DISASTER AND FIRE SAFETY COMMISSION

Meeting Agenda
November 12, 2026
7:00 PM

Fire Department Headquarters – 1250 Ninth Street

Mayor's Appointee- Andy Katz

District 1 – Michael Wilson
District 2 – Weldon Bradstreet
District 3 – Todd Darling
District 4 – Robert Kinosian
District 5 – Jacob Dadmun
District 6 – Greg Murphy*
District 7 – Taj Herzer-Baptiste
District 8 – Theo Gordon**

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Preliminary Matters

Roll Call

Call to Order

Approval of the Agenda

Discussion –
Agenda approved as amended

Public Present:
Public Comment on Non-Agenda Matters

1. Chairperson's Report
   The Commission Chair may make announcements or provide information to the Commission in the form of an oral report. The Commission will not take action on such items but may request the items be placed on a future agenda for discussion.
2. Fire Department Staff Report
   The Commission Secretary may make announcements or provide information to the Commission in the form of an oral report. The Commission will not take action on such items but may request the items be placed on a future agenda for discussion

REGULAR AGENDA MATTERS *All Regular Agenda Matters are for discussion and possible action.*

3.	***Discussion/Action:***	October 28, 2026 Draft Minutes
	Recommendation:	Approve the draft minutes of the October 28, 2026 Regular meeting.
	Written Materials:	October 28, 2026 Draft Minutes
	Presentation:	
4.	**Discussion/Action*:***	Commission's Recommendations on Draft Safety Element
	Recommendation:	Approved the Consolidated Commission Feedback on the Draft Safety Element for submission to the Planning Department
	Written Materials:	Commission Feedback Spreadsheet
5.	***Discussion/Action:***	Response to the failure of passage of Measure V
	Recommendation:	The Disaster and Fire Safety Commission Recommends that <u>Regardless</u> of the Status of the Measure V Sales Tax outcome, 1) Closure of Fire Station #4 and Eliminating 9 Firefighter and Leadership Positions, 2) The Reduction of Five Firefighters and Three Paramedics to Balance the FY26 Budget, and 3) Reduce One Fire Captain FTE (filled) Should Not Be Made.
	Written Materials:	Draft Report to Council

6. **Work Group Reports**
Receive reporting on recent activities by the following work groups:

- Plan & Budget Oversight
- Neighborhood Fire Resiliency
- Safe Passages
- Street Trauma Prevention Program

Written Materials:
Presentation:

7. Future Agenda Items and Next Steps
   -

Adjournment

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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 secretary to the relevant board, commission, or committee 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 Berkeley Fire Department located at 1250 Ninth St Berkeley, CA.

COMMUNICATION ACCESS INFORMATION:
This meeting is being held in a wheelchair-accessible location. To request a disability-related accommodation(s) to participate in the meeting, including auxiliary aids or services, please contact the Disability Services specialist at 981-6418 (V) or 981-6347 (TDD) at least three business days before the meeting date. Please refrain from wearing scented products to this meeting.
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I hereby certify that the agenda for this regular/special meeting of the Berkeley City's Disaster and Fire Safety Commission was posted at the front of the Fire Department Headquarters, 1250 Ninth St., as well as on the City's website, three days prior to the scheduled Commission meeting.

SECRETARY SIGNATURE
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Public

DFSC Staff Report

November 12, 2026

1. Measure FF Monthly Report
    a. Budget Overview –
    b. Quarter 1 (July, August, September) report due in November
    Quarter 2 (October, November, December) report due in February
    Quarter 3 (January, February, March) report due in May
    Quarter 4 (April, May, June) End of Year Report due in October
        i. Program Review

2. Measure GG Monthly Report
    a. Budget Overview – No new update
    b. Quarter 1 (July, August, September) report due in November
    Quarter 2 (October, November, December) report due in February
    Quarter 3 (January, February, March) report due in May
    Quarter 4 (April, May, June) End of Year Report due in October

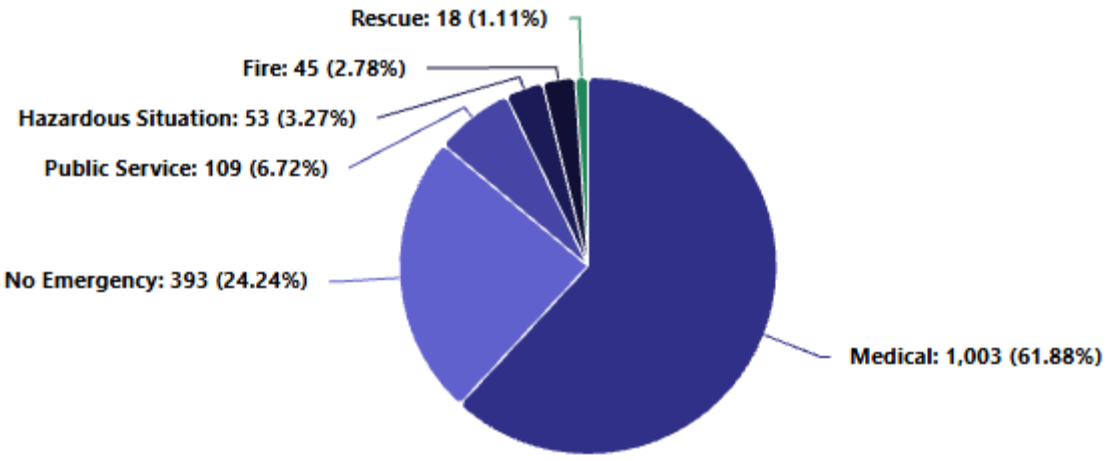
3. Department Activities
    a. **Wildland Urban Interface Dashboard Link:**
    (https://www.berkeleyfiresafe.org/berkeley-fire-wildfire-resilience-dashboard)
    b. **Berkeley Fire Open Data Portal https://www.seebfd.com/**

4. Call Volume Report

Public

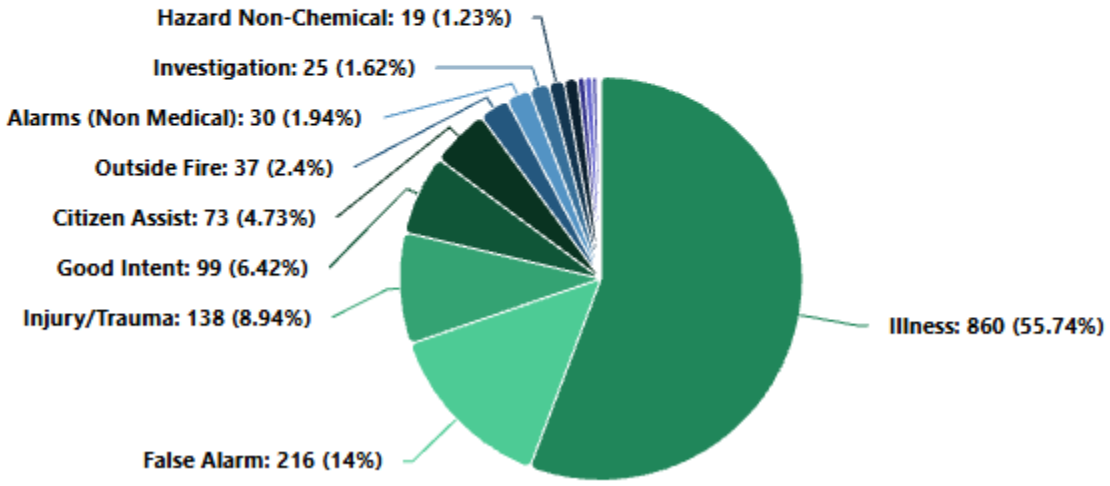
Incidents by Category

Oct 01, 2026 12:00 AM to Oct 31, 2026 11:59 PM



Incidents by Type

Oct 01, 2026 12:00 AM to Oct 31, 2026 11:59 PM



DFSC Action Tracker

Date of DFSC Action	Description	Status

FY27 Year-To-Date Quarter Report Measure FF

July to June 2027

PROGRAM/VENDOR	AMOUNT	FY27 BUDGET	% USED	NOTES
GENERAL	**1,184,587**	**4,193,798**	**28.25%**	
		3,457,424.00		
AMAZON	1,204			FIRE HQ Misc
AT&T	11,446			Fire HQ: Network setup
AVAYA PHONES	332			FIRE HQ equipment
B&H PHOTO	95			Equipment Strategic Proj Headset
CANVA	300			Annual Subscription
DROPBOX	120			Dropbox Subscription
ELS ARCHITECTURE & URBAN DESIGN	400			Fire HQ: Project Management
FEDEX	24			Shipping/Mailing charges
OPENAI *CHATGPT SUBSCR	400			Sofware Subscription
RAVEN & ANVIL LLC	4,338			Data Analysis
RED SKY SUMMIT	699			Conference Registration
SALARIES & BENEFITS	137,000.61	736,374.00		Salary & Benefits
SMITH & WALTERS, INC	959,764			Fire HQ Tenant Improvement Expenses
STARLINK INTERNET	220			Starlink Monthly Subscription
SWIFTHAWK CONSULTING, LLC	52,903			Project Management
THE HOME DEPOT	1,691			Fire HQ: Equipment
WALNUT CREEK HARDWARE	149			Fire HQ: Equipment
WATERS MOVING AND STORAGE	13,386			Fire HQ Moving expenses
WWW COSTCO COM	115			FIRE HQ Misc
Dispatch	**64,895**	**626,377**	**10.36%**	
		310,000.00		
MISSION CRITICAL PARTNERS, LLC	1,487			Phase 2 Dispatch needs Analysis
SALARIES & BENEFITS	63,408.08	316,377.00		Salary & Benefits
EMS	**302,063**	**607,948**	**49.69%**	
		97,392.00		
ALAMEDA COUNTY FIRE CHIEFS	400			Dues
INTERNAL SVCS -CITY VEHICLE REPLACE	11,655			Vehicle Replacement Fund
INTERNAL SVCS -CITY VEHICLE FUEL/MA	7,429			Vehicle Fuel and Maintenance
ORKIN EXTERMINATING	882			Exterminator
SALARIES & BENEFITS	281,190.47	510,556.00		Salary & Benefits
SONIC NET, LLC	507			Internet Service
Operations	**221,615**	**2,631,506**	**8.42%**	
		1,270,735.00		
AMAZON	1,837			Vehicle parts for repairs
DUNN & BYBEE TOOL CO INC	286			Vehicle parts for repairs
FLEETPRIDE708	3,426			Vehicle parts for repairs
GODADDY	23			FIRE Website
HERC RENTALS	46			Forklift supplies
MFCP	148			Vehicle repair services/parts
PELES MUFFLER WORKS INC	435			Vehicle repair services/parts
PETERSON TRUCKS	6,169			Vehicle repair services/parts
PRO GEAR TRANSMISSION 2	411			Vehicle repair services/parts
SALARIES & BENEFITS	110,154.34	1,360,771.00		Salaries and Benefits
VEHICLE SAFETY SUPPLY LLC	57.27			Vehicle parts for repairs
WFGEAR	1,169			Vehicle parts for repairs
ZOLL MEDICAL CORP	97,453			Monthly charges
Training	**72,101**	**80,000**	**90.13%**	
		80,000.00		
INTERNAL SVCS -CITY VEHICLE REPLACE	1,185			Vehicle Replacement Fund
INTERNAL SVCS -CITY VEHICLE FUEL/MA	870			Vehicle Fuel and Maintenance
L.N. CURTIS & SONS	70,046			PPE for Fire Academy
SALARIES & BENEFITS	-	0.00		Salaries and Benefits
WUI/FP	**600,530**	**2,356,681**	**25.48%**	
		744,373.00		
ALLIANCE GRAPHICS	2,004			Materials/Printing
AMAZON	49			FIRE HQ Misc
BRENDAN D DEVLIN	11,340			Chipper Day Program Mgmt
CHIPPER DAY PROGRAM	9,131			Chipper Day Program
CONFERENCE EXPENSES	75			Professional development
DATA TICKET, INC	188			Citation Processing Fees
ECOLOGICAL INTELLIGENCE, INC.	6,750			AI Landscape Software
FIRE ASIDE, INC	242			Defensible Space Inspection Software
FORSTER & KROEGER	60,950			Chipping Contractor
INTERNAL SVCS -CITY VEHICLE REPLACE	4,022			Vehicle Replacement Fund
INTERNAL SVCS -CITY VEHICLE FUEL/MA	2,595			Vehicle Fuel and Maintenance
INTERNAL SVCS -CITY PKG PERMITS	9			Vehicle Parking Permits
SALARIES & BENEFITS	457,432.31	1,662,308.00		Salary & Benefits
SQUARE SPACE	326			Web subscription Fee
STATE FIRE TRAINING	2,325			Certification Fees
VERIZON WIRELESS (AIRTIME)	2,349			Phone Service
WILDFIRE DEFENSE MESH	40,744			Community Vent Retrofit Program
Grand Total	**2,445,792**	**10,496,310**	**23.30%**	
Transfer out from 164 Measure FF		**2,757,925**		
To Fund 116 Paramedic Tax	189,481			
To Fund 514 Escrow Account	2,000,000			
	-			
Grand Total Incl. Account Balance Transfers	**4,635,273**	**13,254,235**	**34.97%**	

FY2027 Measure GG

Quarter 1 Report

Program	Original Budget	Actuals Q1 July-Sept. 2026	Actuals Q2 Oct.-Dec. 2026	Q1 Total	% Budget Available	Available Budget
Disaster Prep	$ 1,162,949	$ 230,443	$ -	$ 230,443	80%	$ 932,506
FRALS	$ 1,007,011	$ 203,697	$ -	$ 203,697	80%	$ 803,314
Minimum Staffing	$ 2,324,749	$ 88,092	$ -	$ 88,092	96%	$ 2,236,657
Radio Interoperability	$ 735,273	$ 732,203	$ -	$ 732,203	0%	$ 3,070
Training	$ 390,347	$ 86,279	$ -	$ 86,279	78%	$ 304,068
Community Outreach - HHCS	$ 118,129	$ 1	$ -	$ 1	100%	$ 118,128
Totals	**$ 5,738,458**	**$ 1,340,715**	**$ -**	**$ 1,340,715**	**77%**	**$ 4,397,743**

DISASTER AND FIRE SAFETY COMMISSION

DRAFT Minutes
October 28, 2026
7:00 PM

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Preliminary Matters

Call to Order

Meeting called to order at XXXX
Present: Wilson, Bradstreet, Kinosian, Dadmun, Murphy, Herzer-Baptiste, Gordon, Katz, Darling
Late:

Approval of the Agenda

Discussion –

Motion to approve:
Second:
Approved by acclamation

Public Present:
In-person:
Virtual:

Public Comment on Non-Agenda Matters
X public speaker

1. Chairperson's Report
2. Fire Department Staff Report

REGULAR AGENDA MATTERS *All Regular agenda Matters are for discussion and possible action.*

3. ***Discussion/Action:*** Minutes of September 23, 2026
Recommendation: Approve the draft minutes of the September 23, 2026 regular meeting.
Written Materials: September 23, 2026 Draft Minutes
Presentation:

Motion to Approve:
Second:
Vote:
Ayes:
Nays:
Abstain:

4. **Discussion*:*** Safety Element Presentation (Staff)
Recommendation:
Written Materials: Safety Element PowerPoint Handout

Presentation: Safety Element PowerPoint

Motion to Approve:
Second:
Vote:
Ayes:
Nays:
Abstain:

6. Work Group Reports
Receive reporting on recent activities by the following work groups:

DRAFT

- Plan & Budget Oversight
- Neighborhood Fire Resiliency
- Safe Passages
- Street Trauma Prevention Program

Written Materials:
Presentation:

7. Future Agenda Items and Next Steps

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SECRETARY SIGNATURE

DRAFT
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Safety Element Section	Page (marked on bottom of page)	Policy / Program / Figure	Comment	Question/Rationale	Commissioner Initials	Status (STAFF ONLY)
1.2 Statutory Requirements - Evacuations	4	(Government Code Section 65302(g)(5)).			gsm	
1.6 General Plan Consistency	10		The Disaster Preparedness and Safety Element's emphasis on climate adaptation and hazard mitigation supports the Open Space and Recreation Element by maintaining City trees, improving extreme heat resilience, AND RECOGNIZING THE ROLE OPEN AND NATURAL SPACES PLAY IN DISASTER RESILIENCY.		TG	
2.1.1 Identified Communities Facing Social Vulnerability	13,14 and 15				gsm	
2.3.1 Seismic and Geologic Hazards	20		The City can also ADOPT POLICIES THAT PROMOTE NEW, MODERN CONSTRUCTION, research new ordinances for high-risk building types, identify funding sources to assist property owners, and prioritize resources for buildings with high occupancy or community benefit.		TG	
2.3.2 Urban Fires, Wildfires, and Poor Air Quality	23		Remove "it is a land locked city" and change to "especially relevant to Berkeley because it is COMMITTED TO GROWING THROUGH TALLER BUILDINGS AND DENSER NEIGHBORHOODS INSTEAD OF SUBURBAN SPRAWL".	Rationale: Land locked means no access to water. The relevant issue is that Berkeley has made commitments to growing through adding infill density.	TG	
2.4 Resilient Built Environment	24		Add a paragraph to segue from discussion of High-Rise risks to Wildfire risks. IN PRACTICAL TERMS, TALLER BUILDINGS MAY BE SAFER BY DESIGN, BUT WHEN FIRES OCCUR AND BUILT IN SYSTEMS ARE COMPROMISED, DELAYED, OVERWHELMED, OR DEFEATED BY HUMAN BEHAVIOR, THE FIRE DEPARTMENT MUST BRING ENOUGH STAFFING AND DEPLOYMENT DEPTH TO KEEP THE FIRE CONTROLLED TO THE ROOM, FLOOR, OR BUILDING OF ORIGIN BEFORE IT BECOMES A LARGER LIFE SAFETY PROBLEM. {NEW PARAGRAPH:} BERKELEY'S WILDLAND–URBAN INTERFACE (WUI), SHOWN IN FIGURE 5, IS THE AREA OF THE CITY WITH HEIGHTENED WILDFIRE RISK, DUE TO TOPOGRAPHY, DENSE STRUCTURES AND VEGETATION, AND NARROW WINDING ROADS.		gsm	
2.3.2 Urban Fires, Wildfires, and Poor Air Quality	25			What does the 4% vs 13% mean? Is 13% by 2050 and another 4% by 2100? "Climate projections indicate that the area burned in Alameda County could increase by 13 percent under high-emission scenarios (RCP 8.5) by mid-century, with increases of about 4 percent projected by end-century."	TG	
2.3.2 Urban Fires, Wildfires, and Poor Air Quality	25		Continuing to improve fire safety standards for new development, expanding defensible space requirements, supporting improvements for vulnerable structures in high-risk zones are critical strategies to reduce ignition risk. RELOCATING VITAL CITY INFRASTRUCTURE OUT OF HIGH-RISK ZONES WHERE FEASIBLE AND DEVELOPING A MANAGED RETREAT STRATEGY WILL REDUCE LONG-TERM VULNERABILITY.		TG	
2.3.2 urban fires….	27-29	figure 6	Given the experience of other places in California- the distance from the "influence area" to the western edge of the "intermix" /influence" zone needs to be expanded. In the Palisades fire the winds carried sparks 2 miles - and burned houses to the ground. The edge should be two miles, - or at least 1.5 miles.		td	
2.3.3. flood and sea level rise	30-32	figure 7	Creek mapping. Derby Creek is not included. It has been culverted - but it once formed a lake/pond near Shattuck and Derby, it requires extra engineering, it is on the map of flood hazards for the county - and it empties into the Bay. Needs to be mapped and included	Why are not culverted creeks included? Derby Creek has flooding potnetial. The ground water is very high along Derby/Ward near Shattuck. Fulton Street has experienced flooding in the bast. (or so I am tgold) We need the map to be more detailed, and Why should we rely on old infrastructre to work on places prone to lots of rainfall?	td	
2.3.3 Flood and Sea Level Rise Hazards	31			"promoting onsite stormwater retention" Is the building department onboard with this? It seems like they require stormwater to be pumped to the street.	TG	
2.3.3. flood and se level rise	35-40	figure 12	Rising ground water due to sea level rise needs to go up to at least 20 feet above sea level. The map does not indicate elevation. Parts of Los Angeles now experience ground waater intrustion during rain storms up to above 13 feet above sea level	What is the elevatin of the various parts of the map? Areas near creeks are also seeing a problem of rising ground water - culverted or not. Why not include all creeks?	gsm	
2.4 Resilient Built Environment and 2.6 Access Imparied Neighborhood analysis	42-43; and 46-47		We may not have a hospital in the very near future. This needs to be addressed as a disaster issue. Can we consider making the hospital a major requirement to satisfy? Council needs to know this is a gaspping hole in our disaster planning - if we have no hospital.	Can we tell council that this issue needs a solution?	td	
2.4 Resilient Built Environment	44		Map should include the Fire Station that is now operational at 1250 9th St		gsm	
2.5 Emergency Preparedness, Response, and Recovery	46		*Policies that protect households facing social vulnerability and support rebuilding within their communities will help prevent displacement*. Policies should protect ALL households, not just those in predesignated "Cumulatively Vulnerable" areas.		gsm	
2.5.2 Post-Disaster Recovery	46		Streamlined permitting processes will accelerate rebuilding, while maintaining eligibility for state and federal recovery funding through Berkeley's LHMP. REBUILDING WILL BE FOCUSED IN LOWER-HAZARD AREAS, REDUCING THE RISK OF FUTURE DISASTER.		TG	
2.6 Emergency Evacuation	46		Recognizing this constraint is critical for planning flexible, network-wide evacuation strategies that account for traffic management and emergency vehicle access, WHILE IMPROVING EVERY DAY STREET SAFETY. Rationale: We must balance every day safety and safety from rare but large disasters		TG	

2.6.1 Access-Impaired Neighborhood Analysis	46		These actions help ensure residents in access-impaired areas receive timely notifications and have dependable routes to safety. LONGER TERM STRATEGIES TO REDUCE THE NUMBER OF PEOPLE LIVING IN THESE AREAS AND PROMOTE HOUSING IN LOWER RISK AREAS (SO-CALLED MANAGED RETREAT) WOULD REDUCE EVACUATION PRESSURE AND RESULT IN A SAFER POPULACE.		TG	
2.6.1 Access-Impaired Neighborhood Analysis	47		More emphasis should be made on early evacuations. It should be a priority: *The City will continue to promote community education to support leaving early during extreme fire weather.*		gsm	
2.6.1 Access-Impaired Neighborhood Analysis	47	Figure 14		Why are there a bunch of Primary AINs in the flats?	TG	
2.6.2 Evacuation Route Safety, Capacity, and Viability Analysis	49		Establish a priority for traffic signal improvements		gsm	
2.6.2 Evacutation route Safety…	49		Ashby being considered an evacuation route has serious issues. The intersection of Ashby and Shattuck is a perennial mess. Now a huge apartment with no pakring or curb cut outs is planned for that spot. This is an obvious choke point - if f we recommend Ashby as an evacuation route, we also have to have a contingency about how to mitigate the traffic jam. Also, Shattuck is NOT an appropriate evacuation route south of Derby - traffic has to go down Adleine. Which also means we should not allow Adeline to be come only two lanes with the planned development.	Can we add mitigations for Asby due to the intersectinat Ashby and Shattuck? Can we keep deline as a four lane road?	td	
2.6.3 Evacuation Locations	49		Enhancements such as targeted infrastructure upgrades, traffic signal improvements, and real-time monitoring technologies will help manage evacuation flow and maintain route viability under high demand. COORDINATION AND DISASTER PLANNING WITH TRANSIT AGENCIES, ESPECIALLY BART, MAY OFFER MORE EFFECTIVE WAYS OF MOVING LARGE AMOUNTS OF PEOPLE OUT OF THE CITY.		TG	
3.2 Natural and Human-Caused Hazards	52	Program S-2.1-A	Add "or replacement": *Evaluate and adopt retrofit guidelines and building codes that address structural and nonstructural mitigation in order to facilitate the retrofit* OR REPLACEMENT *of all vulnerable buildings.*		gsm	
Policy S-3.2 reduce Fuel loads	54	Policy S-3.2 reduce Fuel loads	UC has a huge fuel load in Strawberry Canyon - particularly on the North Slope near the botanical gardens. Fires don't observe property lines. This needs to be addressed	Can we add "Jordan" the fire road near the Botanical garden as a possible evacuation route with UC? Can we join the Panoramic areas to that well built dirt road?	td	
3.2 Natural and Human-Caused Hazards	52	Policy S-2.1	Add an additional program: SUPPORT PROGRAMS AND POLICIES THAT PROMOTE NEW BUILD CONSTRUCTION WHICH ARE MORE RESILIENT THAN OLDER RETROFITTED STRUCTURES. Rationale: Berkeley will be a safer, more resilient city if more people live in buildings built to modern standards.	Rationale: Berkeley will be a safer, more resilient city if more people live in buildings built to modern standards.	TG	
3.2 Natural and Human-Caused Hazards	53	Policy S-3.1	Ensure that future growth OCCURS IN A WAY THAT does not SIGNIFICANTLY compromise public safety or evacuation capacity during emergencies.	Rationale: Urban infill growth is a city and state priority. We should plan for and minimize its impacts but we shouldn't try to stop it.	TG	
3.2 Natural and Human-Caused Hazards	53	Program S-3.1-C	that minimize new residential commercial development in High and Very High Fire Hazard Severity Zones AND ENCOURAGES DEVELOPMENT IN LOWER RISK AREAS.	Rationale: If we want to hold steady or decrease the number of people living in the most at-risk areas, we have to give other options.	TG	
Program S-3.2-B	54	Program S-3.2-B	Fiancial aid to mitigate risk in wildfire zone is essential for a lot of older home owners. They may have inherited their houses, or have retired, and the cost for the mitigation can run into thestens of thousands of dollars. We need either a financial assistance program or a city works program to help on this. If one person fails to do their work - it imperils all those around them. This may be vital	Can we ask Council to immediatley accelorate finding eigther the money - or the work force to help in the lower-income/fixed-income hills households?	td	
3.2 Natural and Human-Caused Hazards	55	Program S-4.2-A	Research new development standards and local building codes that could be adopted to reduce flood risks to development in areas exposed to flooding WHILE NOT PUTTING AN UNDUE BURDEN ON THE NEW DEVELOPMENT THAT GIVES RESIDENTS MORE OPTIONS FOR MODERN HOUSING.	Rationale: Building standards should have a cost/benefit analysis. The status quo has a lot of people living in very old houses (Berkeley has some of the oldest housing stock on the west coast). New buildings are already much safer, but only if they actually get built.	TG	
3.2 Natural and Human-Caused Hazards	56	Program S-4.2-C	while considering likely increased stream flows and flooding driven by climate change AND THE NEED FOR ADDITIONAL AND MORE MODERN HOUSING STOCK.	Rationale: Building standards should have a cost/benefit analysis. The status quo has a lot of people living in very old houses (Berkeley has some of the oldest housing stock on the west coast). New buildings are already much safer, but only if they actually get built.	TG	
3.2 Natural and Human-Caused Hazards	56	Policy S-4.2	Add an additional program: SUPPORT PROGRAMS AND POLICIES THAT PROMOTE NEW BUILD CONSTRUCTION WHICH ARE BUILT TO HIGHER STANDARDS AND CAN BE LOCATED IN MORE RESILIENT AREAS.	Rationale: Building standards should have a cost/benefit analysis. The status quo has a lot of people living in very old houses (Berkeley has some of the oldest housing stock on the west coast). New buildings are already much safer, but only if they actually get built.	TG	
3.2 Natural and Human-Caused Hazards	56	Policy S-4.3		Could we develop a policy similar to the reduction of flood insurance costs to try to reduce homeowners fire insurance costs?	gsm	
Programs S-4.2-C; S-4.2-F; S-4.4-C	56	Programs S-4.2-C; S-4.2-F; S-4.4-C	Standards and codes also need to reflect the ddangers posed by underground/culverted creeks. Along Derby Creek we experience problems now. Failing infrastructur,rising ground water and a a heavy rain has and will againcause problems. Do not ignore the creeks wheterh underground or not.	Can we add all streams to building standards consideration whether they are underground or exposed?	td	
3.2 Natural and Human-Caused Hazards	57	Policy S-5.2	*Increase Urban Tree Canopy. Maintain and increase Berkeley's tree canopy as a key strategy for reducing urban heat.* As long as it doesn't infringe on vegetation management regulations in High and Very High Risk Fire Areas.		gsm	
3.2 Natural and Human-Caused Hazards	57	Policy S-5.1	Add an additional program: SUPPORT PROGRAMS AND POLICIES THAT PROMOTE NEW BUILD CONSTRUCTION WHICH ARE MORE LIKELY TO HAVE COOLING INFRASTRUCTURE.	Rationale: Building standards should have a cost/benefit analysis. The status quo has a lot of people living in very old houses (Berkeley has some of the oldest housing stock on the west coast). New buildings are already much safer, but only if they actually get built.	TG	

3.3 Resilient Built Environment	57	Policy S-6.1	Add, "INCREASE THE SHARE OF RESIDENTS LIVING IN RESIDENCES THAT MEET MODERN STANDARDS."		TG	
3.3 Reslient Built Environment	57-58	The range of policies	Tall buildings pose safety issues - particularly in a city as already dense as Berkeley. Building more tall buildings is suiidal. The UN Climate Scinece manual says explicitly that anything taller than 5 stories is a net climate harm.	Can council look into limiting new buidoiigns to five stories due to safety and climate concerns?	td	
	57-58		Nothing is mentioned about monitoring hazardous industrial substances. They could be chemical or biiological or material. Bayer? Genentech? UC's nuclear reactor at Echeveria Hall?	Can we get a better handle on toxic substances in Berkeley - includingn UC, Bayer, bio-tech companies and old line industrial places?	td	
3.3 Resilient Built Environment	59	Policy S-7.4	Add an additional program: "Evaluate the likelihood that emergency services lose access to high-bandwidth internet in the event of a disaster and adopt appropriate backups and/or mitigations"		TG	
3.3 Resilient Built Environment	59	Add a" Program S-7.3-E"	INSTALL AND MAINTAIN FIRE RESISTANT LANDSCAPING TO CITY OWNED BUILDINGS WITHIN HIGH AND VERY HIGH RISK FIRE ZONES		MW	
Safety Element Goals, Policies and Programs	p. 60	Policy S-9.2 Staff and Equip Fire Stations. Continue to staff and equip fire stations and emergency apparatus. ~~Monitor response time from initial call to arrival and pursue a 90th percentile dispatch time of one minute and 30 seconds, turnout time of two minutes, and travel time of five minutes.~~	Separate this into two subsections. These are two unrelated but important topics.		MW	
Safety Element Goals, Policies and Programs	p. 60	Monitor response time from initial call to arrival and pursue a 90th percentile dispatch time of one minute and 30 seconds, turnout time of two minutes, and travel time of five minutes.	Recommend redrafting as follows: ~~Monitor~~ REEVALUATE response time from initial call to arrival and pursue a 90th percentile dispatch time of one minute and 30 seconds, turnout time of two minutes, and travel time of five minutes. WEIGHT THE RESPONSE TIME PER STATION BY THE NUMBER OF CALLS PER STATION, AND DISAGGREGATE TRAVEL TIME FOR STATION 7 FROM STATIONS 1 THROUGH 6. CONTINUALLY IMPROVE BOTH TOTAL RESPONSE TIME PERFORMANCE AND TRAFFIC CALMING MEASURES, CONSISTENT WITH CITY POLICIES AND PLANS.	Call processing, dispatch time and crew turn-out time should always be considered in discussions of response times. Citygate found the COB call processing and dispatch times to be "taking longer than best practice." • Stations 1, 2 and 5 cover the three most populated and highest call volume areas in the City (ref: p. 4 Standards of Coverage report [SOC], June 8, 2023). • Stations 1, 2 and 5 are meeting a five-minute travel time 86.9% of the time; stations 2 and 5 are doing so 90% of the time (ref p. 4 SOC). According to the Citygate SOC report, at present, "the largest population, risk and incident densities are reached by the fifth minute of travel," which is the SOC objective (p. 4). • Response times to the upper hills should be treated as a separate data set from the areas covered by stations 1, 2 and 5 because they represent wholly different conditions. • Conflating response times in the City core with those of the hills creates the perception that Berkeley Fire is underperforming with regard to apparatus travel times, which the SOC report shows as 5:53 minutes at the 90th percentile of calls. • This perception creates pressure on the department to reduce response times throughout the City as a way to reduce this the City-wide aggregate data point. This can affect other priorities, such as street design decisions. See response time data sheet: Station 7 adds 1.25 mins to the department-wide travel time.	MW	
Safety Element Goals, Policies and Programs	p. 60	Policy S-9.4 Expand Alternative 911 Service Options. Strengthen the Fire Department's capacity to provide alternative service delivery options for non-acute 911 callers who require care and follow-up but do not need a traditional fire department or ambulance response. Examples include telehealth consultations, nurse triage services, and scheduling pre-booked appointments with appropriate clinics or community care providers.	Recommend redrafting as follows: Policy S-9.4 Expand Alternative 911 Service Options. Strengthen the Fire Department's capacity to provide alternative service delivery options for non-acute 911 callers who require care and follow-up but do not need a traditional fire department or ambulance response. Examples include telehealth consultations, nurse triage services, REESTABLISHING A NON-EMERGENCY COMMUNITY PARAMEDICINE UNIT, and scheduling pre-booked appointments with appropriate clinics or community care providers.	Reestablishing such a unit will require a cost-benefit analysis. Reducing the need to respond to non-acute requests could have myriad benefits: reducing stress on personnel; reducing wear and tear on equipment; improving firefighter safety by reducing code 3 travel miles; improving public safety by reducing code 3 travel miles; improving the quality of care received by frequent callers to 911 for psychosocial and minor medical complaints.	MW	
3.4 Emergency and Disaster Preparedness, Response, and Recovery	61	Policy S-11.2		neighboring jurisdictions, Tribes, special districts, and regional, TRANSIT, State, and federal governmental agencies	TG	
Safety Element Goals, Policies and Programs	p. 61	Policy S-10.2 Ensure Emergency-Accessible Roadways. Ensure roadways can support timely emergency response. Program S-10.2-A Develop and implement a methodology to measure emergency response time changes due to specific roadway design features and use this information to contribute to roadway design processes.	Recommend redrafting as follows: Policy S-10.2 Ensure Emergency-Accessible Roadways. Ensure roadways can support timely emergency response. ALIGN THE CITY'S TRANSPORTATION PLANNING AND VISION ZERO OBJECTIVES WITH THOSE OF THE FIRE DEPARTMENT. Program S-10.2-A DEVELOP POLICIES TO BALANCE TRAFFIC CALMING MEASURES AND EFFICIENT EMERGENCY RESPONSE. WHEREVER PRACTICABLE, APPLY WELL-RECOGNIZED BEST STREET SAFETY DESIGN PRACTICES TO IMPROVE PROTECTIONS FOR PEDESTRIANS AND CYCLISTS.	The objectives of traffic safety planning and Vision Zero to reduce traffic speeds to prevent collisions with pedestrians and cyclists, and to reduce the severity of all collisions, is often at odds with the fire department's stated core objective of reducing response times. A policy decision is needed to align these objectives to avoid conflicts during street redesign projects. Berkeley is not unique in this inherent source of conflict. Policy alignment will benefit for City resource and the effectiveness of street safety and emergency response.	MW	
policy S-11.1 Coordinate with local partners	61		I read nothing about coordinating with UC - which is in the middle of the city and extends into the wildfire zone.	Where is our policy about UC fire /disaster hazards? Who is in charge of a fire onUC? Cal-Fire?	td	
Policy S-12.3; policy3.5 Emerbency evacuaiotn	62		Some effort needs to be applied to making laminated sheets, oer nerighborhood, with suggdested evacuation routes and saftey procedures. In a crisis people often don't think straight. A referral card hanging next to the front door - or simialr place could saave lives.	Can we explore developing nerighborod advice sheets to be laminated and distributed to neigborhoods?	td	

3.4 Emergency and Disaster Preparedness, Response, and Recovery	64	Program S-14.1-A	IN ANTICIPATION OF major disasters, evaluate opportunities for redevelopment or reuse that incorporate updated hazard mapping and fire behavior modeling, apply current fire-safe development standards, including defensible space, ignition-resistant construction, and emergency access, PRE-PLAN land use changes in areas with repeated fire loss or extreme hazard exposure, and engage the community in post-disaster recovery planning to align redevelopment with long-term resilience goals.	Rationale: the time to decide which areas will be redeveloped after a disaster is before the disaster. We should give residents, developers, and insurance companies certainty.	TG	
3.4 Emergency and Disaster Preparedness, Response, and Recovery	64	Program S-15.3-C	Support Berkeley schools in developing policies for extreme fire weather, including potential relocation or closure of schools in high wildfire hazard areas. DEVELOP PLANS TO EVACUATE BERKELEY SCHOOLS AND EDUCATE PARENTS ON SAID PLANS.		TG	
Safety Element Goals, Policies and Programs	p. 65	Policy S-15.10 Promote Leave Early Policy for Fire Weather. Maintain, refine, advocate for, and provide education about the Leave Early policy for Extreme Fire Weather, which recommends residents leave areas with greatest exposure to wildfire risk before a fire starts under extremely hazardous fire weather.	Recommend moving this to the top of this subsection to highlight its importance. Consider redrafting as follows: POLICY S-15.10 ACITVELY PROMOTE LEAVE THE EARLY POLICY FOR FIRE WEATHER AMONG RESIDENTS OF THE BERKELEY HILLS. ADVOCATE FOR AND PROVIDE EDUCATION REGARDING THE LEAVE EARLY POLICY FOR EXTREME FIRE WEATHER. DEVELOP TARGETTED OUTREACH STRATEGIES THAT DESCRIBE RISKS AND CONSEQUENCES OF FAILING TO FOLLOW LEAVE EARLY DIRECTIVES.	Is the City able to do more than provide education to residents? In a condition that is inherently risky to residents and that puts firefighters potentially in harm's way, is the City able to implement more active programs to inform residents of the hills regarding fire risks and, where appropriate, require early evacuation?	gsm	
3.5 Emergency Evacuation	65	Policy S-15.10	I would recommend moving this to a higher priority - maybe moving it to Policy S-15.3?		MW	
3.5 Emergency Evacuation	65	Policy S-15.7	Promote Walking, Cycling, AND MASS TRANSIT for Evacuation. Explore and promote cycling and walking for evacuation where and when appropriate. EXPLORE THE USE OF MASS TRANSIT AND WORK WITH TRANSIT AGENCIES TO PLAN FOR TRANSIT AVAILABILITY DURING EMERGENCIES.		TG	
3.5 Emergency Evacuation	65	Policy S-16.2	Plan for all Berkeley streets, including collector and residential streets, to function as potential evacuation routes WHILE SUPPORTING EVERY DAY STREET SAFETY IMPROVEMENTS.		TG	
policy S-15.7 PROMOTE WALIKNG BIKES FOR EVACUTION	65		East of Shattuck Blvd, evacuation on a bike, with children, amid heavy smoke is unwise. 350 PPM air will choke you quick and damage your health. This idea is a potentially dangerous fantasy in a big fire.	Can we make this policy specifc to west of Shattuck? Do we want bikes taking up a lane and moving slowly during a big fire? Do we have means of treating smoke inhalation victms who ride their bikes in severe smoky fires?	td	
Policy S-15.9	65		Fire weather should include Vapor Pressure Deficeit - the ability of very dry weather able to suck even more moisture out of plants. This index is important to monitor during climate change on windy hot days.	Can we include Vapor Pressure Deficeit to the measurements reported publicly?	td	
Program S-16.3 B	65		Ashby parking limits should be added in extreme fire weather days in places like the Ashby Shattuck intersection, and along Ashby down to San Pablo. People need to park here regularly, but perhaps in dangerouis fire weather we should have some ability to move cars. At least an alert	Can we mitigate parking on Ashby during "fire weather"? At least some kind of alert to neighbors - since people cepend on this parking?	td	
Safety Element Goals, Policies and Programs	p. 66	Policy S-16.4 Integrate Evacuation Efficiency in Roadway Planning. Consider evacuation efficiency during the planning and implementation phases of roadway infrastructure development.	Recommend redrafting as follows: Policy S-16.4 Integrate Evacuation Efficiency in Roadway Planning. Consider evacuation efficiency during the planning and implementation phases of roadway infrastructure development. ENSURE THAT EVACUATION PLANNING DOES NOT IMPACT THE DEVELOP AND IMPLEMENTATION OF TRAFFIC CALMING MEASURES.	Building an effective Leave Early program is critical. Traffic calming measures in the City's core and flalands protect many thousands of people on a daily basis from serious trauma. Evacuation needs should not impinge on the development and implementation of well-recognized, effective traffic calming measures in the City's core and flatlands, where the great majority of the population lives and where residents are able to rely on walking and bicycles for daily transportation needs, in alignment with other City policies and plans.	MW	

[ ] CALENDAR
Date

To: Mayor and Members of the City Council

From: Disaster and Fire Safety Commission

Submitted by: Greg Murphy, Chairperson

Subject: Response To The Failure of Passage Of Measure V

RECOMMENDATION
The Disaster and Fire Safety Commission recommends that regardless of the status of the Measure V Sales Tax outcome, 1) Closure of Fire Station #4 and Eliminating 9 Firefighters in FY28 should not occur and that, 2) The Reduction of One Fire Captain FTE, and 3) one Fire Marshal that occurred to balance the FY27 budget should be restored.

FISCAL IMPACTS OF RECOMMENDATION
The fiscal impact is considerable – we are asking Council to make the cuts required from other sources, and while the Fire Department has already had to make significant cuts, the commission feel that the proposed further cuts are too harmful to the city and residents.

CURRENT SITUATION AND ITS EFFECTS
We understand that some of the proposed cuts would only be implemented if a proposed sales tax increase fails. The recommendation of the DFSC is that regardless of the status of the sales tax, these specific cuts should not be made:

1. ***Closing of Fire Station # 4 and eliminating 9 firefighting and leadership positions***

Closing Station 4 will significantly degrade response times and first-alarm effectiveness in its service area and adjacent districts. Engine 4 responded to 28 fires, 966 emergency medical incidents (including 17 cardiac arrests), and numerous other emergencies in 2025. Response time standards were not consistently met; closure of Fire Station 4 will force responses from more distant stations, further degrading performance.

Delayed emergency response increases risk of fatality and property loss from fires and medical incidents and elevates firefighter risk of injury. Redistribution of calls will increase workload and fatigue at remaining stations, reduce training time, and increase burnout. Reliance on mutual aid will rise but is unsustainable and delayed multi-unit responses will become more common. These impacts are high, and we find this an unacceptable risk to safety of the community and to the firefighters themselves.

2. ***Reduce One Fire Captain FTE***
   Eliminating this position weakens oversight of narcotics compliance, critical equipment and supply management, documentation integrity, and infection control in the emergency medical services program. Redistribution of duties to existing staff will reduce oversight frequency and increase risk. .

3. ***Reduce One Fire Marshal FTE***
   Elimination of the Fire Marshal position reduces specialized leadership, technical expertise, and oversight within the Fire Prevention Division. As identified in the City Manager's FY 2027 budget reduction documents, this reduction is expected to increase the risk of errors and omissions, slow fire and life safety plan reviews and inspection responsiveness, and reduce the Department's capacity to support special events. These impacts may result in longer turnaround times for development projects, reduced responsiveness to businesses and property owners, and diminished capacity to ensure consistent application and enforcement of fire and life safety codes. While the Department will seek to mitigate these impacts through reprioritization, technology, and additional training, the loss of specialized fire prevention expertise and management capacity cannot be fully offset.

The proposed reductions would not simply streamline the Fire Department's budget; they would materially reduce Berkeley's ability to prevent emergencies, respond effectively when they occur, and prepare the community for increasingly complex risks.

As Berkeley ages and grows in population density and climate change produces more extreme weather events, the risks to our community increase. These proposed cuts would reverse recent operational and programmatic gains while placing greater strain on an already stretched workforce. The cumulative effect would be slower response times, reduced prevention and inspection capacity, weakened preparedness, diminished support for employee health and resilience, and fewer tools to manage the City's growing public safety demands.

The DFSC proposed other positions and programs be spared however the Council did approve those cuts in June of 2026.
The Commission strongly urges the Council not to implement the proposed cuts noted above even thought Measure V did not pass. You must prioritize the safety of the community and ensure we do not degrade the Fire Department's response, nor its ongoing efforts at Wildfire prevention and mitigation.

BACKGROUND
On May 20, 2026, the DFSC recommended to Council that certain specific budget cuts to the Fire Department, recommended by the City Manager not be implemented. The commission stated in that recommendation*:

* May 20, 2026 DFSC referral to Council

ALTERNATIVE ACTIONS CONSIDERED
None proposed

CITY MANAGER

CONTACT PERSON
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Attachments: