

Commission  
on  
Disability

## Commission on Disability DRAFT Meeting Agenda: July 8, 2026, at 5pm

North Berkeley Senior Center, Aspen Room  
1901 Hearst Avenue, Berkeley, CA 94709

Members of the public may join the meeting via Zoom by clicking [Join via Zoom](#)  
or by phoning 1-669-444-9171.

### Preliminary Matters

1. Call to Order by Chair Fischer
2. Land Acknowledgment recognizing Berkeley as the ancestral, unceded home of the Ohlone People.
3. Roll Call by Secretary
4. Public Comments
 

The public may comment about any item *not* on the agenda. Public comments on agenda items will be heard while the Commission is discussing that item. Public comments are limited to three minutes per speaker.
5. Approval of draft minutes: May 13, 2026 meeting\*
6. Approval: Order of Agenda\*

### Presentation

7. Conversation with Crystel Hadley, Digital Communications Coordinator for the City of Berkeley. What Works: Effectively Implementing Accessibility Changes in City/Title II Areas. Lessons learned from the (ongoing) Web Content Accessibility Guidelines (WCAG) project. 30 minutes.

### Discussion/Action Items

8. Update on CoD and Public Works discussions on including PROWAG in the City bid and contracting process.\*\*
9. Developing accessibility guidelines for electric vehicle (EV) charging that impacts the public right-of-way, e.g., when cables cross sidewalks.\*
10. A request that the City conduct a supplemental accessibility analysis of the Bicycle Plan, with specific attention to accessibility in the public right-of-way.

### Commissioner Reports/Announcements

### Staff Updates

12. Log of Access Complaints\*
13. Email and voicemail sent to the Commission\*

### Adjournment

- \* Documents included in packet.
- \*\* Documents to be delivered at meeting.

\*\*\* Documents previously distributed.

### PUBLIC ACCESS TO AGENDA

Agenda posted: 1) on the bulletin board at Old City Hall (2134 MLK Jr. Way); 2) North Berkeley Senior Center (1901 Hearst Avenue); 3) On the Commission on Disability webpage of the [City of Berkeley website](#). Click the chevron (i.e., the blue V-shaped symbol) to the right of the monthly meeting date for a link to the agenda.

A link to the complete monthly agenda packet is available for public review by clicking the chevron (i.e., the blue V-shaped symbol) to the right of the monthly meeting date on the [Commission on Disability webpage](#). Physical agenda packets are reviewable during business hours at the Berkeley Central Library (2090 Kittredge St.) and at 1947 Center Street, 4<sup>th</sup> Floor.



### ADA ACCOMMODATIONS

This meeting is being held in a wheelchair accessible location. To request a disability-related accommodation(s) to participate in the meeting, including remote participation, auxiliary aids or services, please contact the **ADA Program Coordinator at (510) 981-6418 (V), (510) 981-6347 (TDD)** or [ada@berkeleyca.gov](mailto:ada@berkeleyca.gov) at least 72 hours before the meeting begins. Please refrain from wearing scented products to this meeting.

### PUBLIC RECORD INFORMATION

Communications to Berkeley boards, commissions or committees are public record and will become part of the City's electronic records, which are accessible through the City's website. Please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to a City board, commission or committee, will become part of the public record. If you do not want your e-mail address or any other contact information to be made public, you may deliver communications via U.S. Postal Service or in person to the secretary of the relevant board, commission or committee. If you do not want your contact information included in the public record, please do not include that information in your communication. Please contact the commission secretary for further information.

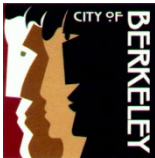
Any writings or documents provided to a majority of the Commission regarding any item on this agenda will be made available for public inspection at 1947 Center Street, 4<sup>th</sup> Floor, during regular business hours. The Commission Agenda and Minutes may be viewed on the [City of Berkeley website](#).

#### Secretary:

Thomas Gregory  
Public Works Department  
(510) 981-6418  
E-mail: [tgregory@berkeleyca.gov](mailto:tgregory@berkeleyca.gov)

#### Mailing Address:

Commission on Disability  
c/o Thomas Gregory  
1947 Center Street  
Berkeley, CA 94704



Commission  
on  
Disability

## Commission on Disability DRAFT Minutes re May 13, 2026 meeting

North Berkeley Senior Center, Aspen Room  
1901 Hearst Avenue, Berkeley, CA 94709

### Preliminary Matters

1. Call to Order by Chair Fischer at 5:05pm
2. Land Acknowledgment recognizing Berkeley as the ancestral, unceded home of the Ohlone People.
3. Roll Call by Secretary  
Commissioners present: Helen Walsh, Rena Fischer, Kathi Pugh, Mina Sun, Bonnie Lewkowicz, Jae Mann, Fred Nisen, and Valerie Coleman.  
Commissioner absent: Richard Paz.  
Staff present: Thomas Gregory.  
Public members present: none
4. Public Comments - none
5. Approval of draft minutes: March 11, 2026 meeting  
“...to approve the minutes as drafted.” Moved by: Pugh. Seconded by: Fischer.  
Ayes: Walsh, Fischer, Pugh, Sun, Mann, Nisen, and Coleman. Abstention: Lewkowicz. The motion passes.
6. Approval: Order of Agenda  
“...to approve the order of the agenda.” Moved by: Fischer. Seconded by: Lewkowicz. Ayes: Walsh, Fischer, Pugh, Sun, Lewkowicz, Mann, Nisen, and Coleman. The motion passes.

### Discussion/Action Items

7. Updates from CoD subcommittees
  - a. Web Content Accessibility Guidelines (WCAG)

Fischer reported that Crystal Hadley, the City’s Digital Communications Coordinator, is very effective at pushing the City towards digital accessibility.

Federal DOJ delayed the national WCAG deadline by a year.

The City has hired a consultant called Blind Institute of Technology (BIT) to conduct a City-wide audit re digital accessibility.

The City will be developing a transition plan re digital accessibility, and this plan will include training for staff, some of these trainings to be conducted by BIT; CoD’s input will be desired to inform this plan.

City-wide WCAG Task Force meets bi-weekly.

Hadley and Fischer are contemplating conducting a survey of community members re digital accessibility; Nisen recommended inviting BIT to collaborate on such a survey. Approximately 35 apps are attached to the website (e.g., an app to pay a parking

ticket, an app to register one's child for summer camp) and all of these app providers will need to verify WCAG compliance in order to continue contracting with the City long-term; approximately 15 of these providers have so far produced VPAT reports confirming their products' compliance.

The UCB student team that was working on a project pertaining to WCAG compliance has dropped out of the "Big Ideas" competition.

The City will soon be purchasing form-building software, and so many forms that are currently PDF-based will become WCAG-compliant online forms.

Digital event-promotion literature will require contact info for those with inquiries regarding accessibility.

The City Manager sent all-staff a memo saying that (a) City staff must hold their vendors accountable for the WCAG compliance of their products or else the vendor in question will need to be replaced and (b) City Attorney's Office and Finance Dept will develop new contractual language making WCAG compliance the vendor's obligation.

#### b. Public Right-of-Way Accessibility Guidelines (PROWAG)

Fischer reported that Transportation Manager Mark Helmbrecht's recommendation was to include language requiring PROWAG compliance to be added to operational specs.

COD's PROWAG recommendation needs to go back to the FITES Committee.

Fischer's draft letter contains the CoD input that needs to be sent to staff, and other commissioners will send Fischer any input they have re the draft letter by or before 5/18.

#### c. Accessibility at City Meetings and Events

Fischer felt that this subject is too broad and recommended that it be broken into smaller categories (e.g., address accessibility at public meetings separately from addressing accessibility at public events that are not meetings). Fischer also recommended that the focus should be on approaches and toolkits rather than on adding specific statements regarding accessibility to literature promoting events.

### 8. Work Plan Updates and Developments

#### **Commissioner Reports/Announcements**

Pugh: Grassroots Open Assistive Technology (GOAT), a coalition of local disability-focused CBOs, has acquired Wheelchairs Of Berkeley's inventory and is in need of a space to house a new Assistive Technology center that it intends to launch.

Walsh: The federal gov't extended the national WCAG deadline by one year. FEMA released its final report, which does not address functional access needs. The Center for Independent Living is collecting lived-experience stories from disabled people, caregivers, and allies about

navigating protected bike lanes and sidewalks.

Sun: the US Attorney's Office responsible for Northern California recently took its entire staff to LightHouse For The Blind for a tour and presentation, at which the US Attorney's Office stated that 95% of the cases it litigates are referred to the federal Dept of Justice (DOJ) via its online complaints portal. Also, the office litigates on behalf of individuals, not just class-action plaintiffs. The portal with which one may report complaints is here: [lodge a civil rights complaint with the federal DOJ](#).

Coleman: Metropolitan Transportation Commission (MTC) has invited CBOs to apply for a Learning Lab program pertaining to land use, transportation, housing, and climate change, and applications are due by 5/31/26. The MTC application info can be found here: [apply for MTC's Power-Building and Engagement Program](#). The Kelsey and an MTC-funded consultant have partnered with Marin County on a pilot program promoting Universal Design, and the pilot's goal is to create a template that other jurisdictions can use.

Fischer: CPUC has funded (through 2026) a Bay Area-specific same-day wheelchair-accessible vehicle (WAV) ride service called Onward. Booking a ride requires providing at least two hours' notice, the cost of rides starts at \$6, and trips can be up to 60 miles long. Rides are only available until 6pm in the evening. Pugh reported having used this service and having found it useful.

## Staff Updates

9. Log of Access Complaints
10. Email and voicemail sent to the Commission

**Adjournment** at 6:55pm

Minutes approved by CoD vote on: \_\_\_\_\_

\_\_\_\_\_  
Thomas Gregory, Secretary to Commission

This document was developed for Oakland and gives the Berkeley CoD a useful starting point.

## Electric Vehicle Charging Cord Guidance for Crossing the Sidewalk (City of Oakland)

### I. Background **[deleted paragraph on adopting EVs]**

II. Purpose This Guidance is designed to enable residents who lack dedicated and sufficient off-street parking to safely and conveniently charge their EV at home by extending a cord across the sidewalk/public right-of-way (PROW) to a parked vehicle, subject to the requirements below.

### III. Applicability **[deleted info on applicable residences and zones]**

\*NOTE: Certain locations in Oakland cannot accommodate charging cords in the PROW, due to safety and accessibility issues. These locations include any blocks on streets with a grade/slope greater than 5% and any areas within 5 feet of broken or uneven pavement or other significant sidewalk obstructions. This Guidance is not applicable on these blocks.

[Rena: Guidance on determining grade/slope; Specific guidance for Berkeley Hills]

### IV. Requirements

The following requirements apply to residents who seek to extend a cord across the sidewalk/PROW to charge an EV parked on the street and who meet the above applicability requirements. All charging cords must be covered by a highly visible, stable, and secure low-angle cord cover at all times while in use and placed in the PROW.

#### Use and Parking

- The EV charging cord and cord cover must cross perpendicular to the sidewalk to minimize obstacles to mobility.
- All cords, cord covers, and other equipment must be removed from public space when active EV charging is complete and in all cases within 24 hours of beginning a charge.
- Residents are not guaranteed a parking space and may not use signage or other means to reserve a parking space.
- All local parking regulations and parking permit requirements, both temporary and permanent, remain unchanged and shall be followed.
- Residents may not place a cord cover less than 5 feet from another cord cover on the same sidewalk.
- Residents must securely affix to the cord and/or cover a label providing contact information (e.g., home address and/or telephone number) to allow for prompt identification and response in case of any issues with the equipment.

#### Technical **[deleted electrical specs]**

##### All cord covers:

- Shall be on sidewalks with a running grade of 5% or less (view your street slope here by clicking on your street to find the "Average slope").
- Shall be constructed of sturdy material and should not flex noticeably under a 200-pound point load.
- Shall be visible to low-vision pedestrians and at night, using a bright colored (preferably bright yellow) cable cover and reflective strips.
- Shall be covered with an ADA-compliant cord protector ramp.

This example of a compliant ramp is provided for illustration purposes only, and does not imply blanket approval or product/vendor endorsement, nor is it the only viable solution: [\[Link to cable protector ramp on Home Depot\]](#)

- Shall be slip resistant when wet. If the material used does not possess a slip resistant property, apply a non-slip coating (available at a hardware or home improvement store), preferably bright yellow.
- Shall not have any protrusions, such as bolt heads or nails.
- Shall not feature gaps between the ramp and landing area exceeding 1/2-inch.
- Shall not feature a lip at the bottom of ramp (where it meets sidewalk) greater than 1/4-inch.
- Shall not be temporarily or permanently affixed to the sidewalk with hardware of any kind.
- Shall cover the width of the sidewalk.
- Shall maintain a perpendicular angle to the sidewalk to minimize obstacles to mobility.
- Shall maintain a landing area running grade and cross slope that are parallel to the sidewalk.
- All equipment (cords and cord covers) must be removed from the PROW when not actively charging, and in all cases within 24 hours of beginning a charge.

### V. Enforcement, Liability, and Insurance **[deleted liability info]**

Inquiries and enforcement regarding this guidance will be handled by [\[Berkeley info\]](#). Concerns or complaints about private EV charging cord and their covers in the PROW can be addressed through [\[Berkeley info. Who will field these complaints?\]](#)

### VI. Uses Requiring a Permit **[deleted Oakland info]**

## July2026 - Log of Unresolved Access-related Complaints

### Subject matter key:

1 = built environment (facilities and their adjacent paths of travel)

2 = built environment (pedestrian rights of way)

3 = digital content

4 = effective communications/signage

5 = programs, services, and activities

An asterisk next to the complaint's submission date indicates that the complaint was a formal ADA Grievance.

### 4/23/26:

2. Construction site "at about 2110 Adeline St." blocking sidewalk in a manner not compliant with PROWAG. Staff determined that no 2110 Adeline address exists within City and subsequently requested further info from complainant.

### 4/13/26:

2. Intersection at Hearst/Le Conte not PROWAG compliant due to (a) overgrown bush impeding island in crosswalk and (b) lack of warning signage and audibles at decision point approaching detour. Staff remediated the overgrown bush on 4/13/26. Visual and audible warnings were compliant by 5/20/26, at which point the City deemed this issue resolved.

### 4/9/26\*:

2. Zoning Adjustments Board's 4/9/26 vote regarding proposed development at 2128 Oxford Street reportedly violated ADA. Staff completed the investigation into this grievance on 4/20/26, finding no ADA violations.

### 4/1/26\*:

2. Eucalyptus tree in NE Berkeley reportedly causing sidewalk to buckle in violation of ADA. Staff deem this grievance to have been resolved on 4/17/26 when the grievant formally withdrew their 4/1/26 grievance.

### 3/26/26\*:

5. City reportedly improperly denied an unhoused camper's requests for ADA modifications. Staff investigated this grievance, finding one ADA violation (i.e., the

City's erroneous conclusion that satisfying a disabled camper's request to continuously occupy > 9 square feet of sidewalk area would necessarily constitute an undue burden and/or a fundamental alteration) and coordinated with various departments to ensure avoidance of similar future errors. The City deemed this grievance resolved as of 4/30/26.

3/11/26:

2. Construction has blocked off the sidewalk and bicycle lane going north on the east side of Fulton between Durrant and Bancroft. The City deems this issue resolved as of 3/12/26 when ADA staff received confirmation from Transpo staff that this site has been PROWAG-compliant since at least 3/9/26, the date on which the developer sent Transpo staff photographs proving the site complied with PROWAG standards.

3/6/26\*:

5. Vendor staff at a City-sponsored shelter reportedly failed to engage in a good faith interactive process re an accommodation request. The City deemed this grievance to have been resolved on 4/1/26 when the City's investigation into the grievance did not yield any findings of ADA violations.

3/2/26\*:

5. Vendor staff at a City-sponsored housing navigation program reportedly engaged in disability-based discrimination against a client. The City deemed this grievance to have been resolved on 4/10/26 when the City's investigation into the grievance did not yield any findings of ADA violations.

2/23/26

2. West side of 9<sup>th</sup> Street between Carleton and Pardee not PROWAG-compliant due to construction work encroaching on right-of-way and the lack of an appropriate diversion or detour. The City does not yet deem that a solution has been implemented. Staff will have the contractor remediate the violation and the remediation, once implemented, will comply with law and City policy. The complainant's level of satisfaction with yet-to-be-implemented remediation is unknown.

11/12/25

2. Lack of access pertains to impermissible changes in elevation existing within the east-west crosswalks at Shattuck and Durant. The City does not yet deem that a solution as been implemented. Staff will have the violation remediated, but no ETA is available at this time. The solution, once implemented, will comply with law and City

policy. The complainant's level of satisfaction with yet-to-be-implemented remediation is unknown.

#### 9/18/25

2. Lack of access pertains to the west side of Oxford, between Addison and University, not being PROWAG compliant due to construction. The City deems that a solution was implemented no later than 2/11/26, when Transpo staff confirmed that the site was rendered PROWAG-compliant by the construction company performing the work. The solution implemented complies with law and City policy. The complainant's level of satisfaction is unknown.

#### 9/4/25

2. Lack of access pertains to (a) the sidewalk closure on south side of Bancroft, west of Ellsworth, not being PROWAG-compliant and (b) the installation of a temporary bike lane at that site not being accessible to wheelchair users. The City does not yet deem that a solution has been implemented and verified. On 9/4/25 staff instructed the relevant contractor to render the sidewalk blockage compliant with PROWAG. On that date, PW staff also considered building a temporary ramp so that wheelchair users could access the temporary bike lane; however, that approach was subsequently abandoned due to staff's safety-related concerns. The solution, once implemented and verified, will comply with law and City policy. The complainant's level of satisfaction with the yet-to-be-implemented solution is unknown but likely low.

#### 9/3/25

2. Lack of access pertains to existence of approximately 1" high unbeveled elevation(s) within crosswalk near east side of University at Grant. The City does not yet deem that a solution has been implemented. Staff have instructed EBMUD, the entity that created the elevation(s), to shave the elevation(s) to render them PROWAG-compliant (i.e., to 1/4" high or less if unbeveled, or to 1/2" high or less if beveled), but the implementation of this remediation has not yet been verified. The solution, once implemented, will comply with law and City policy. The complainant's level of satisfaction with this yet-to-be-implemented-and-verified solution is unknown but likely low.

#### 8/20/25

1. Lack of access pertains to lack of accessible parking at Strawberry Creek Park. The City does not yet deem that a solution has been implemented. A PROWAG-compliant blue spot will be installed on Addison at the northern border of the park, though no ETA is currently available. Once implemented, the solution will comply with law and City

policy. The complainant has expressed satisfaction with the planned solution but has expressed dissatisfaction with the lack of an ETA.

#### 6/18/25

2. Lack of access pertains to a blue parking spot at Milvia/Derby not being PROWAG-compliant. The City does not yet deem that a solution has been implemented. Staff are considering remedial options (namely, either to eliminate this blue spot or else to render it PROWAG-compliant) but have not yet settled on an approach or an ETA. Once implemented, the solution will comply with law and City policy. The complainant's level of satisfaction with progress thus far is likely low.

#### 6/3/25

2. Lack of access pertains to the public right-of-way on west side of Shattuck between Ward and Derby reportedly not being PROWAG-compliant in its design. The City deemed that this issue was resolved on 6/5/25 when staff determined that the site in question was in fact PROWAG-compliant and that the site's design violated neither law nor City policy. The complainant was unsatisfied with this outcome. Although the City deems this complaint to have been resolved, it remains on this log of unresolved complaints at the request of one of CoD's officers.

#### 3/24/25

2. Lack of access pertains to the alternate pedestrian access route on north side of Kittredge between Shattuck and Harold not being compliant with PROWAG. The City does not yet deem that a solution has been implemented. By or before 5/12/25 the City remediated all PROWAG violations at the site except for the absence of proximity-actuated audible signals, but a complete remediation has yet to be implemented. Once fully remediated, the solution will comply with law and City policy. Despite the partial nature of the currently implemented remediation, the complainant has expressed high satisfaction with the outcome.

#### 1/17/25

2. Lack of access pertains to two curb ramps at Euclid and Crystal Way lacking the required detectable warning surfaces. The City does not yet deem that a solution has been implemented. Staff will install detectable warning surfaces at this site, but no ETA is currently available. Once implemented, the solution will comply with law and City policy. The complainant is likely unsatisfied that the remediation has yet to be accomplished but, since they have subsequently moved to a different state, they might not have any level of satisfaction or dissatisfaction.

8/22/24

2. Lack of access due to construction site on west side of Shattuck between Francisco and Delaware negatively impacting adjacent public right-of-way in multiple manners inconsistent with PROWAG. The City deems that a solution was implemented no later than 2/11/26, when Transpo staff provided ADA staff with photographic evidence of PROWAG compliance at the site. The solution implemented complies with law and City policy. The complainants' level of satisfaction is unknown.

6/30/24

2. Lack of access due to overgrown hedge on 1600 block of Acton obstructing sidewalk. The City does not yet deem that a solution has been implemented and verified. PW staff have referred the matter to Code Enforcement staff, who in turn have informed the property owner that they must trim their hedge, but staff have yet to confirm that compliance has been achieved. Once implemented, the solution will comply with law and City policy. The complainant's level of satisfaction is unknown.

6/20/24

3. Lack of access due to City website not complying with WCAG. The City does not yet deem that a solution has been implemented. The City is collaborating with CoD's ad hoc committee and others to develop a roadmap by which the City will achieve compliance with WCAG 2.1-AA by the federal gov't's April2026 deadline for achieving such compliance. Once implemented, the yet-to-be-implemented solution will comply with law and City policy. The complainant's level of satisfaction re the City's progress is unknown but likely low.

1/28/24

2. Lack of access due to sidewalk near NW corner of MLK and Derby not being PROWAG-compliant due to pronounced change in elevation. The City does not yet deem that a solution has been implemented. Once the yet-to-be-implemented solution is implemented it will comply with law and City policy, but there is currently no ETA for remediation. The complainant is not satisfied with the City's current lack of progress.

12/1/23

1. Lack of access due to Pathways STAIR Center not being ADA-compliant. At the time of this complaint, the City's records indicated that 93 violations of the 2010 Standards for Accessible Design existed at the center. The City does not yet deem that a full solution has been both implemented and verified. In Dec2025, the City's

contractor completed a re-design and thorough re-modeling of the site, a project intended to remediate all ADA violations. Staff and the contractor are still working to determine which, if any, of the 93 violations remain un-remediated. The complainant's level of satisfaction is unknown but likely low.

### 8/28/23

1. Lack of access pertaining to Stegmann Trail at Cesar Chavez Park being too bumpy for use by wheelchair users. The City does not deem that a solution has been implemented. At the time this complaint was lodged, the City had plans, including funding, for a project that would render the trail ADA-compliant and that was tentatively scheduled to commence in Sep2024. However, in July2025 plans for this project, called the Cesar Chavez Park Perimeter Pathway Project, were paused indefinitely due to issues of underground (and perhaps surface level) contamination at Cesar Chavez Park. There is no ETA on when the this project might resume, but PRW staff expect that it will be at least July2027 and likely later before the project resumes. The complainant's level of satisfaction with the lack of progress is likely very low.

### 6/8/23

3. Lack of access pertaining to (well-founded and accurate) concern that many documents posted to the website in addition to Commissioners' Manual (which was non-compliant at the time this complaint was lodged but which has since been remediated) could be out of compliance with WCAG. The City does not yet deem that a solution has been implemented. CMO has established an all-dept Digital Accessibility Task Force, members of which collaborate approximately monthly with CoD's ad hoc committee regarding WCAG compliance. The Task Force's goal is to achieve WCAG compliance by April2026. The complainant, while not yet satisfied, is cautiously optimistic about progress made to date.

### Access-related complaints NOT involving purported non-compliance with ADA/Title III or with PROWAG:

Issue: the intensity of the flashing lights on City vehicles affects me negatively neurologically and needs to be reduced so that I can safely access the City's public rights-of-way.

Approximate number of such complaints lodged since 9/10/25: 4.

Issue: the shared micro-mobility rental scooters frequently impeding sidewalk access are not removed quickly enough.

Approximate number of such complaints lodged since 9/10/25: 42.

Issue: the amount of time provided to cross a crosswalk should be increased by 50%, especially at LeRoy/Hearst.

Approximate number of such complaints lodged since 9/10/25: 1.

Issue: every intersection with pedestrian signals should also have Accessible Pedestrian Signals.

Approximate number of such complaints lodged since 9/10/25: 2.

Issue: the wifi device that the City has approved for installation near North Branch Library will, due to my electro-sensitivity, render that library branch, as well as the nearby gas station that I typically use, inaccessible to me.

Approximate number of such complaints lodged since 9/10/25: 1.

Issue: the City should offer a program that helps constituents vindicate their ADA/Title III rights vis a vis public accommodations, at least those that are located within Berkeley.

Approximate number of such complaints lodged since 9/10/25: 1.

Issue: the medical office building at 2300 Dana is not compliant with the 2010 Standards for Accessible Design, and so the City should make that building compliant.

Approximate number of such complaints lodged since 9/10/25: 1.

Issue: on-street blue spots on the left-hand side of one-way streets endanger placard holders who exit their vehicle via a passenger-side lift as the placard holder will be in/near an active traffic lane when they exit the vehicle.

Approximate number of such complaints lodged since 9/10/25: 2.



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**RE: my disabled parking complaint follow-up to you.**

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**From** samandann <samandann@sonic.net>

**Date** Sun 6/28/2026 10:30 AM

**To** Gregory, Thomas <TGregory@berkeleyca.gov>

Hi Thomas,

I appreciate knowing that the City of Berkeley's Public Works Department's Transportation Engineers are contemplating various designs with the goal of finding design solutions that are accessible for people with disabilities with all of the protected bike infrastructure now in place in Berkeley.

However, I hope that they soon find a safe solution for wheelchair users with van ramps, or even those who need to transfer into wheelchairs from the passenger and right sides of vehicles. I would say that the solution is for the City of Berkeley to provide more disabled van accessible parking spaces, by both adding access aisles in angled parking in addition to adding more restricted blue zones placed along curbs. For example, there is very limited street parking along the curb on Bancroft between Dana and Ellsworth on the right side of the street that can be made into restricted blue zones.

Your point that it's safer for disabled persons exiting on the driver side, doesn't take into consideration that ambulatory individuals need much less space to do so than those of us who need van ramps. Also, consider that a manual wheelchair or scooter user who has to transfer on the driver's side also needs to have enough space to transfer into and out of their wheelchair. I don't know if there is enough room on the left side for all to do that.

I and everyone I know who has a ramped van would prefer an on-street parallel parking spot on the right-hand side of a street. Besides the cost factor, please understand that there are a very limited number of disabled parking spots with access aisles in parking garages. In my experience, they are frequently all taken when I've attempted to park in garages. I don't presume these are more user-friendly than on-street parallel spots.

**I would appreciate it if you would please share my emails concerning this situation at the next Berkeley Disability Commission meeting.**

-  
Thanks, Thomas.

Sincerely,

Ann Cupolo Freeman  
[samandann@sonic.net](mailto:samandann@sonic.net)

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**From:** Gregory, Thomas [mailto:TGregory@berkeleyca.gov]

**Sent:** Tuesday, June 16, 2026 4:33 PM

To: samandann <samandann@sonic.net>

Subject: Re: my disabled parking complaint follow-up to you.

Hi Ann,

Thanks for the clarification.

I understand your concern and agree that blue spots located on the left-hand side of the street can pose safety issues for folks exiting from the vehicle via a passenger-side lift. On the flip side, such spots presumably enhance safety for placard holders who exit their vehicle from the driver's side.

My recommendation for Zellerbach-bound placard holders who exit from the vehicle's passenger side is to first seek an accessible space in the Zellerbach garage (as you did) or the RSF Garage (also on campus) or the off-campus garage at T'graph/Channing. Accessible spaces in garages, unlike on-street parallel blue spots, feature access aisles and are presumably more user-friendly than on-street parallel spots. If no nearby garage is available, my recommendation for placard holders who exit from the vehicle's passenger side is to seek an on-street spot on the right-hand side of a street.

Best,

**Thomas Gregory / ADA Program Coordinator**

City of Berkeley, Public Works Department

1947 Center Street, 5<sup>th</sup> Floor

Berkeley, CA 94704

(510) 981-6418

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**From:** samandann <[samandann@sonic.net](mailto:samandann@sonic.net)>

**Sent:** Tuesday, June 16, 2026 11:08 AM

**To:** Gregory, Thomas <[TGregory@berkeleyca.gov](mailto:TGregory@berkeleyca.gov)>

**Cc:** 'Ann Cupolo Freeman' <[samandann@sonic.net](mailto:samandann@sonic.net)>

**Subject:** Re: my disabled parking complaint follow-up to you.

Hi Gregory,

No, I AM talking about on-street accessible parking spaces (aka blue spots) that are located on the left-hand side of a one-way street which require someone exiting from a passenger-side ramp to exit the vehicle by entering an active car lane which I described in the email with the complaint I sent to you.

I look forward to your reply now that I have corrected your understanding of this issue.

Ann Cupolo Freeman

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**From:** Gregory, Thomas [<mailto:TGregory@berkeleyca.gov>]

**Sent:** Monday, June 15, 2026 12:36 PM

**To:** samandann <[samandann@sonic.net](mailto:samandann@sonic.net)>

**Subject:** Re: disabled parking complaint

Hi Ann,

Thank you for reaching out with this concern.

First, I want to make sure that I am understanding the concern correctly.

I believe you are not talking about on-street accessible parking spaces (aka blue spots) that are located on the left-hand side of a one-way street. Such spaces would require someone exiting from a passenger-side ramp to exit the vehicle by entering an active car lane.

Rather, I believe that you are referring to blue spots on the right-hand side of a street. Such spaces, when the blue spot in question is part of a "floating parking lane" that serves as the protection for an adjacent Class IV bike lane, could require someone exiting the vehicle from a passenger-side ramp to exit the vehicle by entering an active bike lane.

Assuming I am understanding you correctly, the City has received this same input from various local advocacy groups concerned about the safety of disabled motorists/passengers (who are parking and wanting to momentarily become disabled pedestrians, or disabled pedestrians who have parked earlier in the day and now want to again become motorists/passengers). I fully understand and appreciate this concern...an active bike lane is not somewhere that I would want to be (unless I was riding a bike at the time). This is how I feel as someone without any mobility disability; were I someone with a mobility disability, I would like the idea of being within an active bike lane even less.

The City follows Caltrans' guidance regarding Class IV bike lanes (aka "protected bike lanes") when the bike lane's protection is a so-called floating parking lane. That guidance is that there must be a buffer space between the floating parking lane and the protected bike lane. This buffer space must be at least 3' wide and, adjacent to blue spots, this buffer must be at least 5' wide. I know that this buffer space does not eliminate the concern you are raising, but it hopefully mitigates the concern somewhat.

The similar input that the City (both staff and electeds) have received has been in writing from advocacy groups that include CIL, Berkeleyans for Accessible Rights-Of-Way, and Streets of Equality. This written input has been shared with all relevant staff in Public Works' Transpo Division.

While the issues described above do not violate the federal Public Right-Of-Way Accessibility Guidelines (which, while not yet legally binding on cities, do reflect City policy), our transportation engineers are contemplating various designs with the aspiration of finding design solutions that are more user-friendly for pedestrians with disabilities while simultaneously providing for the bicycle infrastructure that Council (and presumably many community members) want established.

Best,

**Thomas Gregory / ADA Program Coordinator**

City of Berkeley, Public Works Department

1947 Center Street, 5<sup>th</sup> Floor

Berkeley, CA 94704

(510) 981-6418

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**From:** samandann <[samandann@sonic.net](mailto:samandann@sonic.net)>

**Sent:** Monday, June 15, 2026 11:57 AM

**To:** Gregory, Thomas <[TGregory@berkeleyca.gov](mailto:TGregory@berkeleyca.gov)>

**Cc:** 'Ann Cupolo Freeman' <[samandann@sonic.net](mailto:samandann@sonic.net)>

**Subject:** disabled parking complaint

WARNING: This is not a City of Berkeley email. Do not click links or attachments unless you trust the sender and know the content is safe.

Dear Thomas,

I am<sup>17</sup> writing to bring your attention to the danger encountered by disabled people who require side ramps to enter and exit their vehicles on streets that have dedicated bike lanes. To do so, we are required to deploy our ramps into traffic lanes.

On May 19th, my family and I parked on Bancroft Ave in a disabled parking space. We were there to attend my nephew's graduation ceremony at UC Berkeley in Zellerbach Hall. When we arrived before 9:00 am, the Zellerbach parking garage was already full so we parked on the street.

My sister had to stop traffic so that I could get out of and then back into my van. If a wheelchair user driver is not accompanied by someone who can get out of the vehicle to stop traffic, there is no way that they would be able to safely exit and then re-enter their vans.

This is obviously a very dangerous situation about which I would expect you might have already received complaints. This would also affect disabled passengers who do not use wheelchairs trying to safely exit vehicles on the passenger side.

I appreciate that bike rider safety is important but the city of Berkeley needs to consider the safety of people who have no choice but to exit their vehicles into busy traffic lanes. I hope that the city will add disabled parking options along curbs where we can park safely where dedicated bike lanes cause us to have to exit our vehicle in traffic.

I look forward to your reply.

Sincerely,

Ann Cupolo Freeman  
[samandann@sonic.net](mailto:samandann@sonic.net)