



Office of the City Manager

CONSENT CALENDAR
May 19, 2026

To: Honorable Mayor and Members of the City Council
 From: Disaster and Fire Safety Commission
 Submitted by: Greg Murphy, Chair
 Subject: Draft Update to the Bike Plan

RECOMMENDATION

Direct staff to modify and revise the Draft Update to the Bike Plan dated July 29, 2025, to take into consideration recommendations from the DFSC noted below.¹

SUMMARY

The DFSC believes that the Draft Update should align more clearly with existing City of Berkeley plans and policies, including Council's June 17, 2025 *Resolution Reaffirming Our Commitment to Vision Zero and Transportation-Related Plans and Policies*,² and specifically with the recently established Street Trauma Prevention (STP) program. We recommend the Council take into consideration recommendations from the DFSC noted below.

FISCAL IMPACTS OF RECOMMENDATION

As currently drafted, the Draft Update will not effectively meet its stated objective of serving as a "citywide planning document that presents recommendations for improving bicycle safety, comfort, and connectivity at a network level." The Draft Update will therefore require substantial revisions. Costs associated with these revisions will vary depending on who performs them, and how.

CURRENT SITUATION AND ITS EFFECTS

The DFSC is concerned regarding the considerable emphasis in the Draft Update on street trauma response and the relative absence of strategies associated with street trauma prevention. Safer streets and efficient emergency response are mutually beneficial, and yet the language of trauma response as a policy priority over trauma prevention appears as an unstated bias throughout the report. A more balanced

¹ City of Berkeley Bicycle Plan (July 2025). Produced by Alta.

https://berkeleybikeplan.org/storage/app/media/uploaded-files/draft/DRAFT_Berkeley_Bike_Plan_08072025.pdf.

²Resolution Reaffirming Our Commitment to Vision Zero and Transportation-Related Plans and Policies (June 17, 2025). Consent Calendar. Mayor Adena Ishii (Author), Councilmember Lunaparra (Co-Sponsor), Councilmember Taplin (Co-Sponsor), Council Humbert (Co-Sponsor).

<https://berkeleyca.gov/sites/default/files/documents/2025-06-17%20Item%2026%20Resolution%20Reaffirming%20Our%20Commitment.pdf>

approach is needed throughout the Draft Update that more clearly reflects: (1) existing City policies and plans; (2) the Council's June 17, 2025, Resolution; and (3) the Council's intentions in establishing the Street Trauma Prevention (STP) program at Berkeley Fire.

BACKGROUND

The DFSC shares the Council's goal of "creating a safer, more sustainable, and equitable transportation system for all its travelers." Toward this goal, the DFSC supported the creation of the Street Trauma Prevention Program under the management of Berkeley Fire in March 2024.³

The Duty Statement for the Street Trauma Prevention Program Manager states: "STPPM will develop a Street Trauma Prevention Program and coordinate with multiple city departments, community organizations, and stakeholders to strengthen the Fire Department's role in street safety improvements across the city, while ensuring the Fire Department continues to have access to respond to all emergencies."⁴

The Transportation and Infrastructure Commission has also identified several problems in the Draft Update in their September 18, 2025⁵ letter to Council., The DFSC concurs with the TIC that requiring numerous, separate and undefined studies before individual projects can move forward could set the stage for delaying or vetoing street safety improvements.

The May 2024 DFSC Memo to Council described the STP program as "a new initiative within the Department to support the transportation and infrastructure projects of Vision Zero," and that "to be successful, this will require the Department to adopt street trauma prevention as a core element of its public safety mission, just as the fire service adopted a prevention function within its fire suppression mission over the last 50 years, with remarkable success." The DFSC pointed out that on the current trajectory, traffic-related street trauma, and the demand for the Department's EMS services that accompany it, is expected to increase alongside increases in housing density. The Department already reports that the growing number of EMS calls is taxing its resources and personnel.

RECOMMENDED ACTIONS:

1. Reiterate staff's intention as discussed at the October 29, 2025 Disaster & Fire Safety Commission Meeting to use the July 15, 2025, Evacuation Time Study by KLD Associates as a technical resource amongst others and not as a policy document.

³ Revised Agenda Material for Supplemental Packet 1. Consent Calendar (May 7, 2025). Support the Fire Department to Fund a Program Manager II Position

⁴ Communication to the DFSC from BFD, dated 4/24/2005

⁵ Transportation and Infrastructure Commission, Regular Meeting Agenda (Sept 18, 2025)

<https://berkeleyca.gov/sites/default/files/legislative-body-meeting-agendas/2025-09-18%20Agenda%20packet.pdf>.

See p. 58

2. Modify the Draft Update to integrate the objectives of the STP program. In approving funding for the STP program, the Council called on Berkeley Fire to “(1) engage consistently and constructively in the City’s Vision Zero planning and implementation processes; (2) collaborate with other City departments, as well as the Fire Marshal, to advance Vision Zero and other policies; and (3) build an evidence-based approach to balancing street trauma response and prevention.” The purpose of the STP program and the charge by Council does not appear in the Draft Update. We recommend that greater emphasis be given in the Draft Update to the purpose of the STP program and the prevention charge to the Fire Department by Council.
3. Carefully evaluate the metrics used in assessing response times and their applicability to the City of Berkeley. The metrics used to evaluate Berkeley Fire’s response times are worth careful consideration, given their prominence in the Draft Update. Conditions in the hills vary considerably from those in the flats, for example, and the use of National Fire Protection Association (NFPA) values might be less relevant than comparing Berkeley Fire’s response times with those of comparable California cities.

RATIONALE FOR RECOMMENDATION

As presently drafted, the Draft Update to the Bike Plan does not adequately reflect existing policies and plans, nor does it reflect the balanced approach of the STP program or the wishes of Council as asserted in its June 17, 2025 Resolution. As a consequence, the Draft Update will require substantial revisions.

Vote: 6 Ayes: Katz, Wilson, Kinosian, Murphy, Gordon, Hertzner-Baptiste, Bradstreet
Nays: 0
Abstain: 0
Absent: Dean, Darling

ALTERNATIVE ACTIONS CONSIDERED

None.

CITY MANAGER

The City Manager acknowledges and appreciates the Commission’s recommendations. Although the DFSC feedback on the Draft Update to the Bike Plan was provided after the conclusion of the public comment period, staff coordinating the document’s update were present at the October 29, 2025 Disaster & Fire Safety Commission Meeting to engage in discussion with the DFSC. DFSC feedback was considered in development of the Final Draft Update to the Bike Plan and addressed as follows:

Recommendation 1: City Manager’s intention is to use the July 15, 2025, Evacuation Time Study by KLD Associates as a technical resource amongst others and not as a policy document.

Recommendation 2: The current Budget Balancing Plan proposes removing the STP position from the budget– which would end the program. The City Manager concurs with the DFSC recommended actions to “(1) engage consistently and constructively in the City’s Vision Zero planning and implementation processes; (2) collaborate with other City departments, as well as the Fire Marshal, to advance Vision Zero and other policies; and (3) build an evidence-based approach to balancing street trauma response and prevention.” Given the budget situation, discussion of STP in the bike plan will remain limited.

Recommendation 3: The City Manager agrees that metrics used to evaluate Berkeley Fire’s travel times should carefully account for local conditions. The department’s current travel time performance objective is 5:00, which is 60 seconds longer than the NFPA recommendation and reflects the unique factors that affect travel times throughout the community.

CONTACT PERSON

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