

## City of Oakland

Mayor's Commission on Persons with Disabilities (MCPD)

Monday, September 16, 2019

5:30 p.m. – 7:30 p.m.

Sergeant Mark Dunakin Room, First Floor

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

### Agenda

1. Call to Order
2. Roll Call
3. 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.*
4. Agenda Modification and Approval
5. Approval of August 19, 2019 Minutes (**Exhibit A**)
6. Chair Report; *Karen Nakamura, Chair*
7. Commissioner's Announcements: *Commissioners will provide brief updates on activities and objectives related to the MCPD strategic plan.*
8. Access and Services for Persons with Disabilities in the Homeless Community in Oakland: *Joe DeVries, Assistant to the City Administrator and Talia Rubin, Program Analyst from the Human Services Department, will present on access and services for homeless individuals with disabilities in Oakland.*
9. Downtown Oakland Specific Plan Update: *Laura Kaminski, Acting Strategic Planning Manager from the Planning and Building Department, will present the Draft Downtown Oakland Specific Plan (Draft Plan) and related Draft Environmental Impact Report (EIR). (Exhibit B)*
10. MCPD Social Media Guidelines: *Commissioners Marjorie Lynne*

*and Noah Smith will present proposed guidelines for posting on the MCPD Facebook page and other social media.*

11. Staff Updates and Announcements: *Anh Nguyen, ADA Programs Division Manager*

12. Future Agenda Items

- A. Objective 1.1: Accessibility in the Bike Share Program
- B. Objective 1.2: Disabled Parking Spaces and Abuse of Disabled Parking Placards
- C. Objective 1.3: Accessibility of Fixed-Route Transit Systems in Oakland
- D. Objective 1.4: Reliability and Customer Service of Paratransit Systems in Oakland
- E. Objective 1.5: Wheelchair Accessible Vehicles in the Taxi Program and Transportation Network Companies
- F. Objective 1.6: Oakland's Complete Streets Program
- G. Objective 2.1: Oakland Police Department Crisis Intervention Training (CIT)
- H. Objective 2.2: Oakland Fire Department, Emergency Management Services Division Overview of Methods for Addressing Access and Functional Needs During an Emergency and Natural Disasters
- I. Objective 3.1: Update on Community Outreach
- J. Objective 4.1: ADA Transition Plan, including Curb Ramp and Sidewalk Repair
- K. Objective 4.2: Equitable Prioritization of Measure KK Funds for Public Infrastructure Improvements
- L. Objective 5.1: Measure KK Funds for Home Modifications to Enhance Accessibility
- M. Objective 5.2: Identify and Reduce Number of Homeless Persons with Disabilities in Oakland

13. Adjournment

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

Public Comments: To offer public comments at this 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 location is wheelchair accessible. To request disability-related accommodations or to request American Sign Language (ASL), Cantonese, Mandarin, or Spanish language interpreter, please email [adaprograms@oaklandca.gov](mailto:adaprograms@oaklandca.gov) or call (510) 238-5219 (V) or 711 (California Relay Service) at least five (5) business days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete de en español, Cantonés, mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a [adaprograms@oaklandca.gov](mailto:adaprograms@oaklandca.gov) o llame al (510) 238-5219 (V) o al 711 para servicio de retransmisión (Relay service) por lo menos cinco días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

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。

**City of Oakland**  
Mayor's Commission on Persons with Disabilities (MCPD)  
Monday, August 19, 2019  
**Draft Minutes**

- I. Call to Order at 5:32 p.m.
- II. Roll Call
  - 7 Commissioners present: Garner, Gregory, Lynne, Meshack, Meu, Nakamura, Sperling
- III. Public Comments
  - Helen Walsh stated that Oakland 311 online information does not provide the long version phone number to call; it should be imbedded for screen readers to read. Also, the Oakland 311 app is not accessible for a screen reader, especially the map function.
- IV. Agenda Modification and Approval
  - Motion to approve agenda without modification: Sperling  
Seconded by Gregory  
Ayes - 7: Garner, Gregory, Lynne, Meshack, Meu, Nakamura, Sperling
- V. Approval of July 15, 2019 Minutes
  - Motion to approve minutes without modification: Sperling  
Seconded by Gregory  
Ayes - 7: Garner, Gregory, Lynne, Meshack, Meu, Nakamura, Sperling
- VI. Chair Report; *Karen Nakamura, Chair*
  - None
- VII. Commissioner's Announcements
  - Commissioner Lynne announced that she and Commissioner Smith are working on guidelines for the MCPD Facebook page.

- Commissioner Garner conducted MCPD outreach at the Allen Temple Baptist Church health fair on August 10.
- Commissioner Gregory stated that he attended subcommittee meetings for persons with disabilities as part of the Alameda County Complete Count Committee regarding the 2020 census. He recommended MCPD have staff from that committee present at future MCPD meeting.

VIII. Berkeley Disaster Preparedness Neighborhood Network (BDPNN); *David Peattie, BDPNN*

- BDPNN is an all-volunteer 501(c)(3) nonprofit dedicated to helping communities prepare for and respond to a disaster.
- Seniors and people with disabilities die or sustain injuries in a disaster at a rate more than double that of the larger population.
- Professional first responders will be overwhelmed in a disaster.
- BDPNN is hosting the East Bay Community Emergency Prep Fair on October 12, 2019, from 10 a.m. until 3 p.m. at James Kenney Park, 1720 8<sup>th</sup> St. in Berkeley.

IX. Shared Mobility; *Kerby Olsen, Shared Mobility Program Coordinator, Oakland Department of Transportation (OakDOT); John Doolittle, Commercial Operations, Marble; Christopher Brown, Senior Manager, Government Partnerships, Bird; Alex Nesic, Chief Business Officer, Clevr Mobility; Sean Conner, Senior Public Affairs Manager, Lime; Neal Patel, Community Affairs Manager, Lyft Bikes and Scooters*

- Mr. Olsen provided an adaptive scooter and bike share update on behalf of OakDOT:
  - Adaptive Bike Share launched on May 2019 and is operated by BORP through contract with Motivate/Lyft.
  - A plan for adaptive scooters is required under the Scooter Sharing Permit.

- Provisional scooter permits were issued in July to Bird, Clevr, Lime and Lyft. Clevr has not yet launched.
- Next steps include the following:
  - Announce Adaptive Bike Share relocation to Snow Park
  - Review Scooter Operator plans for adaptive scooter deployment and incorporate feedback from MCPD
  - Distribute survey on shared mobility accessibility
  - Work with Alta Planning and Design to develop recommendations for improving accessibility of shared mobility
- Mr. Doolittle brought in the Marble delivery robot:
  - The robot navigates sidewalks at walking speeds, while yielding to pedestrians, to efficiently and affordably deliver goods within minutes of when they are ordered.
  - The size of the robot has changed from the original version, so a wheelchair can easily pass on a standard city sidewalk.
  - A human operator is trained to move the robot out of the way if needed.
  - Marble will map sidewalk conditions for Oakland to help OakDOT recommend improvements where needed.
  - Marble proposed a pilot in West Oakland and Jack London Square of testing three to five robots.
- Mr. Brown presented the following regarding Bird scooters:
  - Accessible mobile app features
  - Adaptive scooter options:
    - Seated scooter
    - E-scooter that can power a manual wheelchair
  - Bird will gather community input and conduct closed pilot programs until the citywide pilot in spring 2020
- Mr. Nestic presented scooter options from Clevr:

- A two-wheeled scooter, currently deployed in Chicago, will be deployed in Oakland.
- A three-wheeled version will be deployed later and equipped with ClevrNAV technology.
- Mr. Conner presented on behalf of Lime:
  - Braille-based feedback system
  - Examining options that address mobility challenges:
    - Difficulty standing on e-scooters for extended distances
    - A need for greater support through the addition of a seat
    - Including storage that allows users an ability to carry vital medical equipment or mobility devices, like a cane, braces or oxygen equipment and accessories
- Mr. Patel updated on Lyft's adaptive bike share pilot programs in Oakland and San Francisco.
  - Based on lessons learned, Lyft will try to solve for the following:
    - Make balance easier
    - Provide stable seating
    - Address unique cargo needs
    - Allow for tandem riding
    - Improve the mobile app experience
  - Potential adaptive device:
    - Firefly mobility attachment
- Motion to extend meeting for 30 minutes for Commissioner feedback and public comment: Sperling  
 Seconded by Gregory  
 Ayes - 7: Garner, Gregory, Lynne, Meshack, Meu, Nakamura, Sperling

- Feedback from Commissioners included combining solutions from all companies to create more comprehensive adaptive devices.
- Feedback from members of the public included strict geofencing to prevent further impediments for persons with disabilities due to scooters on sidewalks, both parked and moving.

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

- None

XI. Future Agenda Items

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**XII. Adjourned at 8:00 p.m.**

**EXHIBIT A.1 for Attachment to Minutes of Event Date**  
**City of Oakland Mayor's Commission on Persons with Disabilities**  
**Meeting for August 19, 2019**

**COMMISSIONERS ROLL CALL**

Quorum Established: <b>Y</b>							
Number Voting Members Present: <b>7</b>	<b>Present</b>	<b>Excused Late</b>	<b>Arrive Late</b>	<b>Leave Early</b>	<b>Absent</b>	<b>Excused</b>	<b>Non-voting status</b>
Chairperson Karen Nakamura	<b>X</b>						
Vice Chair Frank Sperling	<b>X</b>						
<b>COMMISSIONERS</b>							
Sarah Garner	<b>X</b>						
Thomas Gregory	<b>X</b>						
Marjorie Lynne	<b>X</b>						
Daryl Meshack	<b>X</b>						
Lester Meu	<b>X</b>						
Karina Ryan					<b>X</b>	<b>X</b>	
Noah Smith					<b>X</b>	<b>X</b>	
Howard Tevelson					<b>X</b>	<b>X</b>	
Vacant							
Staff: Anh Nguyen, ADA Programs Manager Hoang Banh, ADA Program Analyst							
Interpreters: none							

**EXHIBIT A.2 for Attachment to Minutes of Event Date**

**SIGN IN SHEET**

**Mayor's Commission on Persons with Disabilities  
Meeting for August 19, 2019**

**Subscribe to  
MCPD Notices  
(Y/N)**

**Name                      Agency                      Email                      Phone                      Address**

Helen Walsh, [branach@comcast.net](mailto:branach@comcast.net)

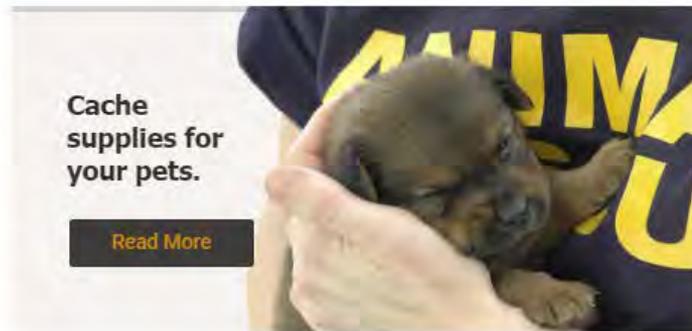
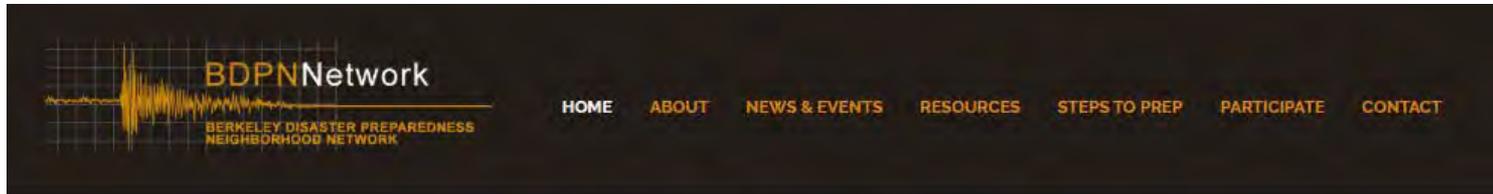
Chris Brown, Bird, [Christopher.brown@bird.co](mailto:Christopher.brown@bird.co)



# Disaster and Disabilities

Berkeley Disaster Prep Neighborhood  
Network and Community  
Cohesiveness

BDPNN is an all-volunteer 501(c)3 nonprofit dedicated to helping communities prepare for and respond to a disaster



Get your family ready with the Berkeley Disaster Preparedness Neighborhood Network

## News & Events

📅 October 12, 2019

### Disaster Kit Chili Cookoff

Now Accepting Entries For Chili-Making Teams! FREE to Enter. Sign Up Now Through 10/1/19 Enter Berkeley's Disaster Kit Chili...

[READ MORE](#)

📅 September 7, 2019

### Community Day! (7th annual)

Event sponsored by Covenant Church's Social Worker Ministry, City Help Community Services, the Berkeley Unified School...

[READ MORE](#)

📅 October 12, 2019

### East Bay Community Emergency Prep Fair

A public community-based event to demonstrate that a cohesive and resilient community is the best beginning to prepare for and...

[READ MORE](#)

# Support the Berkeley Disaster Preparedness Neighborhood Network

Are you ready ...

Is your neighborhood ready ...

For an earthquake or other serious disaster?

If not, the Network can help.

*Limited time offer!*

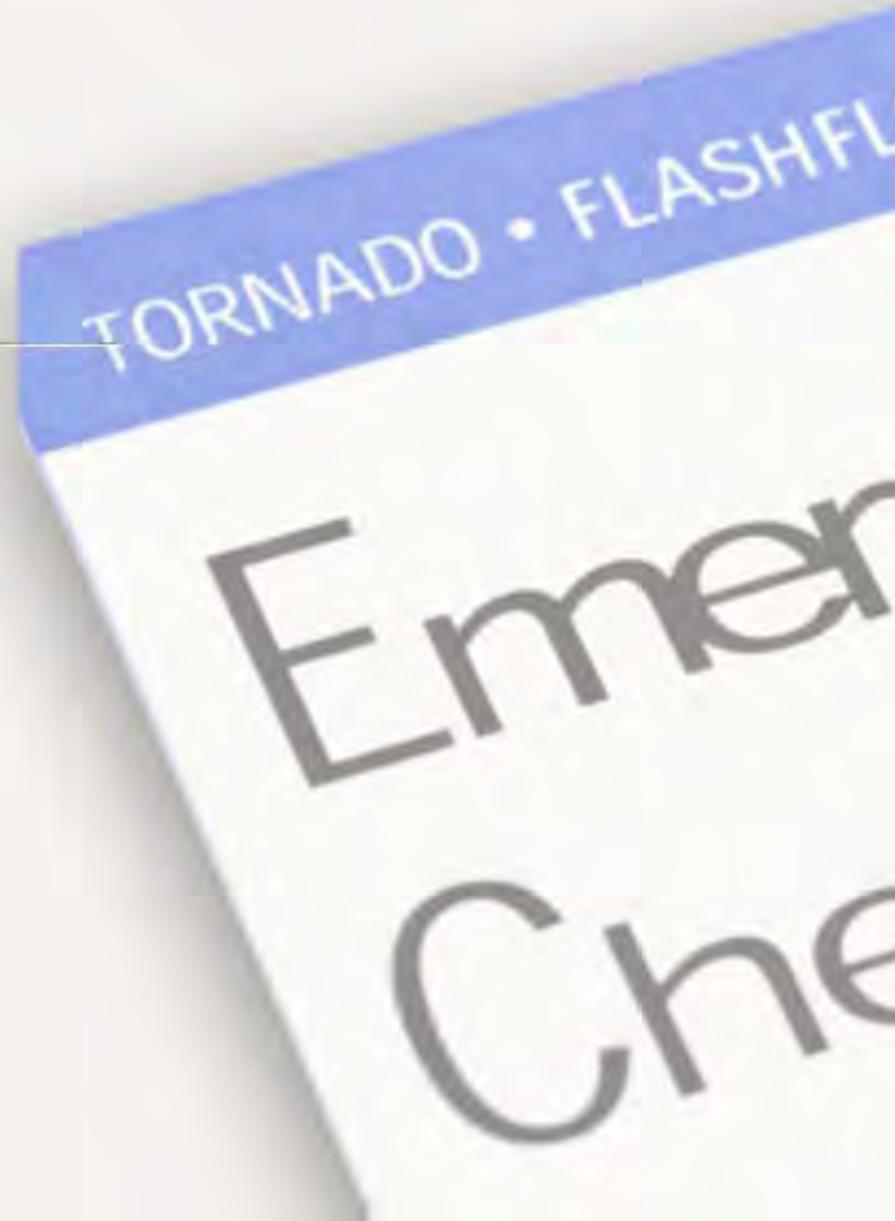
Donate \$80\*

and receive a high-end **BDPNN Go Kit**  
as our thank you gift.

Offer good only until September 15, 2019.

\*Please donate \$82 if using Paypal.

[DONATE](#)





# Disasters amplify a community's inequities

Seniors and people with disabilities die or sustain injuries in a disaster at a rate of more than double that of the larger population.

- Only 20% say that they are able to evacuate immediately without difficulty in the event of a sudden disaster, the rest could only do so with a certain degree of difficulty, and 6% would not be able to do so at all;
- 71% of respondents do not have an individual preparedness plan for natural disasters;
- Only 31% always have someone to help them to evacuate, whereas 13% have no one to help them;
- Only 17% of respondents are aware of their community's disaster preparedness plan;
- Only 14% are consulted during the preparation of these disaster preparedness plans.

# Existing support groups for people with disabilities

The city of Berkeley has contracted with Easy Does It to provide first responder assistance in large-scale emergencies.



EDI is a service agency founded by people with disabilities and seniors for people with disabilities and seniors. When you have an equipment failure or unanticipated lapse in

Easy Does It is a non-profit organization that provides emergency attendant care,

# Professional First Responders will be overwhelmed in a disaster

- By definition, police, fire, and other emergency responders will be overwhelmed and unable to aid most of the community. They will be focusing on key “hot” spots to save as many as possible.
- Most people whose lives are saved in a disaster are rescued by nonprofessionals in their community: neighbors, family, friends, colleagues.
- Citizens who have trained with CERT, Red Cross, and other organizations remain a very small percentage of the population, but will be an important part of a communities response.
- Working with communities to better respond to and communicate in a disaster is critical to building truly resilient communities.
- Building cohesive and inclusive communities is critical to responding to disasters.
- Understanding the needs of the people with disabilities will be critical to providing them the assistance necessary to survive a disaster.

# Centering disability issues

- People with disabilities must be at the center of discussions, policy making, and planning for disasters.
- Disability rights and issues must be a part of every aspect of disaster prep and response planning.
- It cannot be just a single table at an event, a paragraph in a report, or one pamphlet among many.

# People with disabilities must be at the table

- People with disabilities must be at the table, and that table must be ADA accessible.
- When people with disabilities are not at the table, groups and organizations must look to existing disability groups for leadership and direction around disability issues.
- Communities cannot rely on the government to include disability rights and issues in disaster planning and response, so they must do it on their own.
- Most real change in policy and laws are in response to ADA litigation.
- Litigation is a slow process; disasters are immediate and imminent.

# Create a Google group of various stakeholders

East Bay Disaster & Disabilities Strategy Group Shared privately

26 of 26 topics (15 unread) ☆

Welcome to the East Bay Disaster & Disabilities Strategy Group.

It is a private group, but if you know of folks who should be a part, please feel free to invite them to join.

We have started a [People and Organizational Resources](#) Google doc for everyone to contribute to and edit. Please add your own info/org.

[Edit welcome message](#) [Clear welcome message](#)

-  **PS Magazine article (1)**  
By me - 1 post - 0 views
-  **Next planning meeting for October event (1)**  
By me - 1 post - 1 view
-  **Feb 11 meeting notes and changing time & location of future mtgs (1)**  
By me - 2 posts - 0 views
-  **Notes from our Jan. 14 meeting and February meeting (1)**  
By East Bay Disaster & Disabilities Strategy Group - 7 posts - 2 views
-  **FW: Agenda for the Disaster and Fire Safety Commission Meeting on 1/23/2019 (1)**  
By dave - 1 post - 0 views
-  **FW: Article in Sacto Bee (8)**  
By dave - 8 posts - 1 view
-  **East Bay Disaster and Disability group meeting today (4)**  
By dave - 4 posts - 0 views

# Create a shared Google doc of resources

## People and Organizational Resources

East Bay Disaster & Disability Strategy Group

### Local

Berkeley Disaster Prep Neighborhood Network (BDPNN)

David Peattie, president [dave@bdpnnetwork.org](mailto:dave@bdpnnetwork.org)

*Working as a gap-filler organization to help Berkeley neighborhoods and individuals connect through a network to exchange information and resources to better prepare for and respond to a disaster.*

Ana Marie Jones

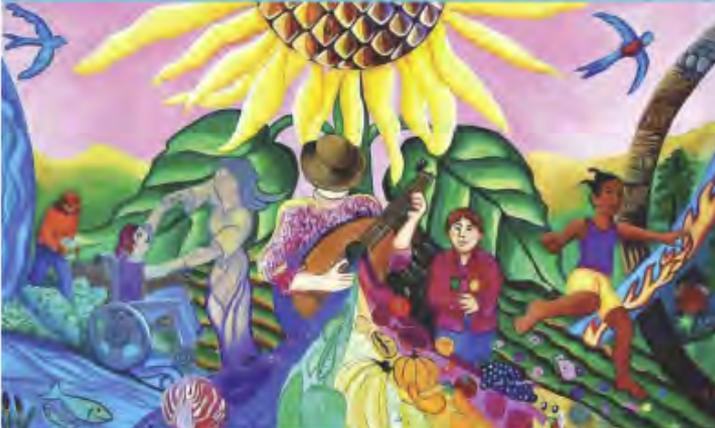
Former Executive Director of CARD (Collaborating Agencies Responding to Disasters)  
(now defunct)  
*she is supportive of the disability community*

Khin Chin

Berkeley Fire Department (OES) -  
doesn't have specific background in disability though would likely be supportive of efforts in this  
area

## East Bay Community Emergency Prep Fair

October 12 @ 10:00 am - 3:00 pm



**EAST BAY** **Community** **FREE EVENT**  
**Emergency Prep Fair**

**Saturday, October 12th**  
(10 am - 3 pm)

**James Kenney Park**  
1720 8th St. (near Virginia), Berkeley

**Chili Cook-Off!**

Bouncy House	Quake Shake Truck
Disaster Supplies	First Aid Training
Use a Fire Extinguisher	Pet Preparedness

*and much more!*

For more info visit [bdpnnetwork.org](http://bdpnnetwork.org) or email: [demofair@bdpnnetwork.org](mailto:demofair@bdpnnetwork.org)

# Community wide events

- Develop positive (not fear-based) events to promote community cohesiveness
- Center people with disabilities and seniors for the event, even if they are a small part of those attending
- Make disability rights a part of every aspect of the event
- Include the general public and caregivers in all discussions around disasters and disabilities

A public community-based event to demonstrate that a cohesive and resilient community is the best beginning to prepare for and respond to a disaster.

This will be a family-friendly event, with a focus on seniors and people with disabilities.

Giveaways! Raffles! Games! Food!

**Program:** A grass-roots effort planned and executed by a coalition of community groups and individuals, featuring demonstrations of disaster response techniques, and information on how best to prepare for various scenarios. The event will focus not on fear but on the positive power of community.

A community that is better prepared for an inclusive response to a disaster is a community that is stronger and more equitable

- Disasters can exacerbate society's problems, especially for people with disabilities and underserved communities BUT
- Disaster prep *can* be a unifying tool that brings disability rights to the center of a community.



# Mayors Commission on Persons with Disabilities:

## Adaptive scooter share + bike share update



August 19, 2019 City of Oakland Department of Transportation Parking & Mobility

- Adaptive Bike Share launched May 2019, operated by BORP through contract with Motivate/ Lyft
- A Plan for adaptive scooters required under Scooter Sharing Permit
- Provisional scooter permits issued in July to Bird, Clevr, Lime and Lyft. Clevr has not yet launched.



## The shared bike and scooter industry often leaves out people with disabilities — but Oakland is changing that

The East Bay city is the first in the Bay Area and among the first in the country to launch an adaptive bike-share program



Bonnie Lewkowicz, front left, rides a tandem bike next to two kids during the launch of adaptive bike pilot for riders with disabilities by Ford GoBike and the Bay Area Outreach and Recreation Program around Lake Merritt in Oakland, Calif., on Saturday, May 11, 2019. (Ray Chavez/Bay Area News Group)

By ERIN BALDASSARI | ebaldassari@bayareanewsgroup.com | Bay Area News Group  
PUBLISHED: May 15, 2019 at 6:05 am | UPDATED: May 15, 2019 at 2:38 pm

## Oakland Adds Bike Share for People with Disabilities

As part of its efforts to make the city more accessible, its official bikeshare program now includes 'adaptive bikes'

By Roger Rudick | May 13, 2019 | 1

THIS POST IS SUPPORTED BY GJEL ACCIDENT ATTORNEYS

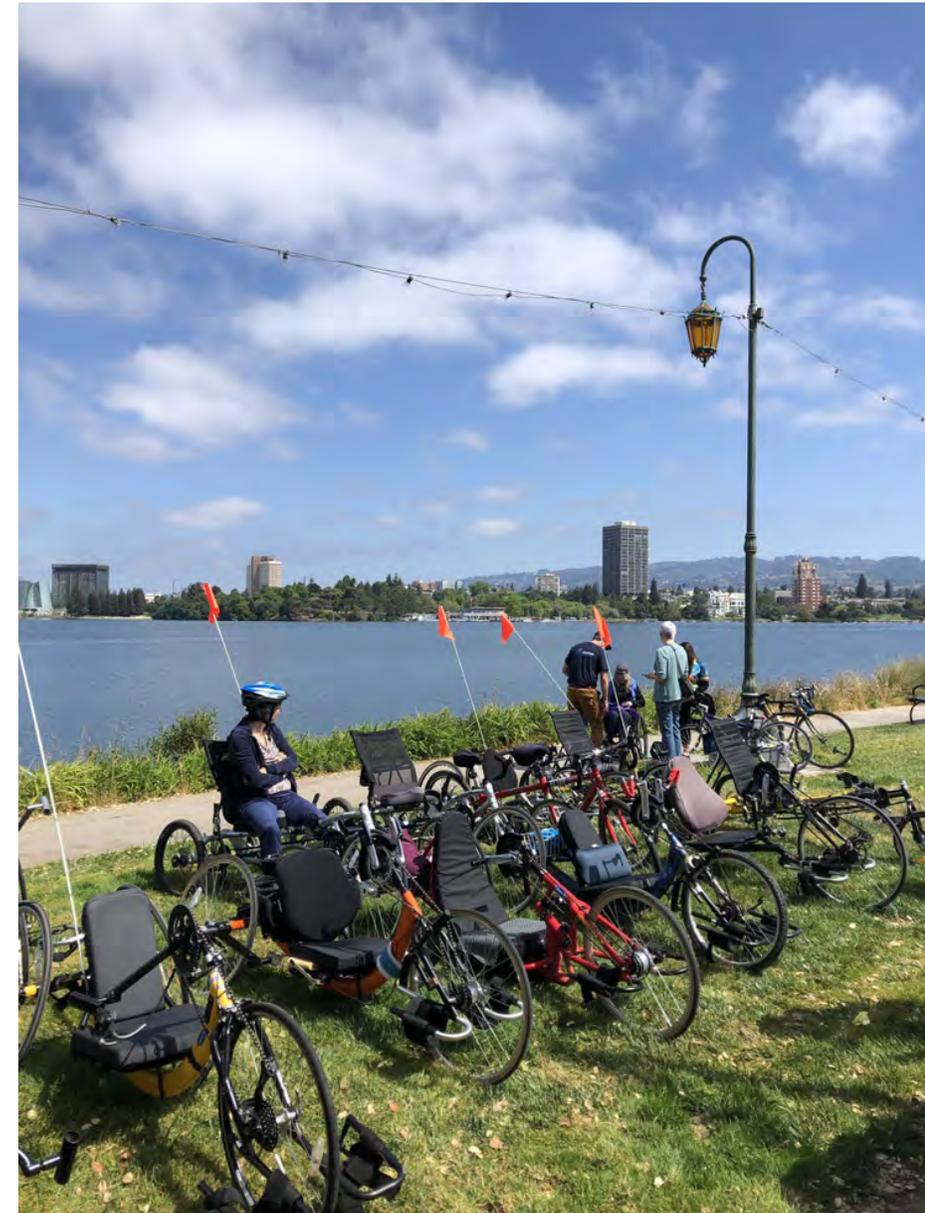


Disabled cyclists enjoy a ride on Oakland's new protected bike lane on Harrison Street along the lake. All pics Streetsblog/Rudick

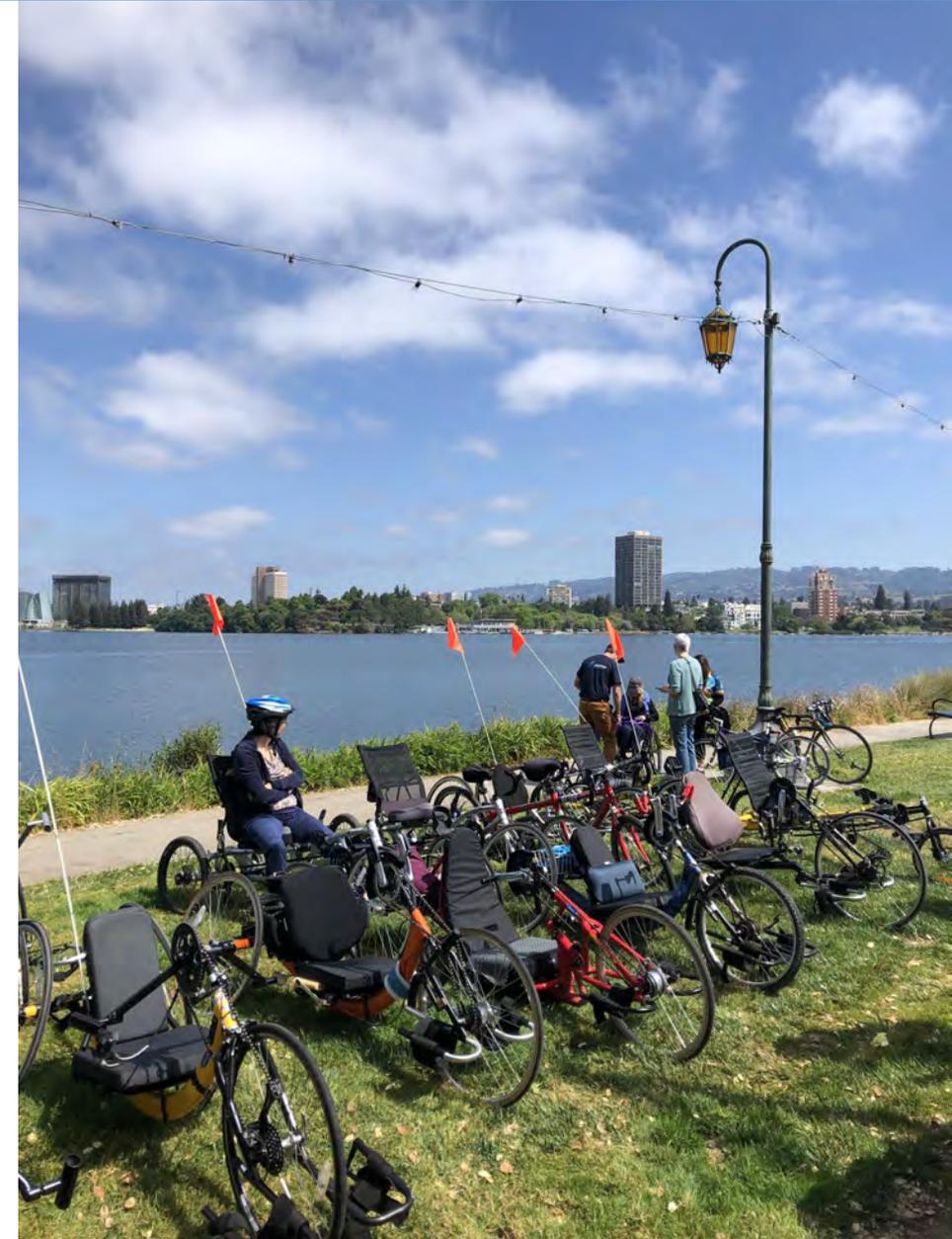
# What is an adaptive scooter share? <sup>4 of 7</sup>

EXHIBIT A4

- Should help accommodate riders who:
  - Have limited balance
  - Have difficulty standing
  - Use a cane, crutches, walker, etc.
  - Use a manual wheelchair
- Design elements should include some combination of the following:
  - A seat
  - Three or more wheels
  - A cargo area
  - Wheelchair compatibility

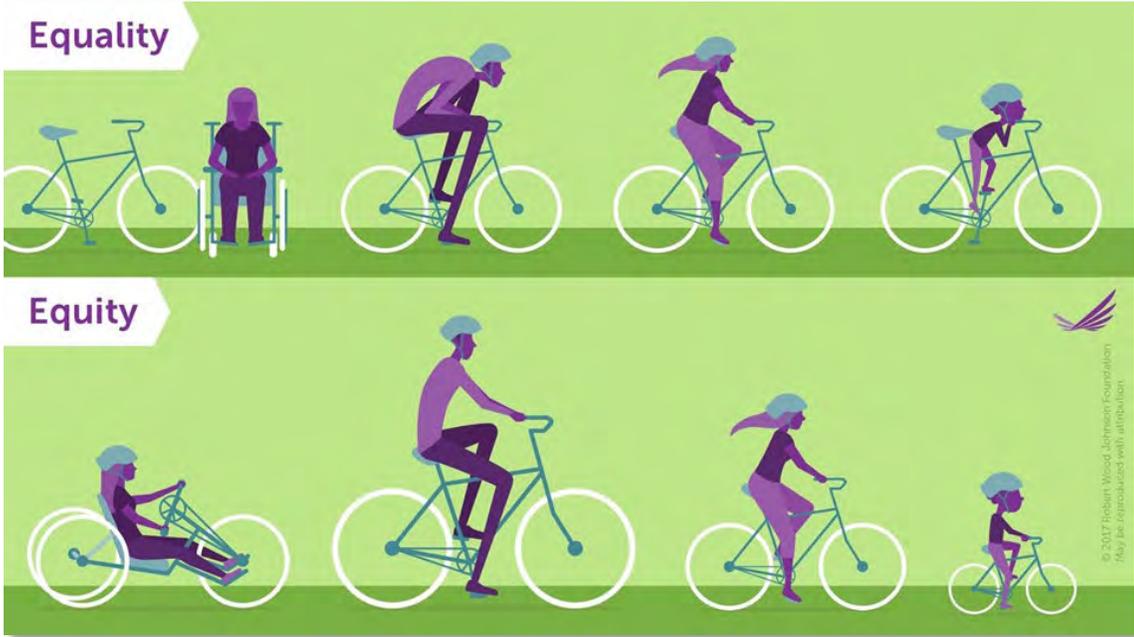


- How many adaptive vehicles?
- Where will adaptive vehicles be deployed?
- When will adaptive vehicles become available?
- How will adaptive vehicles be identified within the app?
- Safe infrastructure also needed



- Announce Adaptive Bike Share relocation to Snow Park
- Review Scooter Operator plans for adaptive scooter deployment
  - Incorporate feedback from MCPD
- Distribute survey on shared mobility accessibility
- Work with Alta Planning and Design to develop recommendations for improving accessibility of shared mobility





Questions?



Feel free to contact me:  
[Kolsen@oaklandca.gov](mailto:Kolsen@oaklandca.gov)  
510-238-2173



# BIRD

**Mayor's Commission on Persons with Disabilities  
Oakland, August 19th, 2019**

**Chris Brown  
Head of Government Partnerships,  
Bay Area & Pacific NW**

# Meeting Agenda

- **Accessibility Features live in Oakland Today**
- **Adaptive Vehicles**
- **Oakland Roll-out Plan**

# Accessible App Features

Both our website and app feature intuitive, easy to navigate user interfaces built with simplicity, perceivability, and other core accessibility design principles in mind.

## NAVIGATION OPTIONS

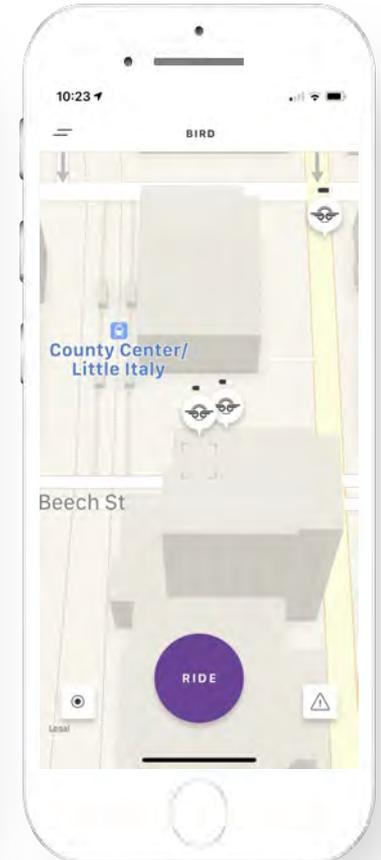
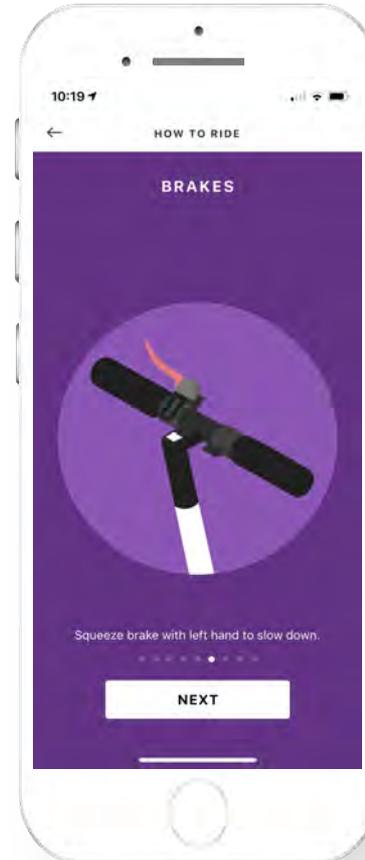
Visible text to allow for various navigation types

## CLOSED CAPTIONING

All videos, images, and animation uses clear imagery and closed captioning

## ACCESSIBLE CONTENT

All content stays consistent and does not change dynamically after a page loads



# **Listening and Engaging with Disability Community**

**We started by meeting with disability advocates to hear from the community what they need**

# New Form Factors: A Seated Ride

Bird is constantly looking for ways to reduce barriers and improve access to meet the needs of everyone. We've added adaptive vehicles to our fleet. The newest addition to our fleet is customized to provide more riders that the opportunity to access an affordable, sustainable transportation option.

## SEATED OPTION

Seated option increases stability and longevity for some riders

## BUILT FOR TWO

A large, padded seat can comfortably accommodate up to two adults

## WIDE TIRES

Provide a smooth, stable ride across a range of terrain



# New Form Factor: An e-Scooter that can power a Manual Wheelchair

Bird has partnered with a company that has designed a universal device that can power a manual wheelchair and enhance the riders mobility.

## UNIVERSAL DEVICE

enables a person who uses a manual wheelchair to independently connect their wheelchair to a powered scooter

## 30 PROTOTYPES BUILT

Tested in Paris with more than 50 users.

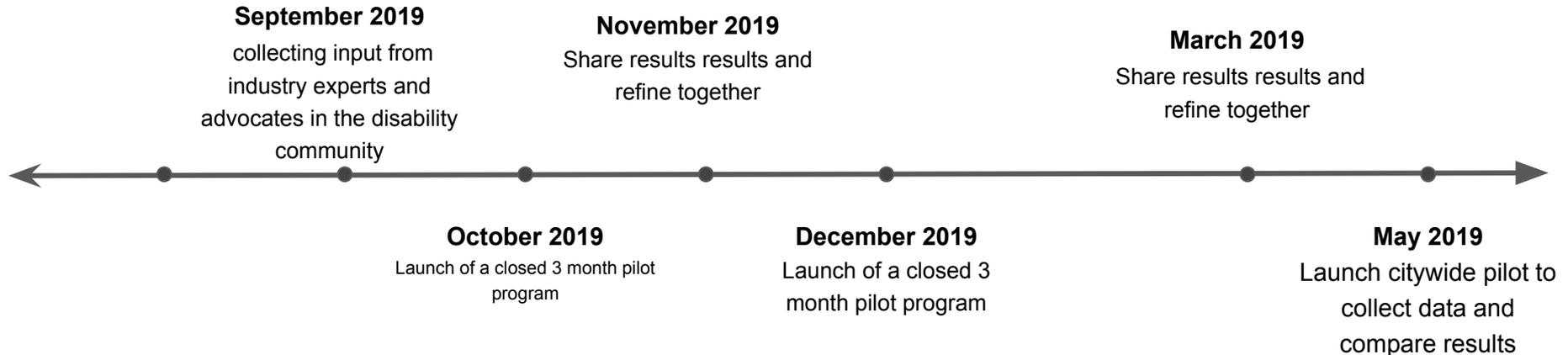
## EXCITED TO PILOT IN OAKLAND

We want to work together with them to bring this innovative solution to Oakland.



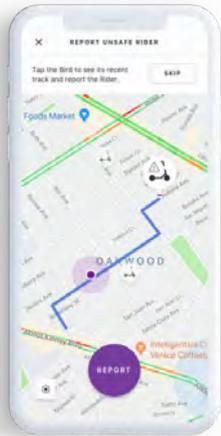
# Adaptive Vehicle Roll Out Plan for Oakland

Over the next three months, Bird will design and launch an adaptive program that will finalize an approach for adaptive vehicles. This pilot will consist of several phases:



# Tools for when problems arise

## Community Mode



Anyone can report an issue including a damaged vehicle, poor parking and unsafe riding. These reports help identify when additional education or further action is needed

## 24/7 Support w/ TTY

# 1 (866) 205-2442



We are available **24/7** via phone and email to send complaints directly to Bird.

**hello@bird.co**

## Bird Watchers



Bird will dedicate **full time Bird Watchers to help monitor the fleet**. These local employees are dedicated to engaging with the community to educate them on safe riding practices, moving Birds that are parked improperly, and ensuring vehicles are keeping rights of way ADA accessible

**THANK YOU!!**

**[christopher.brown@bird.co](mailto:christopher.brown@bird.co)**

**202.210.5247m**

CLEVR

DOING BUSINESS AS

grüv

A  PORTFOLIO COMPANY

# CLEVR INITIAL VEHICLE DEPLOYMENT

2-WHEEL ELECTRIC SCOOTER MANUFACTURED BY EXPERIENCED HARDWARE PARTNER — CURRENTLY DEPLOYED IN CHICAGO



- Rugged construction – durable materials & components
- Longer & wider footboard
- 10” wheels
- Dual rear wheel braking – electronic and drum brake
- Dual front fork suspension
- Airless tires



# CLEVR VEHICLE ROADMAP

3-WHEEL ELECTRIC SCOOTER - MADE SPECIFICALLY FOR FLEET AND SHARED MOBILITY USE.



- Rugged construction – durable materials & components
- 3-Wheel kick scooter with stability and easy to use for all
- Detachable seat accessory that fits on all devices
- Turn signals
- Loud horn
- Emits audible sound when in motion
- Dual parking stand to prevent tipping over
- No cables exposed
- 10” wheels
- Full articulated suspension on front and rear
- Anti-theft features – integrated lock-to cable, secured battery compartment
- Safety accent lighting & powerful headlight
- RFID enabled for use without smartphone
- Built in interactive display and speakers to communicate with users



## CLEVR ADAPTIVE PLAN

CLEVR will deploy in Oakland in two phases - first, with the 2-wheel unit that is not equipped with our CLEVRNav enhanced asset control technology. Then, during the course of the program, we will introduce our full proprietary solution with 3-wheels and CLEVRNav technology.

Our objective is to work closely with the City of Oakland and maintain very high standards in the following areas:

### SAFETY & RESPONSIBILITY

- 3-wheeled scooter is more stable, sturdy and very hard to tip over when parked
- Network controlled top speed – can slow down or disable on sidewalks, for example
- Lock-to cable and built-in anti-theft features – motion & wheel counting sensors
- Ability to designate proper parking areas virtually to eliminate right-of-way issues
- Ability to include a helmet with vehicles

### UNIVERSAL EQUITY

- Our objective is to deploy a vehicle that appeals to the widest possible user base, irrespective of abilities
- 3-wheeled scooter is more stable and road worthy while being easier for all skill levels to operate safely
- Free detachable seat accessory that fits on all 3-wheeled vehicles, not just a small percentage
- CLEVR vehicles can be integrated with existing public transit payment systems (RFID cards or other)

### EFFICIENCY & SUSTAINABILITY

- Weatherproof fleet grade vehicles last 4x longer than consumer grade – approximately 18-24 months
- Field swappable battery
- Integrated sensors and intelligence detects rider abuse and vandalism
- Sustainable end of life plan for both vehicles and battery
- Optional sensors available – air quality, gunshot, and more



INTELLIGENT LIGHT ELECTRIC VEHICLE SOLUTIONS

THANK YOU

CONTACT: [ALEX@CLEVRMOBILITY.COM](mailto:ALEX@CLEVRMOBILITY.COM)

August 19, 2019

# Oakland Mayor's Commission on Persons with Disabilities



OAKLAND AND SAN FRANCISCO

# Lyft's Adaptive Shared Mobility



# OAKLAND

# Adaptive bike share.

Brought to you by BORP,  
City of Oakland, MTC and Lyft.



# SAN FRANCISCO



# EXHIBIT A7

FIND US AT

**Oakland**

Lake Merritt Bike Path

1335 Lakeshore Ave

Wednesday:

11 AM – 5 PM

Saturday:

10 AM – 4 PM

**San Francisco**

Golden Gate Park

JFK and Kezar Dr.

Sunday:

11 AM – 4 PM

Embarcadero

Thursdays Coming Soon!

# LESSONS LEARNED



# What we're trying to solve for

- Make balancing easier
- Provide stable seating
- Address unique cargo needs
- Allow for tandem riding
- Improve the app experience

(This information culled from Alta Planning and Design Research presented to the Oakland Adaptive Mobility TAC meeting in August 2019)

# Potential Adaptive Device.

Firefly Mobility Attachment





**Thank you  
Neal Patel**

August 19, 2019



**Make last-mile logistics fast, accessible,  
and frictionless — whether it's delivering  
groceries, medicine, or any other kind of  
package.**

## DELIVERY ROBOTS

- **Our robots navigate sidewalks at walking speeds to efficiently and affordably deliver goods within minutes of when they are ordered.**
- **Through the use of state-of-the-art 3D mapping and artificial intelligence, deliveries are made securely and safely to their destinations.**



# ACCESSIBILITY OF GOODS

Seniors

Individuals with Disabilities

Single Parents

People in Food Deserts



Groceries

Meals

Medicine

Packages

# MEET THE ROBOT

Safe

Modular Design

Useful Capacity

Environmentally Friendly

Secure

Confidential and intended solely for internal use.  
Do not redistribute. Marble Robot, Inc.

5 of 9



EXHIBIT A8



## SIDEWALK ACCESSIBILITY

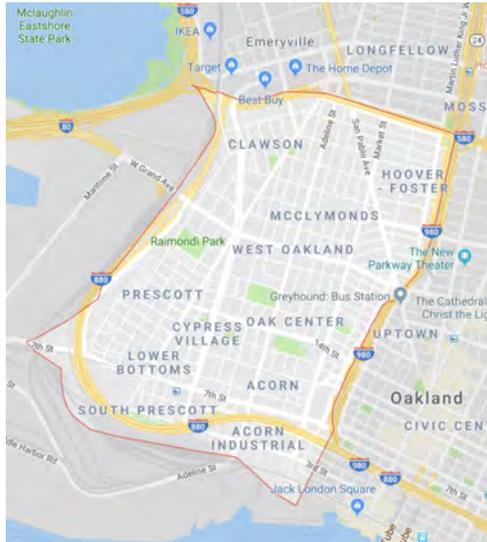
- **Robot is sized so a wheelchair can easily pass on standard city sidewalk (key improvement from v1)**
- **Unlikes bikes, scooters, and joggers, it yields to pedestrians and moves at walking speed**
- **Human operator standing by and trained to move robot out of the way if needed**
- **Marble will map sidewalk conditions for Oakland to help OakDOT recommend where improvements are needed**

## **MARBLE'S HIGHEST PRIORITY: SAFETY**

- **Tested software, cameras, & redundant sensors that avoid pedestrians & property**
- **Front lights, tail lights, and 70-dB noise emitters to alert pedestrians**
- **Two human partners: ambassador accompanying the device & remote operator**
- **Local & remote emergency stop**
- **Power-off break holds position even on steepest hills**

# PROPOSED MARBLE AND OAKLAND COLLABORATION

## West Oakland



3-5 robots

Conducting Testing

Marble will provide  
feedback to DOT on  
pedestrian  
infrastructure  
conditions

## Jack London Square



# THANK YOU.

**John Doolittle**  
**Commercial Operations**

**john@marble.io**



# PUBLIC REVIEW DRAFT PLAN

Mayor's Commission on Persons with Disabilities – September 16<sup>th</sup>, 2019

# PROCESS & TIMELINE



# Key Concepts From Accessibility Advocates (Meetings & Survey)

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- **General:** Use the DOSP to help make disability visible; disaggregate racial equity indicators by disability as well
- **Housing:** Emphasize visitability; reduce displacement by making existing units accessible
- **Mobility:** Focus on sidewalk management (including micromobility); improve BART elevator accessibility (including special events)
- **Community Health:** Require universal design in all playgrounds; have people with disabilities review public realm improvement designs
- **Economic Opportunity/Culture Keeping:** Be explicit that an inclusive workforce and business community includes people with disabilities

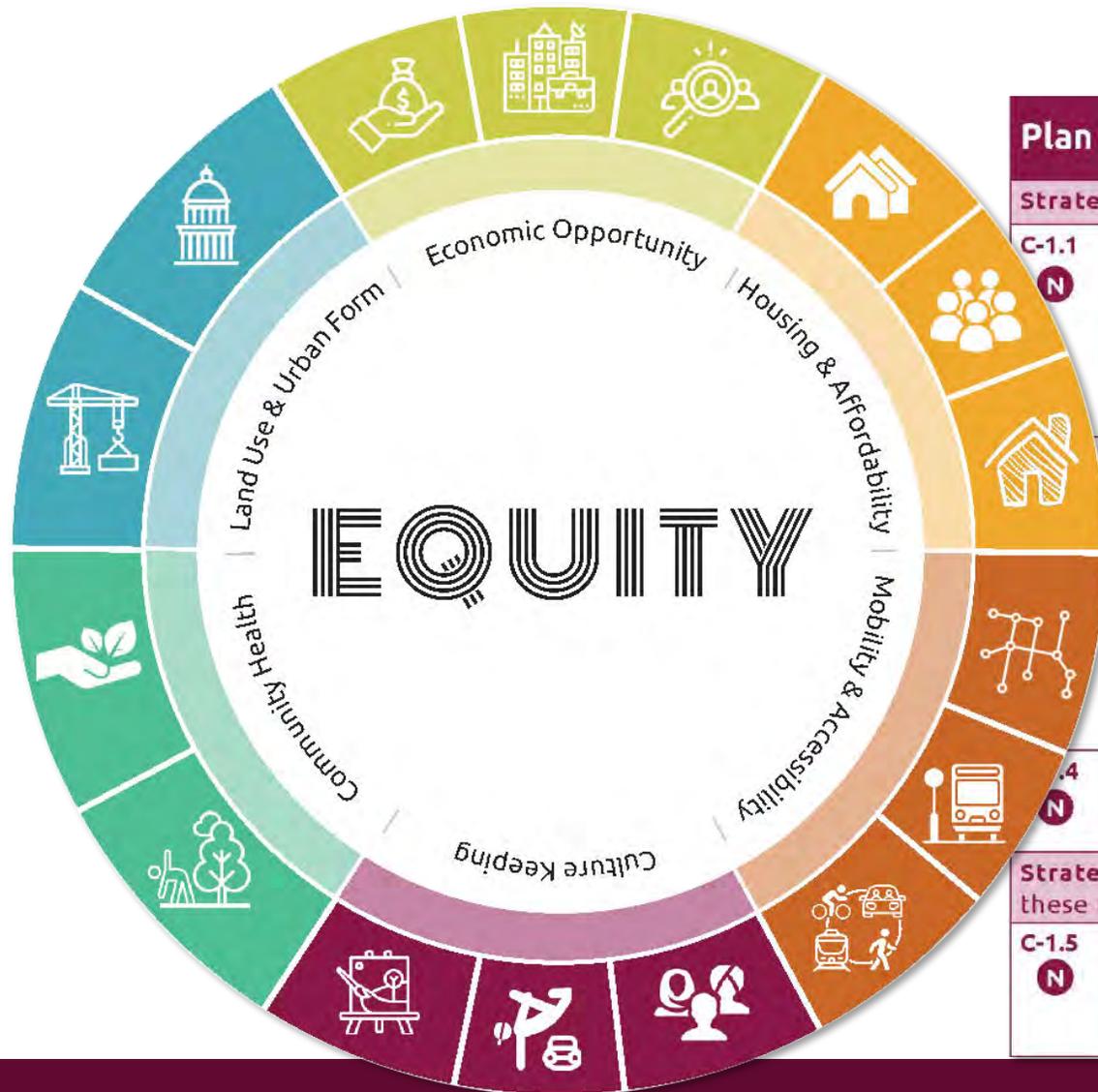
# PUBLIC REVIEW DRAFT PLAN: WHAT'S INSIDE?



## Table of Contents:

- Intro & Process
- Vision & Goals
- 1: Economic Opportunity
- 2: Housing
- 3: Mobility
- 4: Culture Keeping
- 5: Community Health
- 6: Land Use & Urban Form
- 7: Implementation

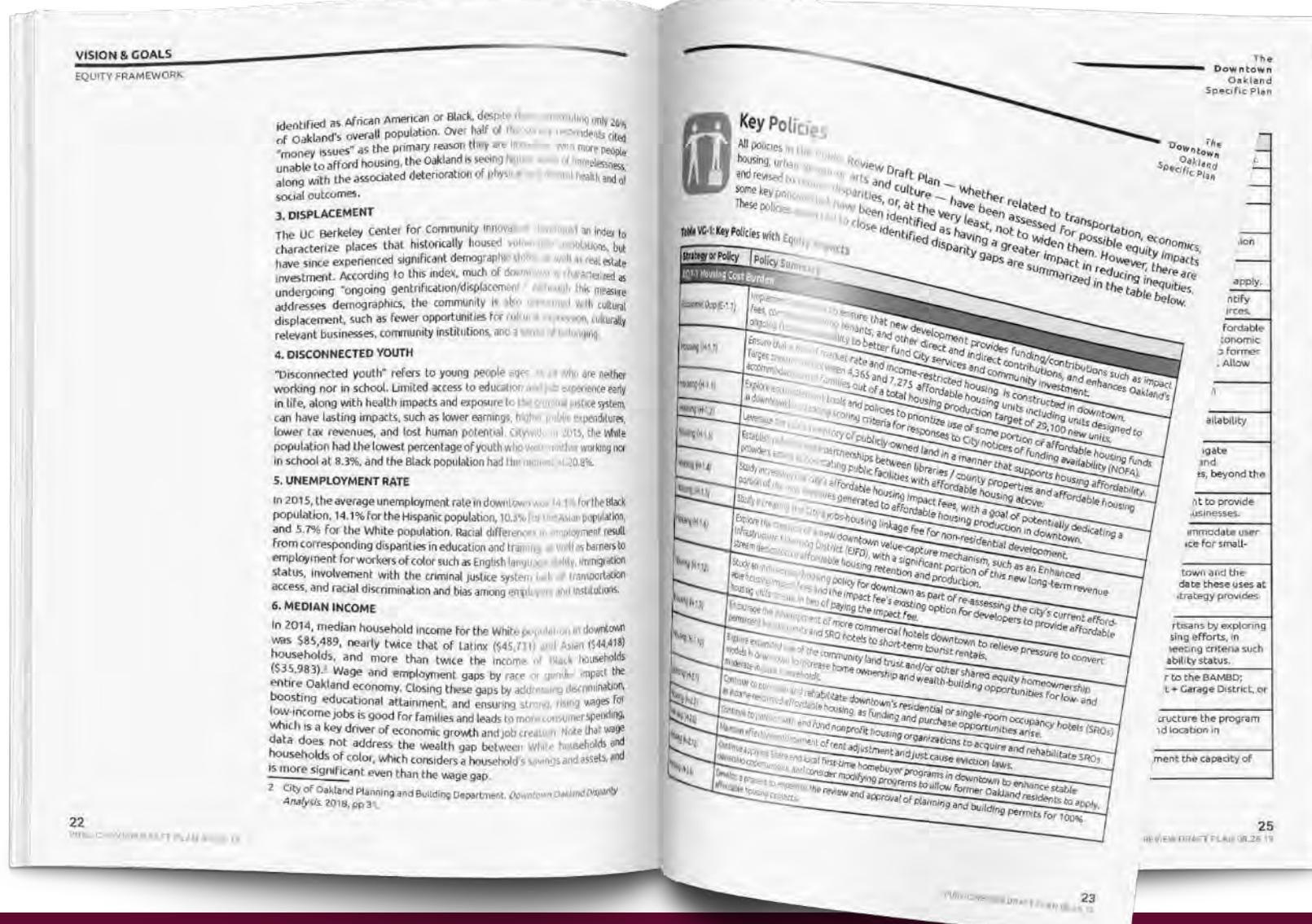
# WHAT'S INSIDE: GOALS & DESIRED OUTCOMES



## 6 Plan Goals and 16 Plan Outcomes

Plan Policies, Programs or Actions		Additional Outcome/Policy:			
<b>Strategy:</b> Establish, invest in, and better connect downtown Cultural Districts.					
<b>C-1.1</b> 	Establish a Citywide Cultural Districts Program to formalize a collaborative partnership between the City and cultural communities and identify resources to stabilize vulnerable communities and to preserve, strengthen, and promote the City's cultural assets and diverse communities. (See map of adopted and potential Cultural Districts on Figure LU-2).				
		<b>EQT-3</b>	<b>E-2.9</b>	<b>E-2.13</b>	<b>H-3.2</b>
		<b>C-1.10</b>	<b>LU-1.1</b>	<b>LU-2.3</b>	
	Provide support for the Black Arts Movement and Business District (BAMBD) and promote the district with special urban design elements and marketing materials.				
		<b>EQT-3</b>	<b>E-2.8</b>	<b>LU-1.5</b>	
	Strengthen and connect downtown's cultural assets and districts by investing in marketing and branding and a network of public spaces and culturally-relevant streetscape elements, such as wayfinding, signage, historical markers and public art.				
		<b>E-2.11</b>	<b>M-2.6</b>	<b>C-2.2</b>	<b>CH-1.1</b>
		<b>LU-1.5</b>			
	<b>C-1.4</b> 				
	Encourage or incentivize new developments and infrastructure projects to seek out local culturally-specific artisan producers and industrial fabricators to supply district-appropriate furniture, lighting, railing, textiles, art work, etc.				
		<b>LU-1.3</b>			
<b>Strategy:</b> Preserve downtown's arts and culture assets while providing additional incentives to expand these uses and make them accessible to all.					
<b>C-1.5</b> 	Explore the development of an incentive program (such as a cultural density bonus program) for downtown that identifies affordable arts, culture, and commercial space, including space for community-serving nonprofits, as one of the priority community-benefiting uses.				
		<b>EQT-3</b>	<b>E-2.8</b>	<b>LU-1.3</b>	

# WHAT'S INSIDE: SUMMARY OF KEY EQUITY POLICIES



- ## Equity Indicators:
1. Housing Cost Burden
  2. Homelessness
  3. Displacement
  4. Disconnected Youth
  5. Unemployment Rate
  6. Median Income

## WHAT'S INSIDE: OVERALL VISION

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Downtown Oakland serves as the setting for a remarkable array of lived experiences. It is both home and gathering space to people of all different income levels, races, cultures, and ethnicities. It supports a wide spectrum of community assets, serving not only local residents, but also visitors and workers from around Oakland, the Bay Area, and the globe. Its economy drives social innovation while reflecting the cultures, political movements, and people who are its heritage.

# WHAT'S INSIDE EACH CHAPTER



- Figures at a Glance
- Summary of Key Findings
- Strategies
- Policy Summary Tables
- Measures of success

# Economic Opportunity

*Central Idea: Make downtown a racially and economically diverse regional employment center by identifying office priority sites, targeting training for living wage jobs to fill those spaces, and by investing in small businesses and businesses owned by people of color.*

Figure VG-2: Street scene in Lake Merritt Office District



Go to [page 58](#) to see the before and after transformation

**Challenges:**

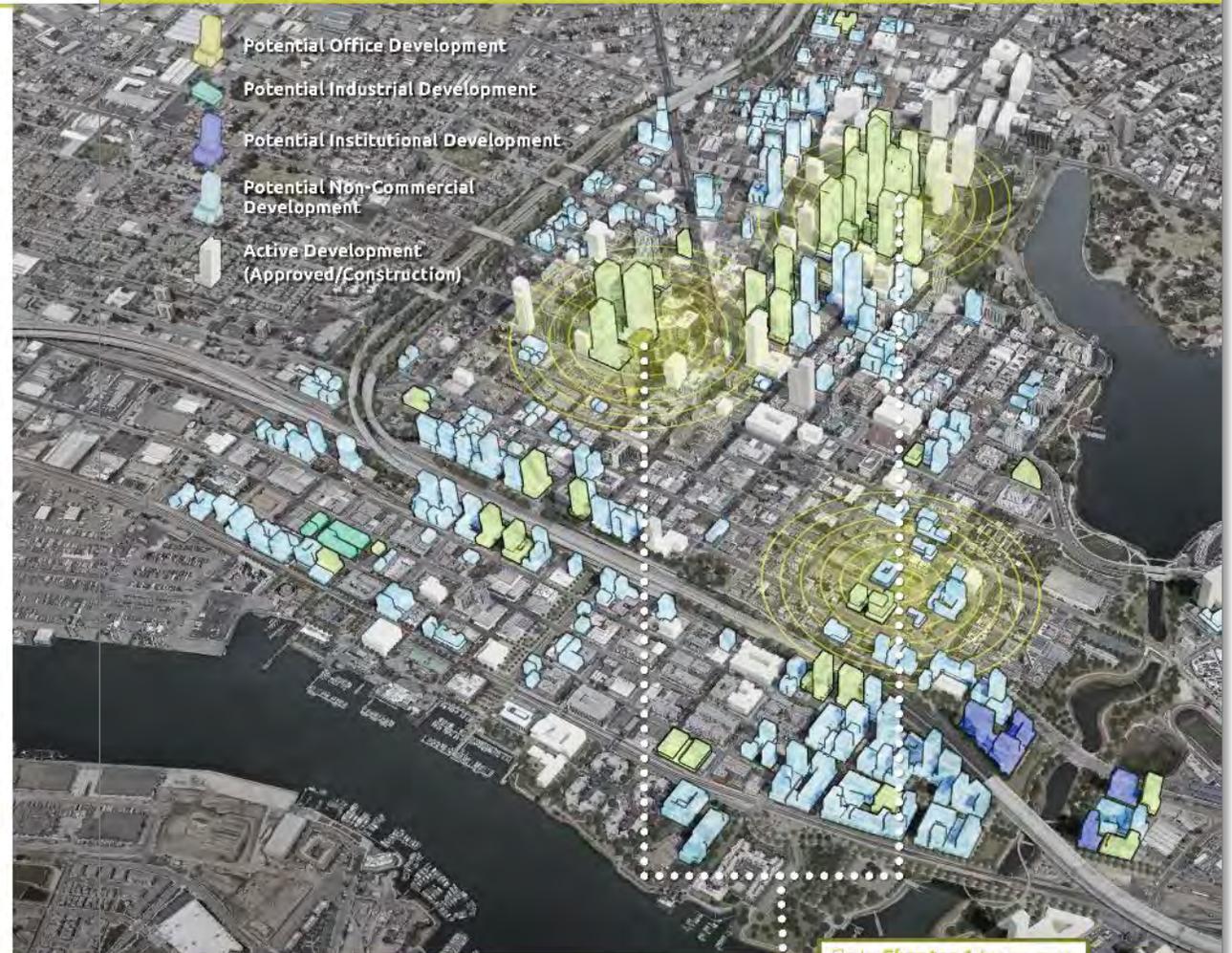
- Low revenues to fund City services
- Huge wealth disparities
- Regional imbalance of jobs & housing leading to transit overload and inadequate opportunity for residents

**Key City Investments & Policies:**

- Capitalize on geographic and transit assets by identifying office priority sites and promoting density at downtown's regional transit hubs
- Activate ground floor retail/commercial spaces by developing a program to master lease vacant spaces, and sub-lease them to small, local and culturally relevant retailers, artists and artisans
- Expand initiatives and partnerships with the tech sector, and other sectors targeted for expansion, to increase equitable business development and employment opportunities
- Expand existing and develop new summer job and local-hire training programs to ensure that jobs benefit those who most need them

**THE SPECIFIC PLAN CAN HELP ENCOURAGE UP TO:**

- +20.0 M Sq. Ft. of New Commercial Space
- +1.3 M Sq. Ft. of New Institutional Space
- +260 K Sq. Ft. of New Industrial Space



Go to [Chapter 1](#) to see more

**...IF BUILT, THAT GENERATES:**

- \$43 Million in Impact Fees to Fund Affordable Housing & Transportation Improvements; and
- Roughly 61 Thousand Jobs

**OFFICE PRIORITY AREAS**

# Accessibility Policies: Economic Opportunity

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- E-2.8 Provide affordable space for entrepreneurs and small, local retailers, artists, and artisans by exploring the implementation of a land trust model focused on these uses, and by expanding Oakland’s master leasing efforts, in which the City of Oakland or a City-supported nonprofit intermediary leases or owns space and then sub-leases that space to tenants meeting criteria such as length of residency in Oakland, location of residence, economic status, and disability status. Use new programs to potentially offer long-term leases to allow tenants to make capital investments to build out the spaces to meet their needs, and consider targeting use in the Black Arts Movement & Business District (BAMBD).
- E-2.15 Partner with local businesses and the Building Bureau to enhance the physical accessibility of public-serving retail, workplaces, and other spaces through application of “universal design” principles.

# Housing & Affordability

*Central Idea: Maintain downtown as a collection of unique neighborhoods where people of all races and incomes live by adding 29,100 new homes by 2040, of which 4,365 to 7,275 will be affordable units*

Figure VG-3: Potential new development near Estuary Park



Go to [page 74](#) to see the before and after transformation

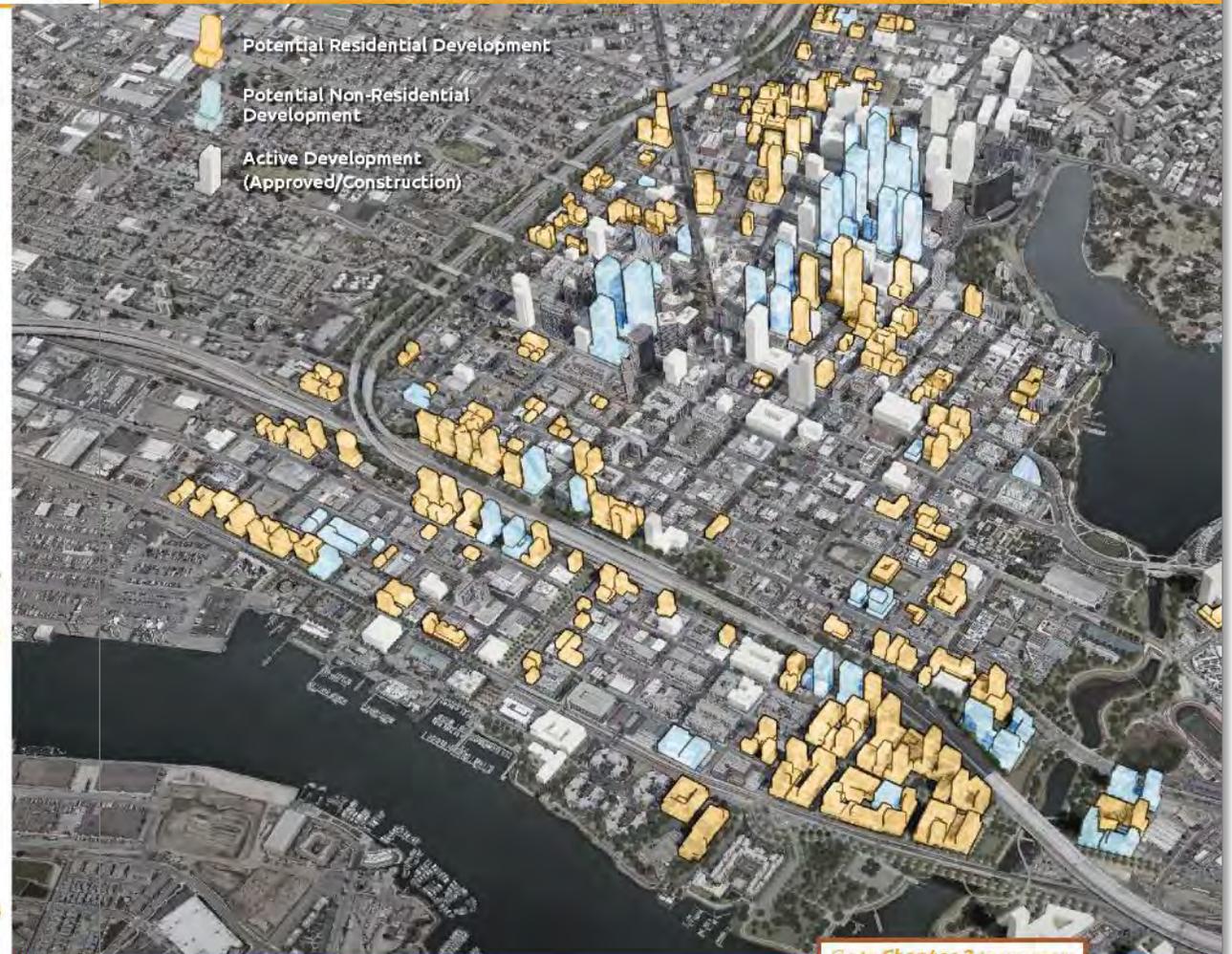
### Challenges

- Insufficient affordable housing and the funding necessary to subsidize its creation in sufficient numbers
- High housing cost burden
- Highest displacement and cost burden among Black residents and other groups historically impacted by disparities in life outcomes
- Increasing number of homeless residents, with the highest numbers being disproportionately Black

### Key City Investments & Policies:

- Prioritize a portion of citywide housing funds generated downtown for downtown projects by adapting scoring criteria and/or increasing impact fees
- Study an inclusionary housing requirement for downtown that would replace the affordable housing impact fees currently in place
- Establish a program to incentivize community-desired benefits in exchange for increased development potential
- Encourage large units for families and accessible units for older adults and people with disabilities

THE SPECIFIC PLAN CAN HELP ENCOURAGE UP TO: **+29,100 New Residential Units Downtown**



Go to [Chapter 2](#) to see more

### ...IF BUILT, THAT GENERATES:

- 4,365 to 7,275 New Income-Restricted Units; and
- \$480 to \$544 Million in Impact Fees to Fund Additional Affordable Housing

# Accessibility Policies: Housing & Affordability

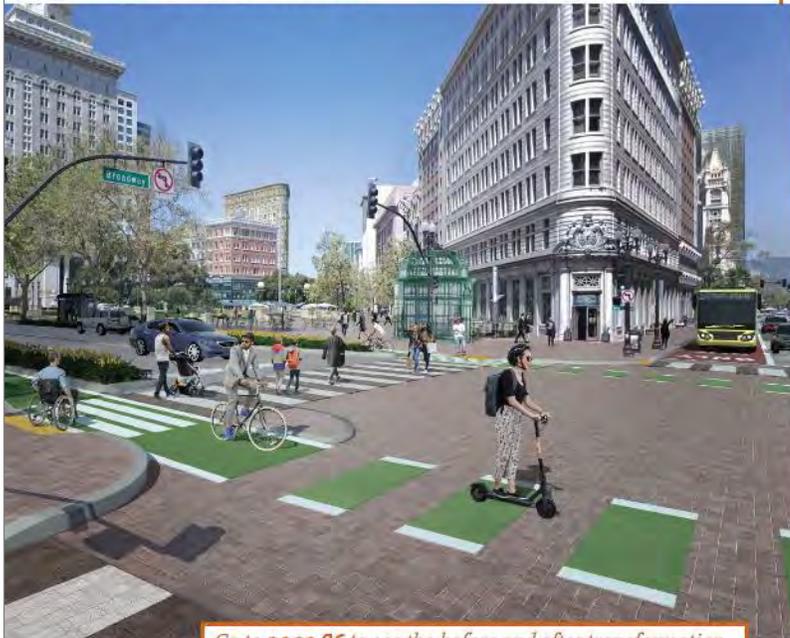
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- H-1.13 Investigate passage of policies requiring a high standard of accessibility retrofits during remodels of existing buildings/units, and/or adjust requirements for new residential development in order to strengthen accessibility. This change could potentially include creation of a citywide universal design ordinance or amendment of existing citywide zoning/building codes to strengthen accessibility requirements (consider using the City of Alameda's visitability and universal design ordinance as a model).
- Accessibility Measure of Success:
  - Baseline: Buildings are not currently required to meet universal design standards, only ADA accessibility
  - Measure of Success: The City has adopted an ordinance requiring more stringent requirements for visitability and universal design.

# Mobility

*Central Idea: Connect people across Oakland to downtown and unify downtown by expanding high-quality transit, bicycle routes, pedestrian access and amenities for an active street life.*

Figure VG-4: Broadway & 14th Street



Go to **page 96** to see the before and after transformation

**Challenges:**

- Infrequent, undependable and circuitous transit access creates barriers for those already most vulnerable
- Frequent vehicle collisions with pedestrians and bicyclists
- Freeways on the west and south edges of downtown create barriers

**Key City Investments & Policies:**

- Streetscape investment, including curb ramps, high visibility crosswalks, landscaping and public space improvements
- Investment in dedicated transit lanes
- Investment in downtown's bicycle network to expand the number of high-quality routes and increase the overall number of connected and continuous routes throughout downtown

## EXTENSIVE NETWORK OF MULTIMODAL STREETS



Go to **Chapter 3** to see more

# Accessibility Policies: Mobility

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- M-1.1 Design and construct safety measures along the high-injury pedestrian network, including ADA measures that support access for people with disabilities (as identified in Figure M-1 and described in Appendix Table M-1).
- M-1.4 Design and construct connectivity and access improvements throughout downtown (as identified in Figure M-2 and M-3 and described in Appendix Table M-1 through M-3).
- M-2.2 Improve passenger amenities (including wayfinding) and security at bus stops on all transit streets throughout downtown. Bus stops can include lighting, new shelters, benches, wayfinding information in multiple languages, and other amenities including those that improve access and comfort for people with disabilities.
- M-2.5 Maintain reliable, ADA-accessible access to transit stations (i.e. BART elevators and escalators) and find opportunities to increase the number of elevators. Address all access needs identified in previous BART planning efforts for the 19th Street Station and 12th Street/City Center Station.

# Accessibility Policies: Mobility

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- M-3.7 Expand the Park Oakland program to additional areas of Downtown Oakland to manage public parking to balance the diverse needs of Downtown Oakland’s visitors, merchants, commuters and residents. Goals include ensuring parking availability; increasing ADA-accessible parking and passenger loading to serve the needs of people with disabilities and downtown businesses; reducing the number of drivers looking for parking; balancing the needs placed on curb space; and better managing parking resources and demand. Actions include:
  - Increase ADA-accessible parking and passenger loading with the objectives of serving the needs of people with disabilities, seniors, and businesses
  - Establish a committee, with significant representation from people with disabilities, to propose reforms to (a) improve curb parking availability for people with disabilities, and (b) reduce Disabled Placard fraud and abuse.
- M-3.10 Adopt stronger regulations to ensure safe access for pedestrians, bicyclists, and transit riders of all abilities during construction projects Downtown.

# Accessibility Policies: Mobility

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## Accessible Streets Measure of Success

- Baseline: Although Downtown Oakland has the highest concentration of corners equipped with curb ramps in the city, just 59% are ADA-compliant.
- Measure of Success: Modern, ADA-compliant curb ramps are installed at all sidewalk intersections and accessible pedestrian signals (APS) at all intersections identified in the Project List (Appendix)

## “Blue Zone” Parking Measure of Success

- Baseline: Currently there are 72 accessible parking spaces in Downtown Oakland.
- Measure of Success: Adequate additional parking is provided to meet accessibility needs.

# Accessibility Policies: Mobility

Connectivity and access improvements include:

- Filling in gaps in sidewalk network and widening sidewalks
- Improving freeway interchanges and over- and under-crossings
- Opening new street connections where the pedestrian network is incomplete or disconnected
- Adding streetscape amenities such as lighting and wayfinding signages
- **Installing directional curb ramps and accessible pedestrian signals**
- Completing a system of integrated walking and biking paths through downtown to link cultural districts, connect people seamlessly to all of the downtown waterfronts (Lake Merritt, Channel and Estuary), and improve access to adjacent neighborhoods and districts



Figure M-2: Proposed Connectivity and Access Improvements

# Culture Keeping

*Central Idea: Leverage and protect Oakland's diverse cultures as an engine for artistic innovation and economic growth by establishing and implementing cultural districts downtown with support for cultural institutions and businesses.*

Figure VG-5: The BAMBD District on 14th Street



Go to **page 132** to see the before and after transformation

**Challenges:**

- Declining shares of Black and Asian residents
- Unaffordable art/artisan small-scale manufacturing space and lack of art space
- Displacement of ethnic businesses and community-based organizations

**Key City Investments & Policies:**

- Provide affordable space for, small local retailers, artists and artisans by developing a master lease program
- Dedicated ground floor space for cultural, arts, and maker uses in new developments located in cultural districts
- Construct coordinated streetscape and public space improvements that help identify and enhance arts and culture districts

**CULTURAL DISTRICTS** Special land use regulations to preserve art & culture.



Go to **Chapter 4** to see more

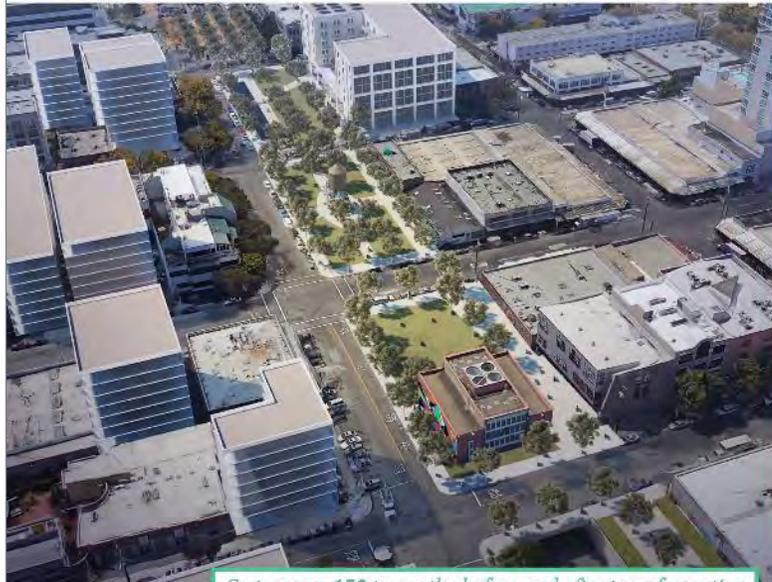
Jack London  
Entertainment Area

Uptown  
Entertainment Area

# Community Health

*Central Idea: Enhance quality of life and health for all Oaklanders by improving and expanding public spaces, implementing urban greening projects, strengthening community resilience, reducing private vehicle trips, and shifting to renewable energy sources.*

Figure VG-6: Webster Green



Go to [page 150](#) to see the before and after transformation

**Challenges:**

- High asthma rate, particularly for Black residents and others living along high-traffic corridors
- Sea level rise and other environmental stressors
- Small businesses unable to thrive due to limited foot traffic, fear of crime
- Community facilities and maintenance not keeping up with population growth

**Key City Investments & Policies:**

- Create a safe and healthy public realm through streets, parks, and open-space improvements with a focus on enhancing connections between the waterfront and the rest of downtown
- Improve the experience of existing parks, open space, libraries and other community facilities through capital investments in equipment upgrades, maintenance and programming
- Draft and adopt design guidelines for streets and public spaces
- Reduce greenhouse gas (GHG) emissions by investing in improvements to the walking, biking and transit network and eliminating fossil fuels from building systems
- Apply concepts from CURB Strategy, Sustainable Oakland, Sea Level Rise Road Map and others for a more resilient downtown



Webster Green

Continuous Improvements Along Waterfront

Estuary Park

Green Buffer Along Highways

Lake Merritt Channel Park

Potential Development  
Active Development (Approved/Construction)  
Potential New Parks/Open Spaces

Go to [Chapter 5](#) to learn more

# Accessibility Policies: Community Health

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- CH-1.3 Draft and adopt guidelines for new or improved parks and public open spaces; include ‘active design’ guidelines with policies and design standards that create healthier and more physically accessible public spaces, promote active lifestyles, encourage restroom facilities and drinking fountains, allow coexistence of multiple types of users—including children, youth and older adults of all cultures, and allow for more public programming in downtown parks and plazas.
- CH-1.11 Invest in and create universal design principles for public spaces and playgrounds to make downtown more accessible to people with disabilities of all ages.

# Land Use & Urban Form

*Central Idea: Foster new development that serves Oaklanders and addresses housing and employment demand by preserving historic and cultural assets, creating a lively, interactive, vibrant and culturally relevant public realm, and providing increased building intensity in exchange for pre-defined community benefits.*

Figure VG-7: Aerial view of potential new downtown development

**Challenges:**

- Limited number of prime sites for office development
- Disconnected commercial and residential activity centers
- Varying condition of parks and streetscapes
- Shortage of public restrooms

**Key City Investments & Policies:**

- Develop and invest in a coordinated system of streetscape improvements to link commercial and residential activity centers with the waterfront via the "Green Loop"
- Revise land use & zoning regulations to reflect plan goals and target new density near transit
- Designate "Office Priority Sites"
- Designate arts/culture districts
- Create a streamlined development incentive program to provide increased building intensity in exchange for pre-defined community benefits

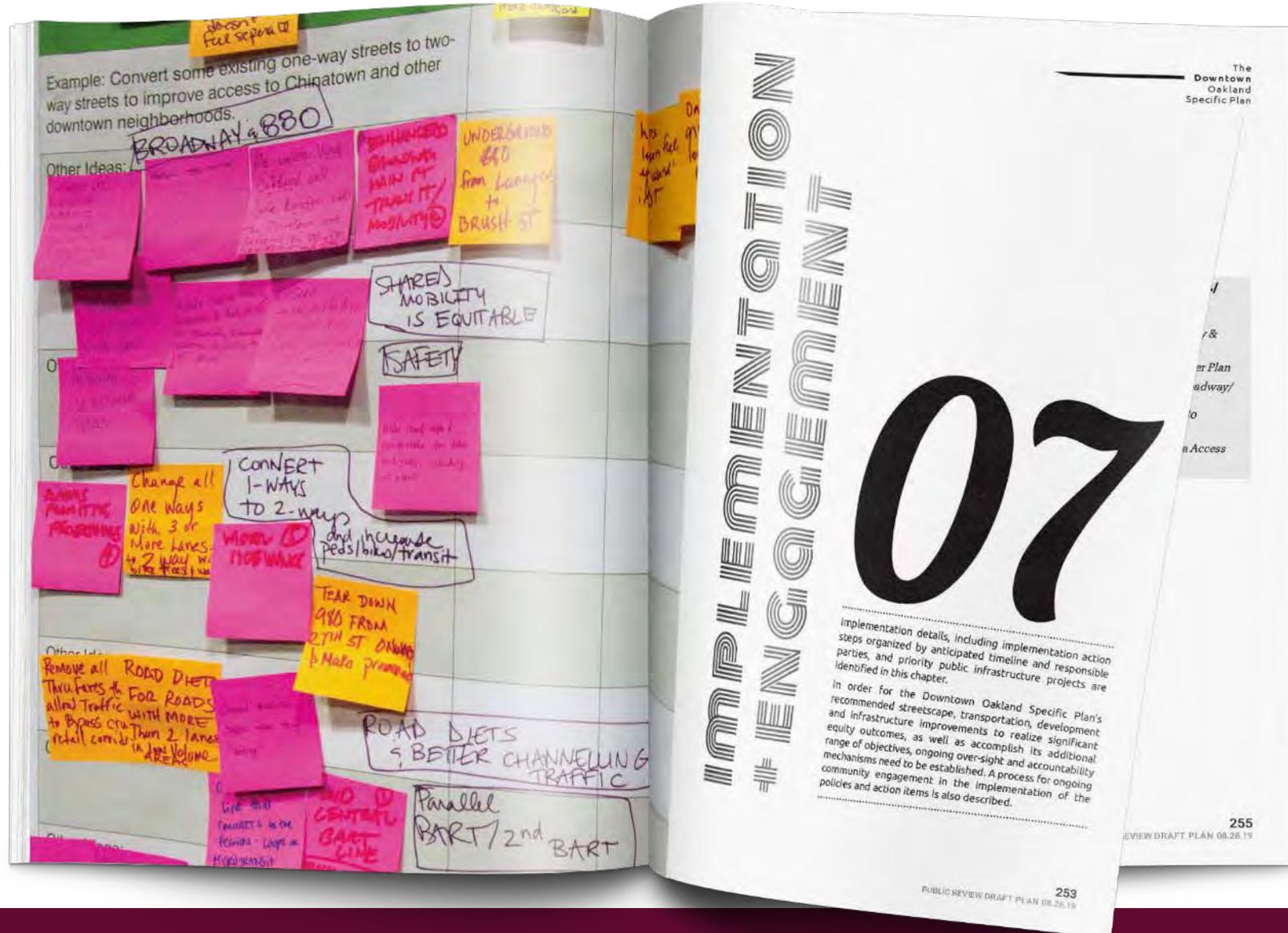


# Accessibility Policies: Land Use & Urban Form

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- LU-2.5 Coordinate new downtown development to ensure that construction downtown does not interfere with the accessibility of streets and public spaces, and is coordinated to the extent feasible to minimize negative impacts to small businesses.

# WHAT'S INSIDE: IMPLEMENTATION & ENGAGEMENT CHAPTER



## Implementation Actions Organized by Type:

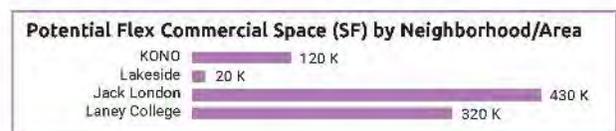
- Capital Improvements
- City Policy/Regulation
- City Program/Service
- Planning Study & Public Process

# Accessibility Policies: Implementation

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- Establish a Specific Plan Implementation Committee, with broad representation for area residents and community stakeholders, to monitor and assess the implementation of Specific Plans and provide annual reports to the Planning Commission and City Council.
- Populate the Specific Plan Implementation Committee with an inclusive constituency of underrepresented populations, youth, older adults, and people with disabilities, as well as business and institutional representatives.

# LAND USE: POTENTIAL FUTURE DOWNTOWN DEVELOPMENT



# LAND USE: UPDATED DEVELOPMENT PROGRAM

**Table LU-5: DOSP Projected Development vs. Plan Bay Area Projections**

	Plan Bay Area Projections (2040)	DOSP Total Future Development (2040)	% Difference
Households	32,821	54,940	+67%
Employment	111,370	199,248	+79%

**Table LU-8: Downtown Future Residents & Employees by Land Use**

	Existing Baseline <sup>*</sup>	Active 2020 Development <sup>***</sup>	DOSP Potential 2040 Development	LMSAP Potential 2035 Development	TOTAL
Residents	24,845	20,790	52,600	3,937	104,385
Households	14,330	10,942	27,700	2,072	54,940
Employment (Jobs)	109,447	26,197	60,800	2,875	199,248
Office	N/A	17,124	53,400	2,237	N/A
Retail / Neighborhood Serving Commercial	N/A	9,073	3,400	381	N/A
Flex Commercial	N/A	N/A	600	N/A	N/A
Light Industrial	N/A	-	200	-	N/A
Institutional	N/A	N/A	3,200	257	N/A

# Next Steps

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- Fall 2019
  - Community review of Draft Plan and Draft Environmental Impact Report (EIR)
- Winter 2019-2020
  - Development of Zoning and Zoning Incentive Program
- Summer 2020
  - Final Downtown Oakland Specific Plan
  - Final EIR
  - General Plan and Zoning Amendments

# THANK YOU!

Send additional input to

[plandowntownoakland@oaklandca.gov](mailto:plandowntownoakland@oaklandca.gov)