

Agenda Item 9.

Note from Chair Rena Fischer: While the document states otherwise, the memo below was not requested by the Commission on Disability. However, in response and to strengthen the accessibility features of the suggested positions, I have added notes. These additions are in square brackets, begin with "RRF," are indented and in bold text. The Commission on Disability anticipates taking up these and other ideas before making specific suggestions during the Hopkins Street redesign process.

Hopkins Street 8/17/26 Memo from DPW:

To: Commission on Disability (CoD)
From: Department of Public Works
Re: Accessibility/Title II compliance regarding Hopkins Street re-design project
Date: 8/17/26

This memo, provided to CoD at its request and drafted by the ADA Program Coordinator in consultation with Transportation Division leadership, addresses how the City plans to ensure that the Hopkins Street re-design effort mandated by City Council on 7/28/26 will be accessible and will comply with Title II of the Americans with Disabilities Act (ADA).

[RRF: The current concept anticipates one-way Class IV protected cycle tracks on both sides of Hopkins Street. Public Works should address each curb-side cycle track as a separate potential conflict point, addressing access to floating parking and transit islands, and assessing the cumulative effect of negotiating both cycle tracks when people with disabilities, elderly and others cross Hopkins Street.]

Throughout the design stages and construction stages of the Hopkins Street re-design, the City (and its contractors) will meet or exceed all standards contained in the federal Public Right-Of-Way Accessibility Guidelines (PROWAG). Compliance with PROWAG will be the primary method by which the City ensures that the re-designed Hopkins Street will be accessible. While Hopkins Street is not part of California's State Highway System (SHS) and therefore not subject to Caltrans' standards, the City will nonetheless follow Caltrans' standards pertaining to Class IV Separated Bikeways – namely, that such bikeways will feature a buffer zone between any floating parking lane and the bicycle track and that such buffer zones will be at least 3' wide and will be at least 5' wide when adjacent to any accessible on-street parking space (aka blue spots).

[RRF: The 5-foot buffer adjacent to an accessible parking space will be treated as a minimum rather than as proof that the space is functionally accessible. Where necessary, the buffer or adjacent protected landing area will be widened so that a side-entry wheelchair-van ramp can be fully deployed and a wheelchair user can exit and maneuver on a clear surface outside of the active cycle track before crossing it to a curb ramp located within a safe distance. Plans will demonstrate compliance and functional accessibility, including prioritizing accessible parking on streets that intersect Hopkins and enable ramps to be deployed directly onto the sidewalk.]

More specifically:

The City will provide Accessible Pedestrian Signals at any signals that are modified in the course of the project. Such signals will likely include those at the Sacramento/Hopkins intersection and might also include those at the The Alameda/Hopkins intersection.

[RRF: At project completion, every signalized pedestrian crossing within the Hopkins project will provide APS with audible and vibrotactile information, whether or not the signal equipment would otherwise be modified. APS placement, locator tones, pushbutton location, and phasing will be designed so that the intended crossing movement is unambiguous in the presence of the curb-side cycle track and any transit island.]

The City will be providing a PROWAG-compliant number of on-street accessible parking spaces (aka blue spots) on all blocks impacted by the re-design. There are currently no blue spots in the sections of Hopkins Street where all parking will be eliminated. Regarding the section of Hopkins Street east of McGee, where the City anticipates being able to preserve about half of existing parking spaces, the City will incorporate existing blue spots into the floating parking lane and will provide an accessible 5' buffer adjacent to these blue spots and will provide an accessible path of travel across the protected bikeway to the existing sidewalk (adding new curb cuts as needed). Elsewhere, blue spots will be provided on side streets near where such streets intersect with Hopkins Street.

[RRF: For each accessible space, the final plans will show the full parking, ramp-deployment, maneuvering, and accessible-route. Because one-way protected cycle tracks are proposed on both sides of Hopkins, a floating accessible space on either side may place a passenger-side wheelchair-van ramp next to the cycle track. At each such space, the design will provide a clear landing area that allows a side-entry ramp to deploy and a wheelchair user to exit and maneuver without the ramp or wheelchair occupying the active cycle track. A separate short, predictable crossing will connect that landing area to the sidewalk. Accessible spaces allowing direct sidewalk access without crossing a cycle track are always safer and preferred, therefore accessible parking on streets that intersect Hopkins and enable ramps to be deployed directly onto the sidewalk will be prioritized.]

Every pedestrian crossing along the re-designed Hopkins Street will feature PROWAG-compliant curb ramps, running slopes, and cross-slopes.

[RRF: Where a crosswalk traverses a protected cycle track, the crossing will be direct and predictable, with traffic control that clearly establishes pedestrian priority, with sufficient crossing time for slower walkers and pedestrians using mobility devices.]

Any passenger loading zones installed along the re-designed Hopkins Street will feature a PROWAG-compliant length of accessible passenger loading zone.

[RRF: The City will affirmatively identify where accessible passenger loading and paratransit pickup/drop-off are needed at major destinations rather than making accessibility dependent only on whether a loading zone is otherwise proposed. Where a loading zone is separated from the sidewalk by a cycle track, the design will provide a protected level loading/landing area and a short, predictable accessible crossing of the cycle track.]

Any floating bus islands installed along Hopkins Street will feature a raised crossing over the bike lane to connect to the sidewalk.

[RRF: Each sidewalk-to-island crossing will include tactile directional information to help blind and low-vision pedestrians locate and align with the crossing and transit boarding point and will use appropriate detectable warning treatment consistent with best practices and current accessibility guidance. Bicycle yield markings/signs, low bicycle approach speeds, and unobstructed sight lines will be provided. The City will evaluate positive bicycle stop control or pedestrian-actuated bicycle signalization.]

As the re-design is implemented, the City will simultaneously remediate all identified deficiencies (e.g., changes in level > .5", unbeveled changes in level > .25") on the sidewalks along the re-designed corridor.

[RRF: A consulting specialist will review plans at approximately 50% and final design for accessible parking and van-ramp deployment, passenger loading, transit islands, cycle-track crossings, APS, curb ramps, and the continuous pedestrian route. The City will provide an opportunity for review by wheelchair users and blind/low-vision pedestrians before final design. Before project acceptance, the City will conduct a post-construction field inspection to verify that the constructed conditions meet both technical standards and the functional accessibility commitments in this memo.]