

CITY OF OAKLAND



Bicyclist and Pedestrian Advisory Commission, Policy and Legislative Committee Meeting Agenda **Monday, July 28th, 2025; 6:00-7:30 pm** **City Hall, Hearing Room 3**

BPAC Home Page: <https://www.oaklandca.gov/Government/Boards-Commissions/Bicyclist-and-Pedestrian-Advisory-Commission>

Resources for Commissioners: <https://www.oaklandca.gov/Public-Safety-Streets/Walking-and-Biking-in-Oakland/Bicyclist-and-Pedestrian-Resources>

Previous Meeting Minutes: https://www.oaklandca.gov/files/assets/city/v/1/public-meetings/bicyclist-and-pedestrian-advisory-commission/2025/minutes_5.5.2025_bpac-policy-and-legislative-committee.pdf

Commissioner Members (Co-chair in bold)

Jimmy Jessup, David Ralston, **Nick Whipps**, Kirsten Flagg

Community Members (Co-chair in bold)

Kevin Dalley

This is an in-person meeting. People participating in the meeting must attend in person. Remote participation including public comment via teleconferencing is not available at this time. All Commission meetings will include procedures to comply with the open meeting requirements of the City's [Sunshine Ordinance](#) and the State's [Brown Act](#).

If you have any questions, please email Pierre Gerard (PGerard@oaklandca.gov) or Noel Pond-Danchik (NPond-Danchik@oaklandca.gov), staff liaisons to the Commission.

PARTICIPATION INSTRUCTIONS

Enter City Hall at the entrance on 14th Street. After receiving a security screening, turn immediately to the left to reach Hearing Room 3. After having turned to the left, the doors into Hearing Room 3 will be on the left. Printed agenda packets will be available for meeting participants.

There is public bicycle parking in the [Dalziel Garage](#) and [throughout Frank H. Ogawa Plaza](#), including 12 [BikeLink](#) eLockers at [the corner of 14th Street and Broadway](#).

To request security escort services anywhere within Frank Ogawa Plaza and locations outside the Plaza within a two- to three-block radius, please visit the City Hall security station. The escort can assist visitors to the 12th Street BART Station stairway/elevator, the Dalziel Garage elevator inside 250 Frank Ogawa Plaza, the City Center West parking garage, and other public parking garages in the nearby area. Escort services are available until 11:30 PM every night and extended on nights coinciding with City Council meetings.

To access the Dalziel Garage elevators inside 250 Frank Ogawa Plaza, please visit the City Hall security station to request access to the gated wheelchair-accessible exit behind City Hall and exit through the gate across from the elevator entrance to the left of the front doors to 250 Frank Ogawa Plaza.

Time	#	Topic
6:00	1	Introductions (5 minutes)
6:05	2	Public Comment (5 minutes) - Members of the public may comment on any issue within the BPAC Policy and Legislative Committee's subject matter jurisdiction. Comments on a scheduled agenda item will be heard with that item. To request City services, please contact the City of Oakland Call Center; information at https://www.oaklandca.gov/My-Household/Report-an-Issue-OAK-311 .
6:10	3	Tracking current issues and future agenda item suggestions (10 minutes) – The Committee will discuss the status of ongoing issues tracked by the Policy and Legislative Committee. <ul style="list-style-type: none"> • Traffic speed data • City of Oakland Pedestrian Plan update • Land Use and Transportation Element (LUTE) of the City of Oakland 2045 General Plan Update • Speed Safety Cameras Pilot Program (AB 645) updates • Daylighting (AB 413) implementation in Oakland • SeeClickFix / OAK 311 issues
6:20	4	Parking Policy and Traffic Safety (30 minutes) – Michael Ford, Kerby Olsen. OakDOT will present on parking policy, with an emphasis on how parking policy affects traffic safety.
6:50	5	Examining the Safety-Safety Dilemma: Preliminary Findings from a Study of Conflicts between Safe Streets Improvements and Emergency Response Attachment (30 minutes) Liza Lutzker. Cities across the United States (U.S.) are encountering mounting tensions between efforts to improve street infrastructure for pedestrian and bicyclist safety (e.g., protected bike lanes, speed tables) and concerns from fire departments that such changes can impede emergency response and evacuation. However, emergency response and street safety need not be incompatible goals. Cities across the U.S. are developing innovative solutions, addressing the physical, institutional, and cultural roots of these conflicts. Under a grant from the US Department of Transportation and the Center for Pedestrian and Bicyclist Safety, our UC Berkeley team is completing an exploratory research project to better understand the roots of conflicts and innovative means of overcoming conflicts. Under a grant from the US Department of Transportation and the Center for Pedestrian and Bicyclist Safety, our UC Berkeley team is completing an exploratory research project to better understand the roots of conflicts and innovative means of overcoming conflicts between street safety efforts and fire and emergency response priorities.
7:20	6	Fire Code Approval Cycle and OFD/OakDOT Collaboration (10 minutes) – Kevin Dalley. The California Building Standards Commission published the latest update to the 2025 California Fire Code on July 1, 2025, effective on January 1, 2026; the Committee will discuss the 2025 Fire Code approval cycle, a process which occurs once every three years. The City of Oakland will amend the California Fire Code to adopt the Oakland Fire Code by the end of 2025. Other links: <ul style="list-style-type: none"> • Current Oakland Fire Code • Current 2022 California Fire Code • Kevin Dalley's analysis of Oakland Fire Code Text and Amendments Related to Traffic Safety



This meeting location is wheelchair accessible. To request disability-related accommodations or to request an ASL, Cantonese, Mandarin, or Spanish interpreter, please email bikeped@oaklandca.gov or call (510) 238-6313 or 711 (for Relay Service) at least five (5) working days before the meeting. Please refrain from wearing scented products to this meeting as a courtesy to attendees with chemical sensitivities.

Esta reunión es accesible para sillas de ruedas. Si desea solicitar adaptaciones relacionadas con discapacidades, o para pedir un intérprete en español, Cantonés, Mandarín o de lenguaje de señas (ASL) por favor envíe un correo electrónico a bikeped@oaklandca.gov o llame al (510) 238-6313 o al 711 para servicio de retransmisión (Relay Service) por lo menos cinco (5) días hábiles antes de la reunión. Se le pide de favor que no use perfumes a esta reunión como cortesía para los que tienen sensibilidad a los productos químicos. Gracias.

會場有適合輪椅出入設施。需要殘障輔助設施, 手語, 西班牙語, 粵語或國語翻譯服務, 請在會議前五個工作天電郵 bikeped@oaklandca.gov 或致電 (510) 238-6313 或 711 (電話傳達服務)。請避免塗搽香氛產品, 參加者可能對化學成分敏感。請避免塗搽香氛產品, 參加者可能對化學成分敏感。

Địa điểm tổ chức cuộc họp có đường dành riêng cho xe lăn. Để yêu cầu các phương tiện hỗ trợ phục vụ người khuyết tật hoặc yêu cầu thông dịch viên ASL, tiếng Quảng Đông, tiếng Quan Thoại hoặc tiếng Tây Ban Nha, vui lòng gửi email đến địa chỉ bikeped@oaklandca.gov hoặc gọi đến số 711 (với Dịch vụ Tiếp âm) ít nhất năm (5) ngày làm việc trước khi cuộc họp diễn ra. Vui lòng không sử dụng các sản phẩm có mùi thơm khi tham gia cuộc họp này như một phép lịch sự đối với những người tham dự nhạy cảm đối với các chất hóa học.

The City of Oakland Bicyclist and Pedestrian Advisory Commission (BPAC) Policy and Legislative Committee is composed of BPAC Commissioners and other volunteer members of the public. This Committee examines Oakland's streets through the lens of safety and movement challenges faced by pedestrians and bicyclists, and makes related policy suggestions for city agencies to consider.

These public meetings are held in person once per quarter, at which topics to develop policy recommendations to be presented to the BPAC are decided upon. These topics will be discussed further by informal working groups or separate ad-hoc Committees created by the BPAC. Like BPAC meetings, this Committee's meetings follow all public meeting requirements, including proper noticing and meeting minutes. No votes are held at Committee meetings.

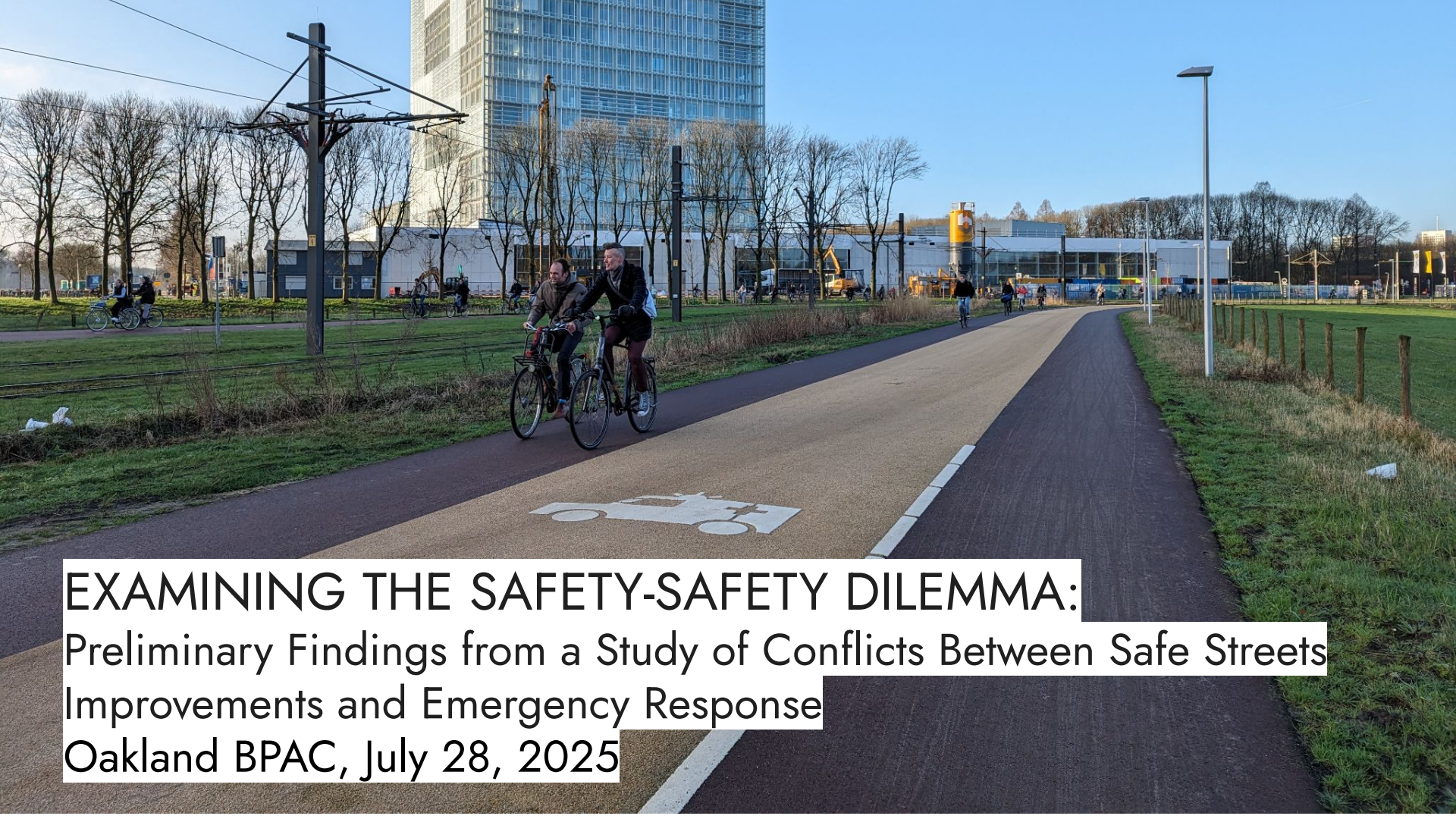
At each quarterly meeting, the Committee will discuss which topics to pursue, continue or close. Ad-hoc working groups may choose how and when they meet in the interim.

Meeting agenda packets are distributed in advance of meetings to assist Committee members with formulating questions and ideas. All presentation materials shown or distributed at the meeting will be included with the meeting minutes for public information purposes and as a historical record of Committee meetings.

Topics are prioritized and selected for review by the Committee using a number of factors, including but not limited to:

- Urgency: The risk a situation presents;
- Policy Relevance: Whether the issue can be solved with a change to city agency policy;
- Public interest: As expressed at BPAC meetings or via requests from the public to Commissioners, staff, or elected officials;

- Safety: Whether there is a history of injuries from the policy failure, or significant risk presented.



EXAMINING THE SAFETY-SAFETY DILEMMA:

Preliminary Findings from a Study of Conflicts Between Safe Streets
Improvements and Emergency Response
Oakland BPAC, July 28, 2025

PROJECT OVERVIEW

Research Questions:

- When and why do fire/EMS response and street safety goals come into conflict?
- What practices are emerging to reconcile these conflicts?
- How might best practices for avoiding conflict and finding synergies be replicated?

1-year project identifying patterns of conflict and solution generation, not specific code or design changes.

Funded by the Center for Pedestrian and Bicycle Safety a Tier 1 Transportation Research Center (UTC) funded by US DOT.

PROJECT TEAM



PI: Zachary Lamb, PhD
Assistant Professor
City and Regional Planning



Liza Lutzker, MPH
Researcher
Safe Transportation Research &
Education Center (SafeTREC)



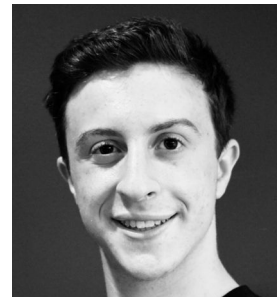
Julia Griswold, PhD
Director
Safe Transportation Research &
Education Center (SafeTREC)



Jonathan Lee



Florance Zhang



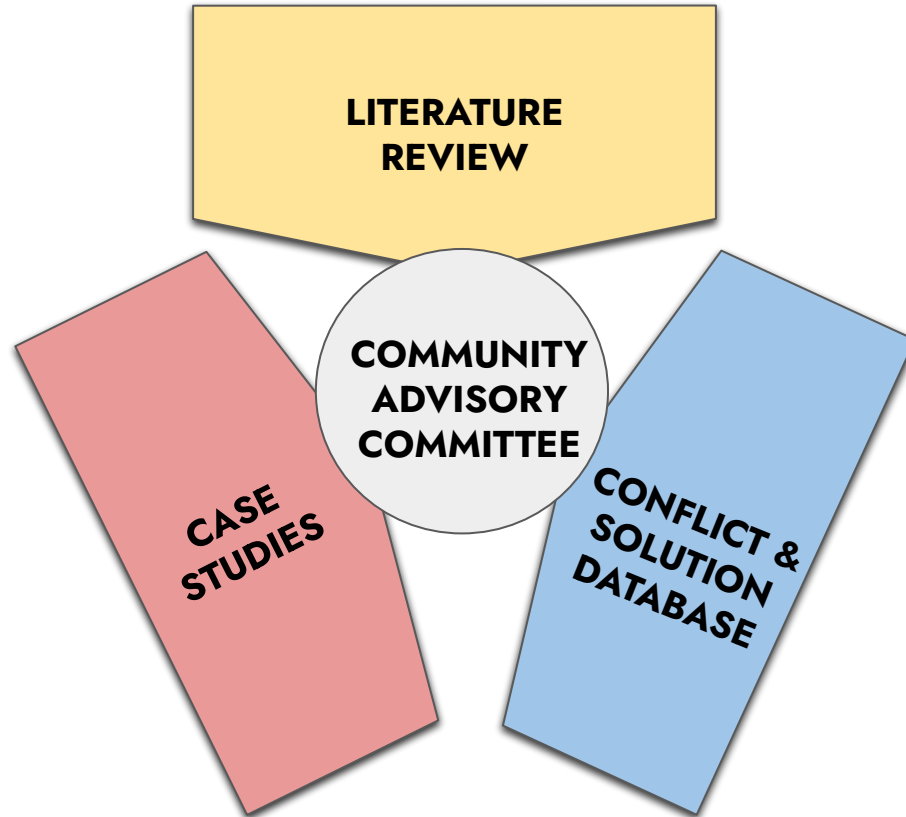
Ethan Holl



Rae Wymer

Undergraduate Research Assistants

PROJECT ELEMENTS



COMMUNITY ADVISORY COMMITTEE

Joel G. Baker *Fire Chief, Austin, TX*

Scott Brody, EIT *Engineer & Planner, Morris County, NJ*

Jeremy Chrzan, PE *Lead, Toole Design's Multimodal Design Practice*

Tanner Fairrington *Fire Marshal, Medford, OR*

Kate Fillin-Yeh *Senior Associate, Stantec (formerly at NACTO & NYCDOT)*

Ken Ferrante *Public Safety Director, City of Hoboken*

Jenn Fox *Program Director, Vision Zero Network*

Dia Gainor *Executive Director, National Association of State Emergency Medical Services Officials*

Rob Spillar, PE *Director, Smart Cities, STV (formerly Austin Transportation & Public Works)*

Mike Wilson *Cal/OSHA + City of Berkeley Disaster & Fire Safety Commission (formerly Salinas FD)*

LITERATURE REVIEW

- Sources

- Scholarly literature (e.g., peer reviewed journal articles, seminal books);
- 'Gray literature' (e.g., reports from government agencies and advocacy orgs)
- Popular media (e.g., blogs, news)

- Topic

- The relationship between emergency response and street design



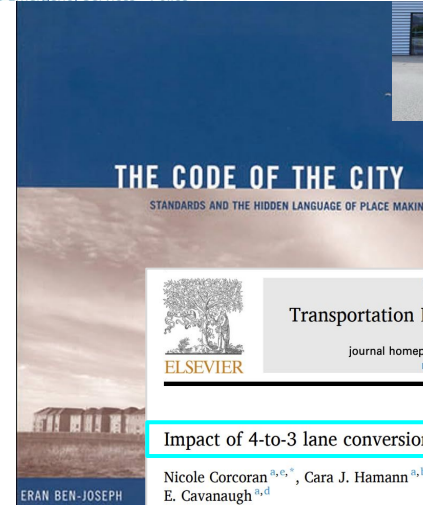
Module 5: Effects of Traffic Calming Measures on Non-Personal Passenger Vehicles

- [5.1 Definition of Non-Personal Passenger Vehicles](#)
- [5.2 Emergency Services – Fire](#)
- [5.3 Traffic Calming Measures Developed to Address Emergency Service Vehicle Delay Issues](#)
- [5.4 Emergency Services – Ambulance](#)
- [5.5 Emergency Services – Police](#)

Optimizing Large Vehicles for Urban Environments

Downsizing

Jonah Charems
Margo Davies
Alexander K. Eggen, Ph.D.
Donald Fisher, Ph.D.
Katherine Welby



Contents lists available at [ScienceDirect](#)

Transportation Research Interdisciplinary Perspectives

journal homepage: www.sciencedirect.com/journal/transportation-research-interdisciplinary-perspectives

Impact of 4-to-3 lane conversions on emergency response

Nicole Corcoran^{a,c,e}, Cara J. Hamann^{a,b}, Michelle L. Reyes^c, Stephanie Jansson^{a,d}, Joseph E. Cavanaugh^{a,d}

^a Injury Prevention Research Center, University of Iowa, 145 N. Riverside Dr., Iowa City, IA 52242, United States

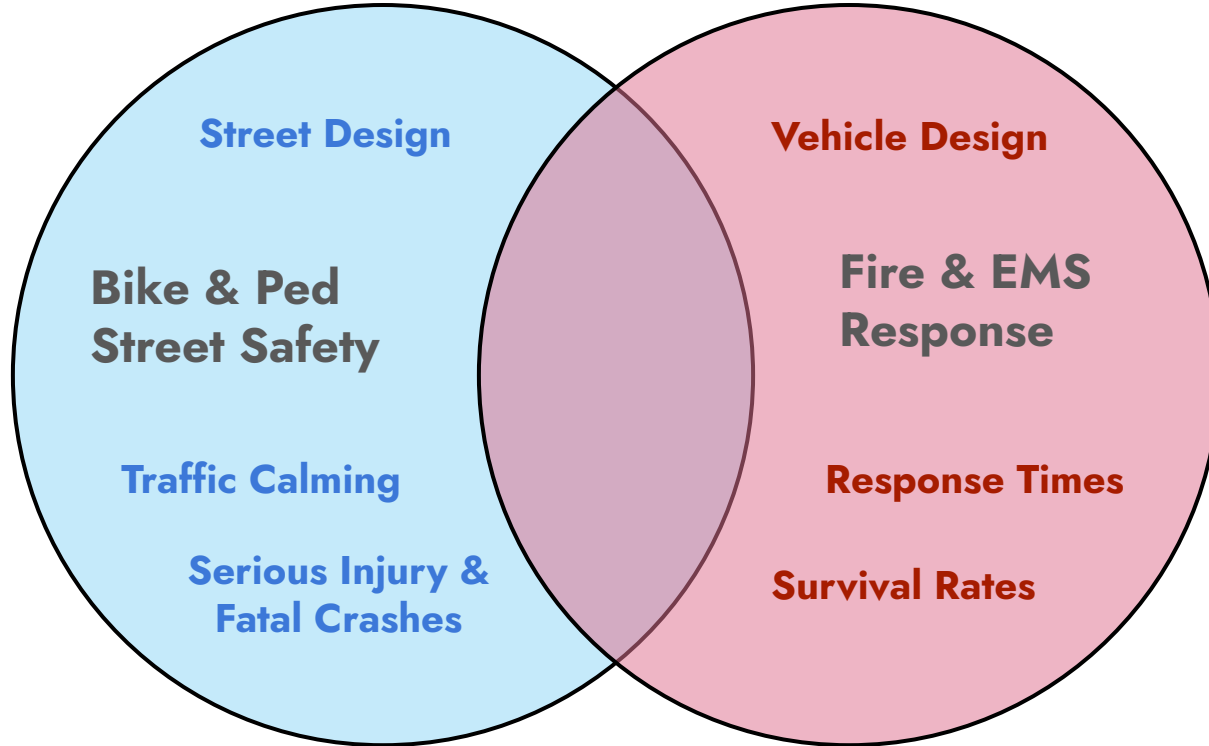
^b Department of Epidemiology, University of Iowa College of Public Health, 145 N. Riverside Dr., Iowa City, IA 52242, United States

^c National Advanced Driving Simulator, University of Iowa, College of Engineering, 2401 Oakdale Blvd, Iowa City, IA 52242, United States

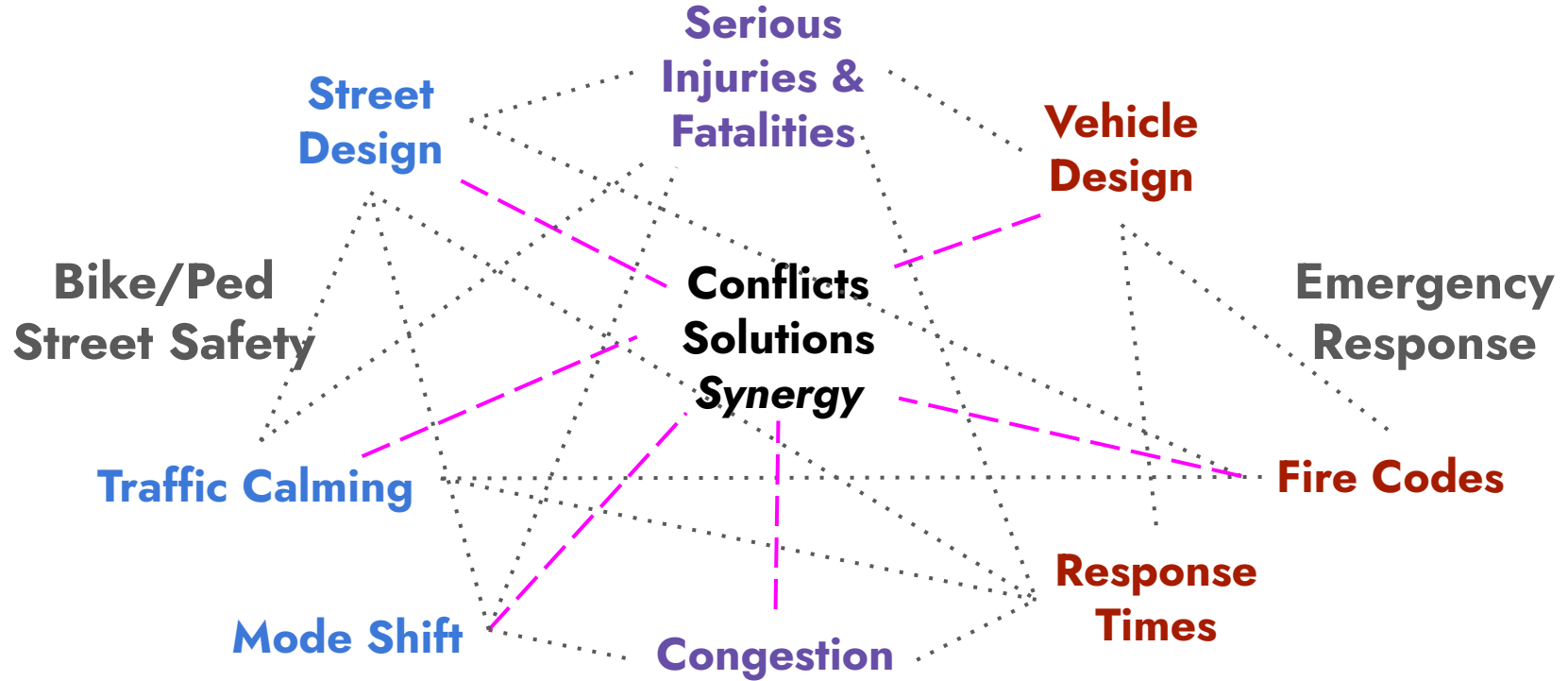
^d Department of Biostatistics, University of Iowa College of Public Health, 145 N. Riverside Dr., Iowa City, IA 52242, United States

^e Present Affiliation: School of Geographical Sciences and Urban Planning, Arizona State University, Lattie F. Coor Hall, 975 S Myrtle Ave, Tempe, AZ 85281, United States

LITERATURE REVIEW



LITERATURE REVIEW



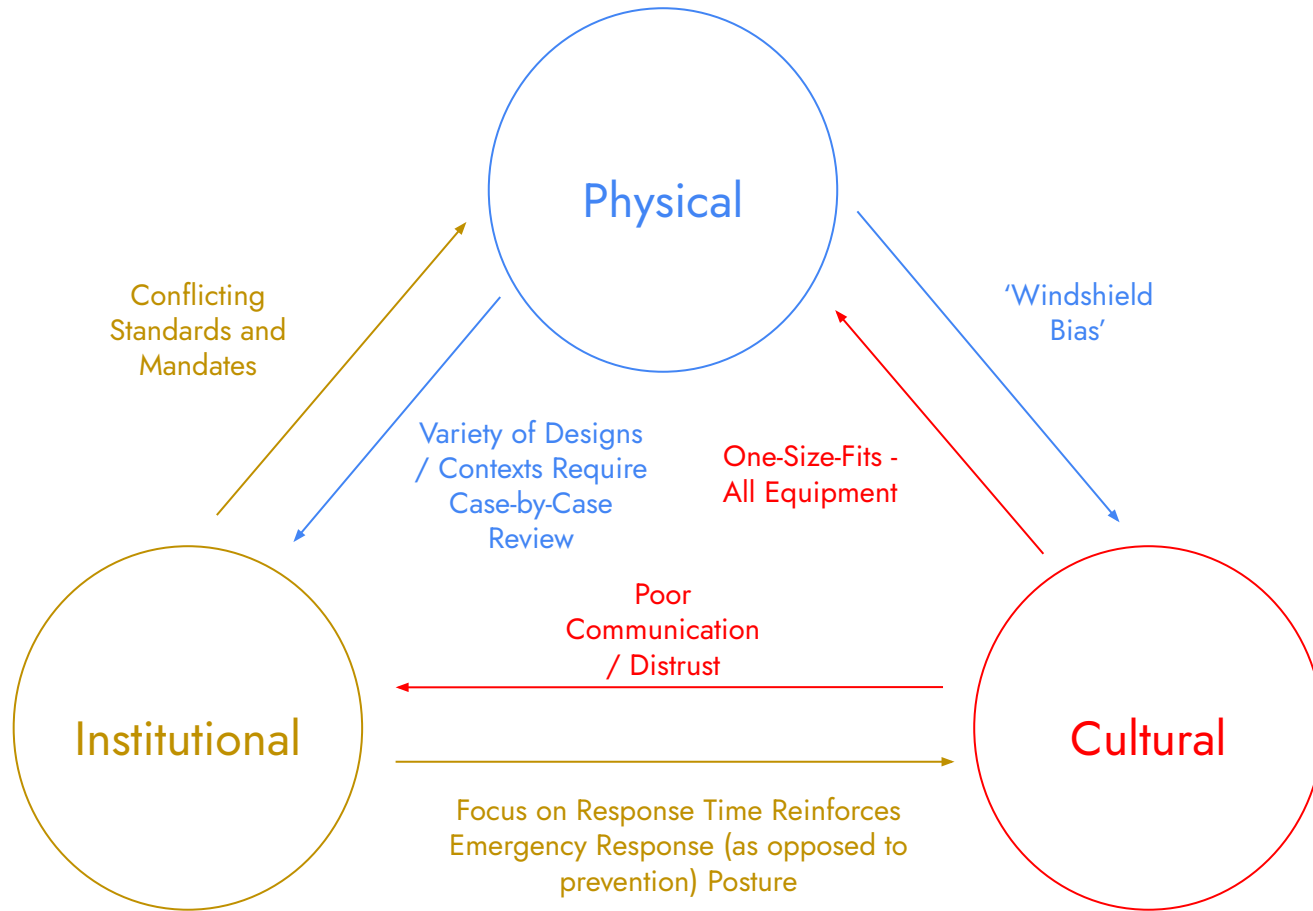
CONFLICT / SOLUTIONS DATABASE

- Parameters
 - US-focused
 - Urban areas (cities and towns)
 - Issues arising from 2010 and later
- Data sources include:
 - Local media
 - Social media
 - Community Advisory Committee input

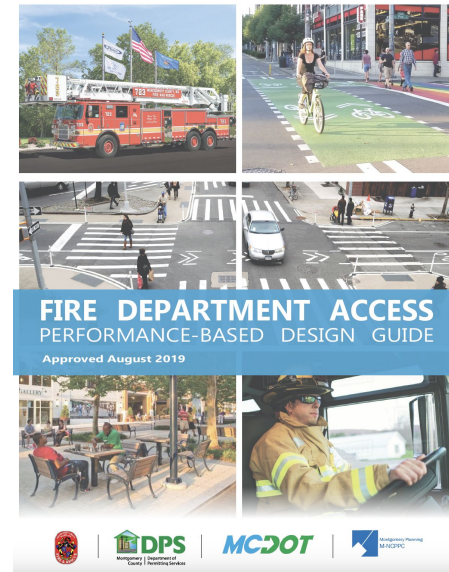
EXAMPLE CONFLICTS



CONFLICTS



EXAMPLE SOLUTIONS/ STRATEGIES



Berkeley Fire 'street trauma prevention' position closer to reality

Can a city both increase bike and pedestrian safety and keep emergency response times down? If the budget allows, Berkeley will hire someone to do just that.

SOLUTIONS

Physical

**Street Safety Designs that Reduce
Negative Impacts on Emergency Response**
(e.g., mountable curb extensions, flexposts)

**Culture Informed
Equipment Changes**
(e.g., Motor Medics,
Vision Zero fire trucks)

Cultural

Trust and Relationship Building
(e.g., collaborative and
open-minded communication)

**Street Safety Designs that
Improve Emergency Response**
(e.g., protected bike lanes as
emergency lanes)

Prevention Mission Shift
(e.g., Berkeley Street Trauma
Prevention Program)

**Collaborative Review &
Approval Processes**
(e.g., SF Street Design
Advisory Team)

Pre-Approved Designs
(e.g., Montgomery County)

Institutional

SYNERGIES: BEYOND CONFLICT RESOLUTION

- Protected lanes as emergency access lanes.
- Connected street grids
- Corner daylighting
- Seeking Shared Interests
 - Street vitality -> Safety
 - Prevention Posture
 - Worker Mental Health



CASE STUDIES

1. Austin

2. Baltimore

3. Berkeley

4. Nashville

Methodology

- Semi-Structured Interviews
 - Fire Department
 - Planning Department
 - Transportation Department
 - Advocates
 - Elected Officials
- Thematic Coding and Analysis
- Document Review
 - Official planning documents
 - Media accounts
 - Public proceedings

Baltimore

Keys to Progress

- Political leadership;
- Legislative approach (removing Appendix D) institutionalizes change.

Remaining Challenges

- Code change as antagonistic approach;
- Interplay of code sections makes change less effective;
- Remaining low levels of collaboration;
- Low DOT staffing levels.

City of Baltimore



Berkeley

Keys to Progress

- Consensus minded FD leadership;
- Focus on FD strengths (prevention);
- Sustained advocacy (e.g., outside groups, commissions, city council).

Remaining Challenges

- Persistent intergenerational 'culture war';
- Transportation Division staffing / morale;
- Conflicting expectations & lack of clarity on Street Trauma Prevention Program

Top: Emilie Raguso, The Berkeley Scanner Bottom: Rudik, Streetsblog



Nashville

Keys to Progress

- Growth and demographic change;
- Political leadership focused on transportation alternatives;
- Consensus-minded leadership & staff;
- NFD experience with crowd events.

Remaining Challenges

- New practices and designs still developing;
- Conflicting ambitions in new district development designs:

Top: Nashville Downtown Partnership

Bottom: City of Nashville



EMERGING THEMES

- Trusting and collaborative relationships.
- Formalization of FD review processes.
- Testing and pre-approval of common elements/designs.
- Balancing contextual sensitivity with learning from elsewhere.
- Physical conflicts can become proxies for other conflicts.
- Supportive leadership and solution-oriented staff.

NEXT STEPS

- Summer 2025
 - Write up and release white paper.
- Fall 2025
 - Write and submit journal article.
- Beyond
 - ITS Translation Grant Submitted (May 2025)
 - Would fund development of a short animated video and illustrated pamphlet aimed at city staff and electeds.

QUESTIONS / FEEDBACK?

llutzker@berkeley.edu