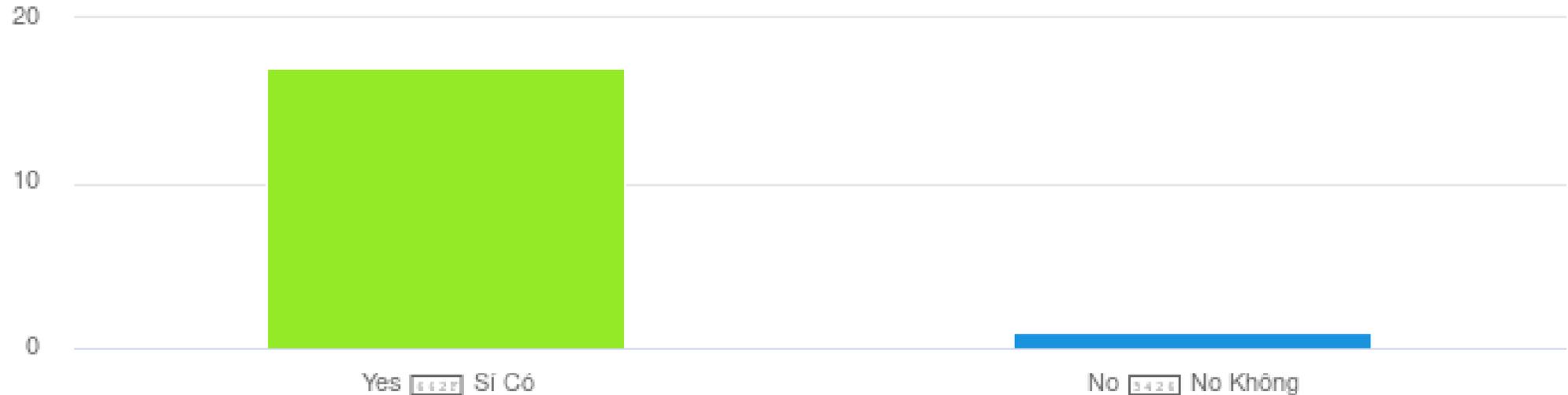
Has your application been approved? ¿Ha sido aprobada su solicitud? Đơn của quý vị có được phê chuẩn không?

6D 76 75 8A 73 68 51 4E 55 FF  
AB 84 33 CB 72 38 C6 86 CE 1F



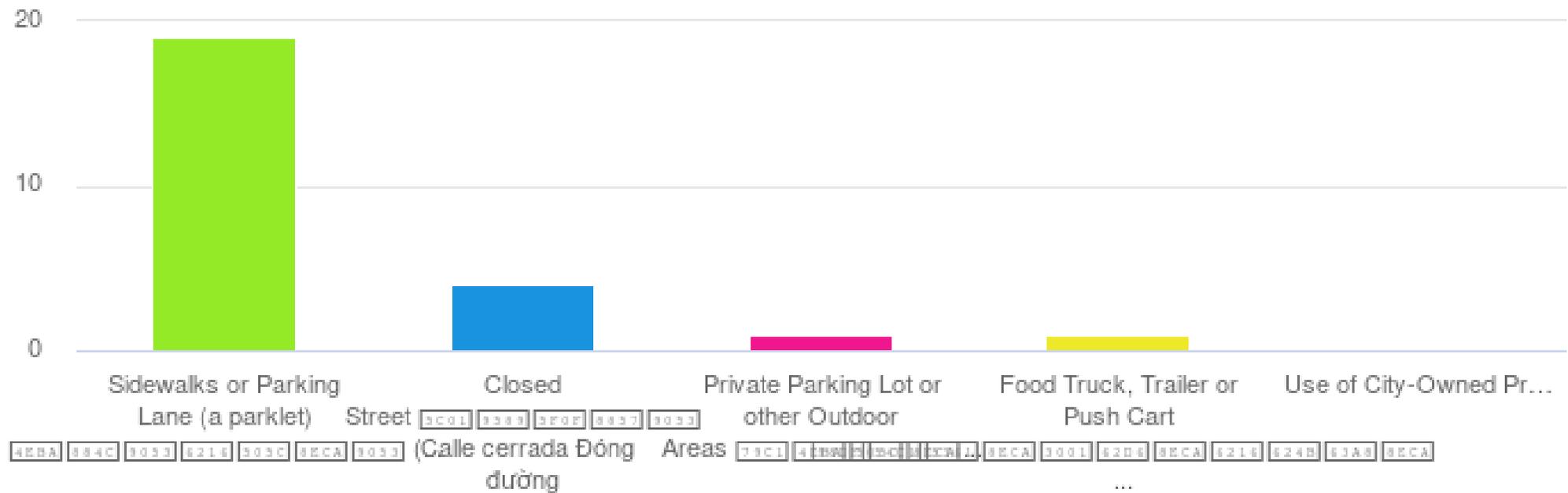
Are you currently using your approved space?

¿Está utilizando actualmente su espacio aprobado? Quý vị có đang sử dụng chỗ được phê chuẩn của mình hay không?

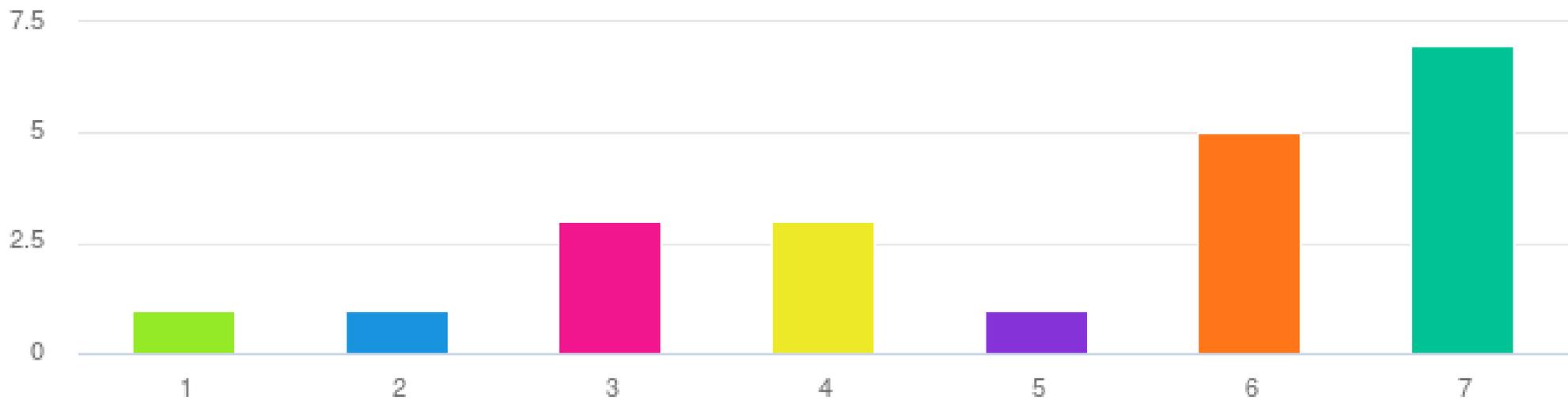


Why not using space? Other: Flex street approved our buildout and then required us to make changes after the build out was completed. Still have not heard back from Flex Street.

Which program(s) did you participate in? ¿En qué programa(s) participó? Quý vị tham gia (các) chương trình nào?

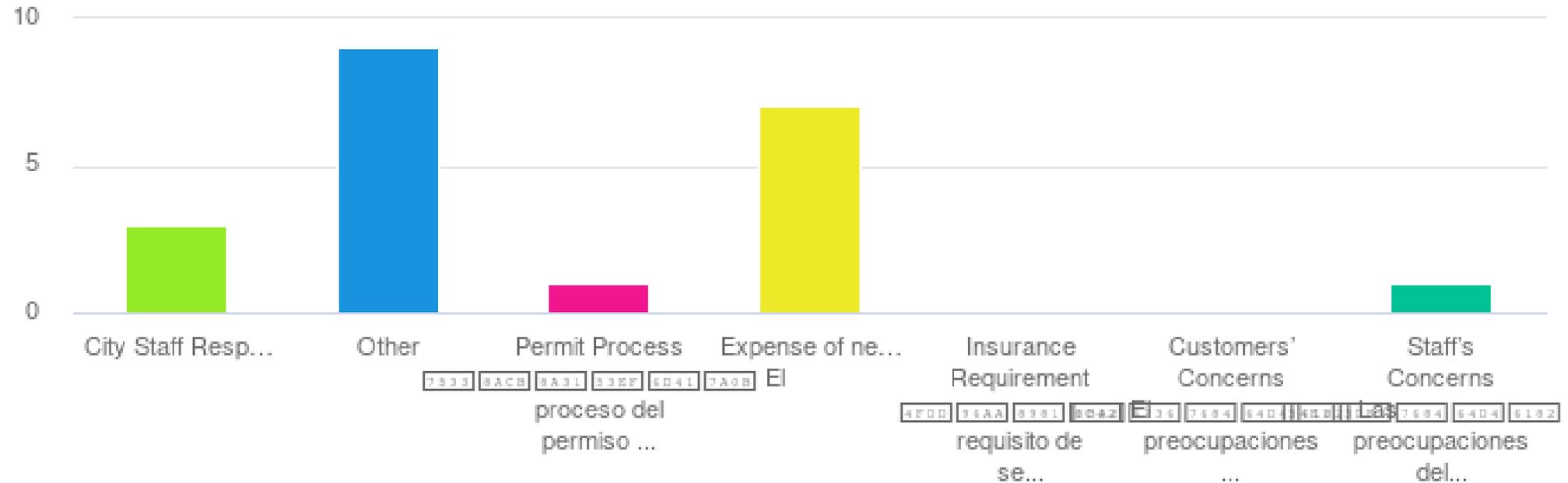


On a scale of 1 to 7, how easy did you find the permit process? 1  
 ¿qué tan fácil le pareció el proceso de permiso? Theo thang cấp từ 1 đến 7, quý vị thấy tiến trình xin giấy phép dễ đến mức nào?



1=Very Challenging 7=Very Easy

What was the biggest challenge? 67597656969E664E9EFF En una escala del 1 al 7, ¿Cuál fue el mayor desafío? 002784FDE3DE2FCDBC1F Khó khăn lớn nhất là gì?

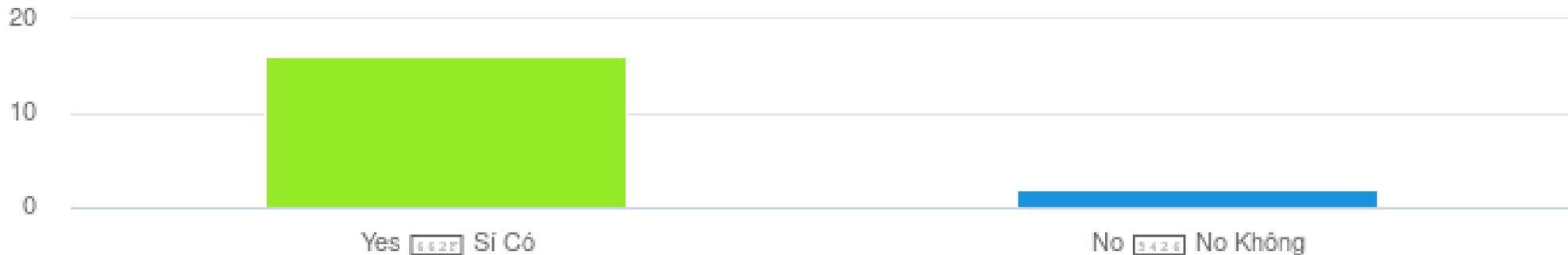


Responses typed in for Other: None; Never got a response or any traction. Oak Central stepped in to help secure permit after 3 months of inaction. Sadly, we lost the entire summer of warm weather / revenue waiting for someone to respond to our flex streets and parklet applications; Designing and building our parklet; neighbors/nearby tenants concerns; Customers are concerned for their safety due to illegal activities occurring at FOP; We applied but haven't heard back yet; Being able to focus on the permit and find time to fill it out. Trying to function through the depression and anger; Took very long to get the permit, when it was approved, no one from the city notify us. It was hard to her a hold of anyone to talk to; A little of all options made the process time consuming overall for the current situation

## Has Flex Streets helped sustain your business during Alameda County's Shelter-In-Place Orders?

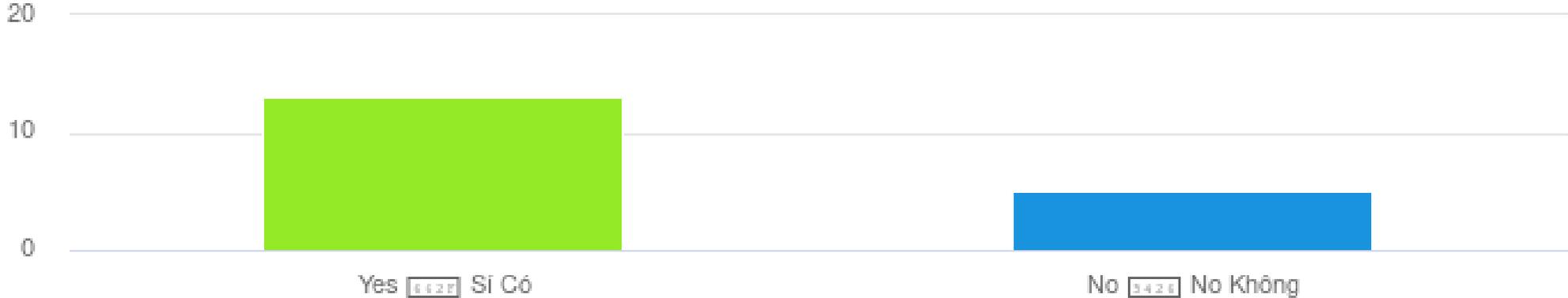
57 96 62 7C 9D 9D 5C 5B 9D 75 4E 5B 65 67 95 FF 3D 5F 6D 88 9D 3D 8A 75 66 54 5C 6D 7D 63 69 52 67 62 5E 52 FF  
28 3F C9 73 54 E1 45 B6 7F AB E4 E6 BD 1F 93 DC DC 48 27 57 53 0D 08 6B 2F 26 0D AB AD 01 6D D9 09 4D 6B A9 1F

¿Ha ayudado Flex Streets a sostener su negocio durante las órdenes de refugio en el lugar del condado de Alameda? Chương trình Flex Streets có giúp duy trì được thương nghiệp của quý vị trong thời gian có Các Lệnh Trú Ẩn Trong Nhà của Quận Alameda hay không?



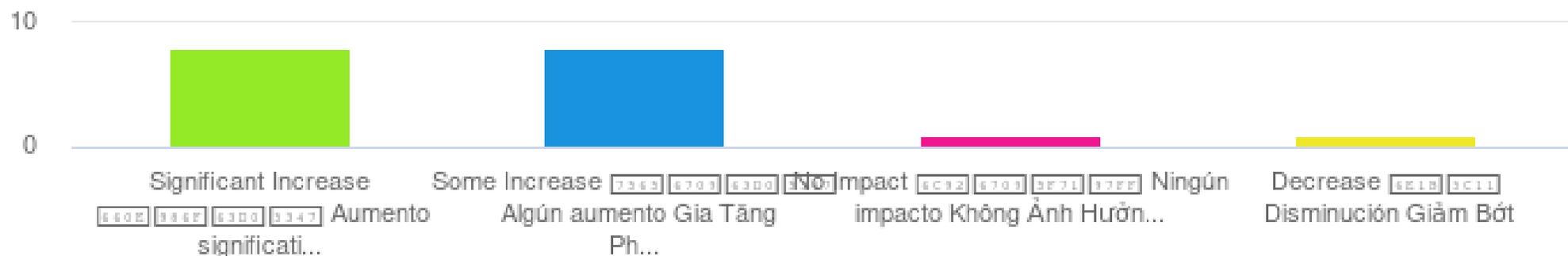
Were you able to hire back staff members as a result of using space provided by Flex Streets?

¿Pudo volver a contratar personal como resultado de usar el espacio proporcionado por Flex Streets? Quý vị có thể thuê lại nhân viên nhờ sử dụng chỗ do chương trình Flex Streets cung cấp hay không?

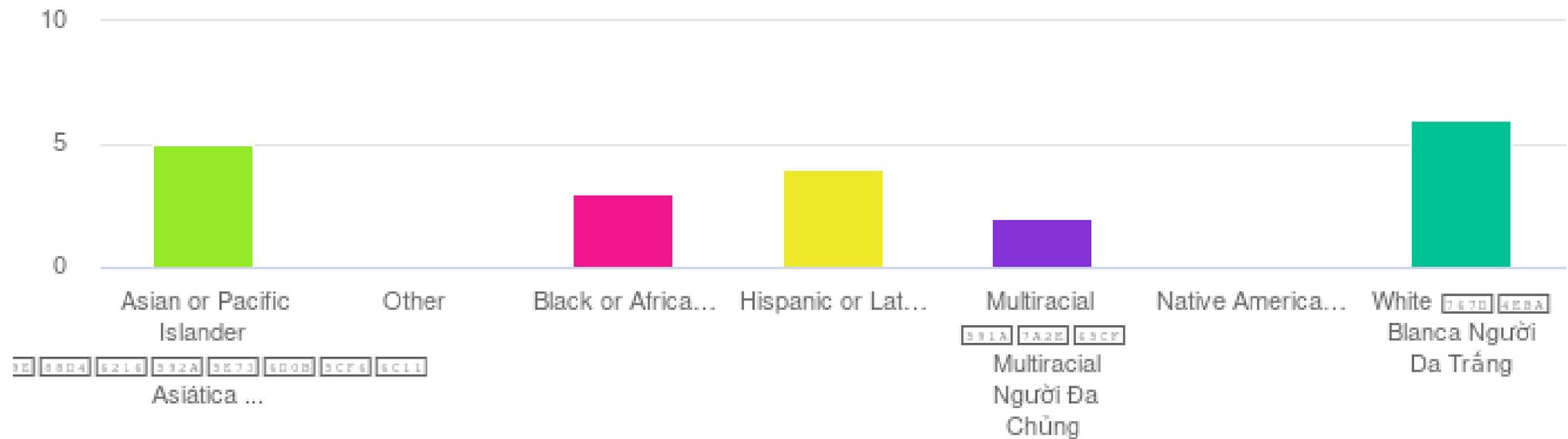


What impact has using the space provided by Flex Streets had on gross revenue for your business?

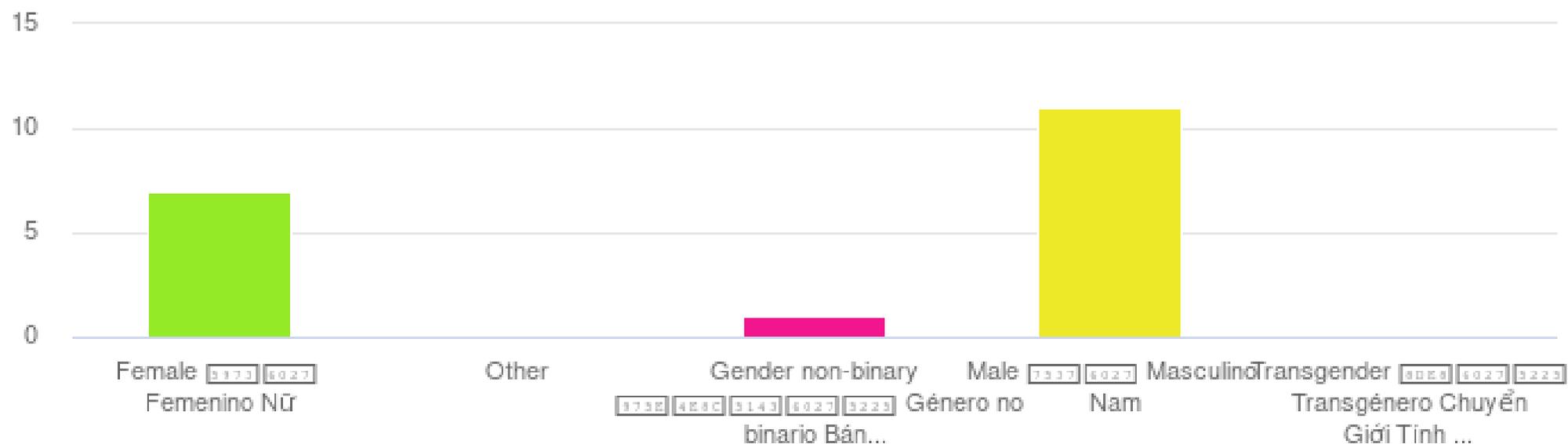
¿Qué impacto ha tenido el uso del espacio proporcionado por Flex Streets en los ingresos brutos de su negocio? Sử dụng chỗ do chương trình Flex Streets cung cấp đã có ảnh hưởng gì đối với số thu nhập gộp cho thương nghiệp của quý vị hay không?



To which race do you most identify? 60678A544E4E544E7A65FF ¿Con qué raza se identifica usted más? Quý vị xem mình thuộc chủng tộc nào nhiều nhất?



To which gender do you most identify? 60AB 6700 8A8D 540C 4E5 4E0B 54EA 4E00 6027 5225 FF1F ¿Con qué género se identifica usted más? Quý vị xem mình thuộc giới tính nào nhất?



# Working 2021 Targeted Strategic Goals\*

POLICING /SAFETY (Goal Area 2)	SP YEAR CREATED; COMMISSIONERS	RESOURCES/ STAKEHOLDERS	COMMUNITY ENGAGEMENT	BARRIERS/ ISSUES	HISTORY/ PROGRESS/ LATEST UPDATE
<p>2.1 MCPD will continue to provide input and monitor OPD policies and procedures concerning PWD and their inclusion in CIT training</p>	<p>2017 Tevelson, Garner  2021 Tevelson</p>	<p>Doria Neff, OPD  Oakland Police Commission  Department of Violence Prevention  Mobile Assistance Community Responders of Oakland (MACRO) Project Testing  Anne Janks, Coalition for Police Responsibility  David Harris, Urban Strategies Council</p>	<p>Reimagining Public Safety Task Force(RPSTF)  Department of Violence Prevention Town Halls</p>		<p>The role of MCPD is transitioned to liaison and oversight on this goal.</p> <p>Commissioner Tevelson attended RPSTF on 2/24/2021.Reports at 3/2021 meeting that the relevant item was taken off the agenda but he has begun negotiations for future inclusion of MCPD issues and will continue to participate.</p> <p>3/2021 Commissioner Tevelson has advised the Department of Violence Prevention that he will be acting as their Liaison to MCPD.</p> <p>3/2021 Commissioner Tevelson reports that the MACRO project is up for a final vote in the City Council and will go to OFD.</p> <p>By Quarter 2 Commissioner Tevelson will advise Oakland Police Commission that he is their liaison to MCPD.</p> <p>Commissioner Tevelson attends Department of Violence Prevention Town Halls held 2/25, 3/11, 3/18.</p> <p>11/19/2020; Sergeant Doria Neff makes an in-depth presentation to the Commission</p>

\*Pulled from multi-year plan for targeted focus in 2021

EXHIBIT D

# Working 2021 Targeted Strategic Goals\*

					<p>regarding the training and practices of OPD’s Crisis Intervention Team.</p> <p>9/20/2020; MCPD had a presentation on the MACRO Project Testing pilot which dispatches EMTs rather than police officers to non-violent emergencies. The Commission highlighted the special needs of the disabled community.</p>
<p>2.2 MCPD will advocate for improved safety services for the disability community and the community in general in the face of emergencies and natural disasters. Increasingly poor air quality and the need for clean air refuges is a specific concern and a permanent issue going forward. Accessible shelters and transportation to them are critical to community safety.</p>	<p>2018 Ryan, Lynne, and Nakamura</p>	<p>Toshia Shavies, Marshall Oakland Emergency Services (OES)</p> <p>Oakland Fire Department (OFD)</p> <p>Shayna Hirshfield- Gold, Sustainability Analyst</p> <p>Environmental Services Division of Oakland Public Works</p>	<p>Planned OFD/OES joint Town Halls looking for co- host</p>		<p>Commissioner Nakamura will reach out to the OFD/ OES contact provided by Yvonna Cazares to arrange to co-host a community safety town hall. (contact in Q1)</p> <p>3/2021: Commissioner Nakamura reports too late to co-host next meeting but opened the door to co-host future meetings. Expressed concern that co-host may only mean they want access to Commission outreach and that MCPD may need to advocate strongly to have a voice as a co-host.</p> <p>Commissioner Lynne will schedule a PG&amp;E presentation to MCPD on their accessibility plans for rolling blackouts and emergency response as well as an update on plans to convert gas to electric and other air quality improvement activities. (contact in Q2)</p> <p>By 12/31/2021 MCPD will identify service gaps in the emergency response system and report them to the Mayor and City Council.</p>

\*Pulled from multi-year plan for targeted focus in 2021

EXHIBIT D

# Working 2021 Targeted Strategic Goals\*

					12/2019, 1/2020; Shayna Hirshfield-Gold from OPW presents the draft of the Equitable Climate Action Plan (ECAP) to the MCPD and returns to answer additional questions.
<b>ACCESSIBILITY OF CITY PROGRAMS/ SERVICES/ ACTIVITIES (Goal Area 3)</b>	<b>SP YEAR CREATED; COMMISSIONERS</b>	<b>RESOURCES/ STAKEHOLDERS</b>	<b>COMMUNITY ENGAGEMENT</b>	<b>BARRIERS/ ISSUES</b>	<b>HISTORY/ PROGRESS/ LATEST UPDATE</b>
3.1 MCPD will provide input to the City regarding Oakland’s ongoing development and implementation of its ADA Transition Plan. The commission will continue to recommend to the City Council, City staff, and the Mayor’s Office the need to maintain and enhance the effectiveness of the ADA division by restoring and adding funding for services and programs. It is also critical that the ADA Programs Division have a more autonomous position within the City department hierarchy to better monitor the ADA	2017 Meu 2021 Gregory, Tevelson, Sperling	ADA Division MCPD Mayor’s Office City Administrator’s Office	Budget Engagement Process  Life Enrichment Committee of the Oakland City Council		The MCPD will support staff work to achieve this goal.  The Commission will advocate during both the City Council and staff (April) and Mayor’s Office (March) Budget Engagement Process by sending letters from current and previous chairs with the recommendations of the Commission and following up to assure that the recommendations are received and considered.  Anh will arrange for MCPD representatives to make a presentation to the Life Enrichment Committee of the Oakland City Council.

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EXHIBIT D

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<p>Transition Plan progress and assist City Departments with recommendations to meet their individual compliance requirements.</p>					
<p><b>HOUSING (Goal Area 4): Ensure ADA-compliant housing stock</b></p>	<p><b>SP YEAR CREATED; COMMISSIONERS</b></p>	<p><b>RESOURCES/ STAKEHOLDERS</b></p>	<p><b>COMMUNITY ENGAGEMENT</b></p>	<p><b>BARRIERS/ ISSUES</b></p>	<p><b>HISTORY/ PROGRESS/ LATEST UPDATE</b></p>
<p>4.1 Advocate to ensure the accessibility and affordability of housing in Oakland.</p>	<p>2018 Gregory</p>	<p>Maryann Leshner, Deputy Director of Housing and Community Development</p>		<p>Grants and loans are usually not made available to renters, who make up a large portion of the disabled community.</p>	<p>MCPD will invite the Director of Housing and Community Development to brief the commission on the specific City of Oakland requirements for housing developers to include both affordable and accessible housing in their planning. (by end of Q2)</p> <p>Commissioner Gregory will find out how much of the \$500K provided by Measure W for home modifications for homeowners was used. The information will be brought back to the commission to consider the implications.</p> <p>City of Alameda has an accessibility threshold and requires developers to present to their commission and their planning commission hearings. Anh will arrange a presentation for the Commission from a city representative.</p>

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					<p>11/2020: Maryann Leshar of HCD reports that there are still funds available in the “Access Improvement Program” during her presentation to MCPD.</p> <p>9/2020: Maryann Leshar of HCD presents their Departments approach to housing preservation and eviction and homelessness prevention. States that the city does work with affordable housing CBO’s and requires 10% mobility and 5% communication accessibility units. MCPD recommends the use of Universal Design guidelines and increasing accessibility requirements to close to 100%.</p>
<p>4.2 Whereas the MCPD recognizes a high prevalence of homeless individuals living in Oakland are also PWDs, often disconnected from services, and whereas the MCPD recognizes a responsibility to represent the voices of all PWDs living in the city, the MCPD will collaborate with official activities and initiatives addressing homelessness in the city, with the objective to</p>	<p>2018 Smith</p>	<p>Joe DeVries, City Administrators Office</p> <p>Talia Rubin, Human Services</p> <p>Emergency Management Services Division/OFD, Olga Crowe, Kelly Nguyen</p>			<p>Commissioners continue to support this goal in 2021.</p> <p>Emergency Management Services Division will present their updated draft plans and policies for adults with functional needs (AFNS) for emergency preparedness and during shelter evacuations to the commission for input.</p> <p>MCPD will advocate for accessible clean air safe spaces and transportation to them while collaborating with OFD and OES on goal 2.2.</p> <p>MCPD will maintain a dialogue with homeless services to be updated on the status and needs of unhoused PWDs.</p>

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<p>improve conditions for and/or reduce the number of PWDs who are homeless in Oakland.</p>					<p>Commissioner Eberhardt is a member of EBHO and is considering a presentation from Affordable Housing Developers describing their processes for giving unhoused PWDs housing preferences.</p> <p>9/2019: Presentation to MCPD by City Administrator’s Office and Human Services.</p>
<p>4.3 Renter’s Rights: Ensure Oakland renters with disabilities have access to the same financial and/or civic benefits afforded to Oakland homeowners with disabilities.</p>	<p>2020 Lynne, Smith</p>	<p>Oakland Housing Resource Center</p> <p>Oakland Tenants Union has a disability liaison and may have potential for collaboration</p>			<p>MCPD will examine how current and proposed rent control measures could impact the availability of accessible rent controlled housing for PWDs.</p> <p>Commission Chair Smith will familiarize himself with a Berkeley ordinance requiring timely elevator repair and MCPD will consider advocating for a similar ordinance in Oakland.</p> <p>4/2021 Commission Chair Smith has emailed the Oakland City Attorney about an elevator ordinance. She is supportive of the idea and interested in making a presentation to MCPD about ordinances.</p> <p>3/2021 Commission Chair Smith has been in contact with the City of Berkeley staffer currently working on updating the elevator ordinance and an attorney who worked on the original ordinance.</p>

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