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DEPARTMENT OF
FIRE

CITY OF SACRAMENTO
CALIFORNIA

Phone (916) 264-5266
FAX (916) 264-7079

1231 I STREET
SUITE 401
SACRAMENTO, CA
95814-2979

~~916-449-9200~~

GARY COSTAMAGNA
FIRE CHIEF

July 20, 1993

Neighborhood and Public Safety Issues Committee
City Council
Sacramento, California

Honorable Members in Session:

SUBJECT: FIRE DEPARTMENT MASTER PLAN

LOCATION AND COUNCIL DISTRICT: Citywide

RECOMMENDATION: It is recommended that the Committee review the proposed Fire Department Master Plan and forward it to the City Council for approval.

CONTACT PERSON: Gary Costamagna, Fire Chief, 264-5268

FOR COMMITTEE MEETING OF: August 5, 1993

SUMMARY:

The Fire Department is requesting that the Neighborhood and Public Safety Issues Committee approve the proposed Fire Department Master Plan and forward it to the City Council for acceptance. The draft plan was originally presented to the Committee at the June 21, 1993 meeting. The consultant, TriData Corporation of Arlington, Virginia, worked with the Department, Local 522, other city departments and other fire departments in drafting this proposed plan for the future.

BACKGROUND

The last MASTER PLAN for the Fire Department was adopted in 1971 and updated in 1980. During the last 10 to 15 years the department has experienced a major shift in its mission and workload. The expanding mission of the Department has caused it to evolve from a "stand-by" force to a very busy emergency response agency. In addition, the Department has also become much more active in the areas of life safety and public education.

The department is performing a much more varied mission, while retaining the organizational structure and resource deployment that must be oriented toward structural fire suppression. The Department is operating with essentially the same complement of personnel and stations as it had in 1980, when it served a population under 300,000 and responded to fewer than 22,000 calls. Today the annual call volume approaches 50,000 calls and resources are spread over 142.5 square miles, protecting a population of 435,000.

The combination of built-in fire protection and proactive prevention measures are effectively reducing the fire problem, but it is far from being eliminated. Because the Fire Department must have the ability to respond quickly to fires, it has deployed resources that can also respond to other types of emergencies.

The future provides opportunities for planned growth. At the same time, the limited capacity of city government to fund a full range of services is demanding cuts in all areas, including fire departments. This is a difficult time to commit to the future, but a vision of what's to come is necessary to determine the best approaches and policies to adopt now in anticipation of tomorrow.

PROBLEMS AND STRENGTHS

Problem areas:

- * An exceptionally high and increasing demand for services in certain areas of the city
- * An apparatus fleet that is falling behind in its replacement cycle
- * Lack of coordination among agencies and service providers in the Emergency Medical Service area
- * A totally inadequate Training Facility
- * A totally inadequate Maintenance and Support Services Facility
- * A management structure that is extremely thin
- * A few fire stations that are too small poorly located and/or worn out

Strengths include:

- * A work force that is positively motivated, well-educated, well-trained, active and physically fit, and committed to the mission of the Fire Department.
- * Progressive, committed, innovative management

- * Good community support
- * Positive relationships with ...
 - The Building Department
 - Surrounding Fire Departments
- * Generally good fire station facilities

The major objectives of the proposed 1991-2002 edition of the Master Plan identify specific increments in several areas. The plan reflects a realistic assessment of areas that need attention and the different types of resources that will be needed to meet the anticipated demand. The major areas identified are:

- * An 800 MHz radio system and an upgraded Computer Aided Dispatch system
- * A full analysis and plan development for emergency medical services
- * A traffic signal preemption system to provide for more efficient response to emergencies
- * Additional Fire Prevention Inspectors to meet the objective of regular inspections in all inspectable properties
- * A program manager and additional staff for the hazardous materials response program
- * Additional and replacement fire stations, including some relocations of existing facilities to meet response time objectives
- * Increased emphasis on Public Education
- * A study of funding alternatives to meet future resource and service demands
- * A major focus on disaster planning including an Emergency Operation Center
- * Advanced in-service and officer training programs
- * A "zero base" sprinkler requirement to require automatic sprinkler systems in new homes and businesses
- * A upgraded records management system

- * A faster apparatus replacement program
- * A study of the benefits of contract emergency services to surrounding jurisdictions

At this time of budget reductions, when many of the recommendations involve expenditures that are simply not possible, it may seem impractical to consider such a plan. However, we recognize the current limitations and look to this plan as blueprint for the future, a vision to build toward when the opportunity comes.

FINANCIAL CONSIDERATIONS:

There is no commitment of funds with acceptance of the plan. However, there are significant fiscal impacts associated with implementation of the plan. More detail on those impacts will be provided to City Council as specific components of the plan are brought forward for approval of implementation.

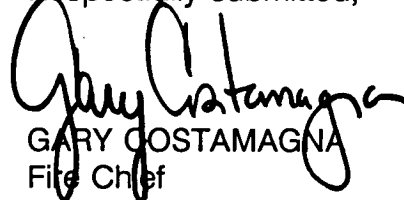
POLICY CONSIDERATIONS:

Approval of this plan allows the Department and the City to anticipate and plan for continuing to serve the citizens of Sacramento by protecting life and property and providing emergency service to the community in an efficient and professional manner.

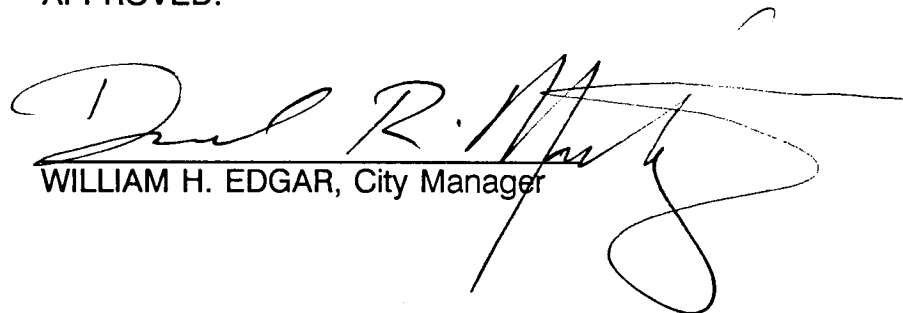
MBE/WBE:

No purchases of goods or services are involved in acceptance of the report.

Respectfully submitted,


GARY COSTAMAGNA
Fire Chief

APPROVED:


WILLIAM H. EDGAR, City Manager



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OFFICE OF THE
CITY MANAGER

CITY OF SACRAMENTO
CALIFORNIA

CITY HALL
ROOM 101
915 I STREET
SACRAMENTO, CA
95814-2684

July 26, 1993

PH 916-264-5704
FAX 916-264-7618
TDD (ONLY) 916-264-7227

Neighborhood and Public Safety Issues Committee
of the Sacramento City Council
Sacramento, California

Honorable Members in Session:

**SUBJECT: REPORT ON THE STATUS OF THE 14TH STREET BIKEWAY TUNNEL
CLOSURE PROJECT**

LOCATION AND COUNCIL DISTRICT

14th Street at B Street. City Council District 1.

RECOMMENDATION:

For information only.

CONTACT PERSON:

Gary L. Little
Citizens Assistance Officer
264-5704

FOR COMMITTEE MEETING OF:

August 5, 1993

SUMMARY

This is an informational report on the status of the 14th Street Bikeway Tunnel Closure Project.

BACKGROUND INFORMATION

In response to reports of crime at the 14th Street Bikeway Tunnel, the Sacramento City Council on July 7, 1992, adopted a motion directing staff to proceed with the preparatory work leading to the closure of the tunnel. Staff was directed to investigate whether an Environmental Impact Report (EIR) and amendments to the General Plan and Central City Community Plan were required before the closure of the tunnel. The Council adopted an "intent motion" to close the tunnel, but recognized the process to close the tunnel could be lengthy.

During the discussion on the 14th Street Bikeway Tunnel, Council members considered various alternative to the full closure of the tunnel, including a suggestion that the tunnel remain open only during commute hours. After considerable debate, all alternatives were rejected in favor of the full closure.

In subsequent meetings, staff confirmed that an environmental review was required under state law before the closure of the tunnel. In addition, staff also confirmed that changes would need to be made to the General Plan and Central City Community Plan discussion of the bikeway system. Staff estimated these actions would add several months or longer to the closure project.

PROJECT STATUS

The Draft Environmental Impact Report was released to the public on June 15, 1993. A mandatory 45 day public review period will end on July 29, 1993. Staff anticipates it will take approximately three - four weeks after the end of the public review period to respond to the issues raised during the review period, and to prepare reports to the Planning Commission and City Council. Final Council action on the 14th Street Bikeway Tunnel is projected to occur in September 1993.

OPERATIONAL CLOSURE

Continued public safety concerns led staff to recommend implementing interim actions. Specifically, staff recommended the construction of a chain link fence parallel to the Southern Pacific railroad tracks to deter crossing over the tracks between 12th and 15th Streets. In addition, staff recommended the installation of a new gate at the south end of the tunnel. The gate was to be used (with an already existing flood control gate), to close the tunnel on an interim operational basis.

On November 10, 1992, the City Council ratified the Negative Declaration on the interim operational closure project, indicating the project would not cause a significant effect on the environment. The operational closure plan submitted to the Council called for the tunnel to be closed between 7:30 p.m. and 6:30 a.m. Bicyclists would be directed to use Jibboom Street as an alternate route (although both pedestrians and bicyclists could use 12th and 16th Streets as well).

Both the Negative Declaration and the interim operational closure plan were approved by the Council. The Police Department was assigned the responsibility to open and close the two tunnel gates on a daily basis. Police officers from the swing and graveyard shifts were given this task. Because the opening and closing of the tunnel had to compete with other police duties (including calls for service), it was understood that the tunnel would in most cases, not be closed promptly at 7:30 p.m. or opened at 6:30 a.m. Expectations were that the tunnel would be closed and opened close to those posted times.

There have been problems from the beginning with the operational closure. For the first several weeks, complaints were received from bicyclists that the tunnel was not being opened regularly in time for the bicycle commuters. Lately, complaints have been received that the tunnel has remained opened at night on several occasions.

To limit the occurrences in which the tunnel was not opened or closed according to the schedule, several alternatives were considered. One suggestion was to use Parks employees or private security to open and close the gates, (or to backup the police officers). This suggestion was not carried out because of a conflict between the Parks employees' schedules and the closure schedule. Private security was deemed too costly.

CHANGES IN THE OPERATIONAL CLOSURE

At the Council meeting on June 8, 1993, Council members received testimony from concerned members of the public who commented on the fact the tunnel had not been closed regularly. One complainant, Mikeal O'Toole, Director of the Homeless Outreach Program, offered his assistance in opening and closing the tunnel gates. In response, staff has changed the locks on the tunnel gates and gave two keys to Mr. O'Toole on July 23, 1993 and two keys to Parks management. Until a final determination is made on the full closure of the tunnel, Mr. O'Toole will have the primary responsibility for opening and closing the tunnel gates. Police officers and Parks employees will regularly check the tunnel to help insure the operational closure schedule is followed.

REPORTS ON CRIME

Letters have recently been written by the public to the Mayor, Council members and others, inferring that serious crimes are still occurring near the tunnel. These letters cite the tunnel as a factor in those crimes. Because of the seriousness of these allegations, the most recent letter was forwarded to the Police Department for their review and comments.

Among other things, the letter infers that three recent homicides in the area are related to the 14th Street Bikeway Tunnel. The Police Department has investigated this claim and report that two of the three homicides addressed in that letter, appear to have no relation to the tunnel. The third homicide occurred near the tunnel, but cannot be linked directly to the tunnel.

The letter also claims the police were called 250 times in three years to the tunnel. In response, the Police Department reported they were unable to review all of the calls for service over the past three years. However, the calls for service since March 1, 1993 were reviewed. Although there were 77 calls for service or police initiated stops at "14th and C Streets," the department was unable to distinguish the number of calls related specifically to activities at the tunnel.

FINANCIAL CONSIDERATIONS

Financial information will be included in a report presented for final action on the 14th Street Bike Tunnel Closure Project.

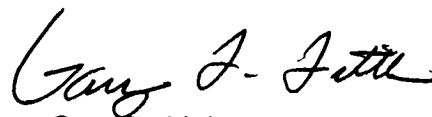
POLICY CONSIDERATIONS

The report is for information only and has been prepared at the request of the Neighborhood and Public Safety Issues Committee.

MBE/WBE

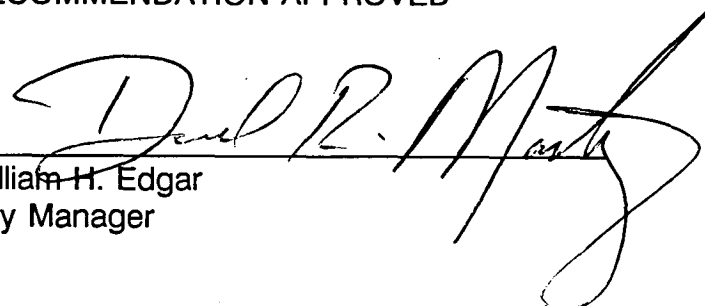
Not applicable.

Respectfully submitted,



Gary L. Little
Citizens Assistance Officer

RECOMMENDATION APPROVED



for: William H. Edgar
City Manager