

4.11 PUBLIC SERVICES

4.11.1 Introduction

This section describes existing public services and evaluates potential effects related to implementation of the Dry Creek Greenway East Trail. The public services discussed in this section include law enforcement, fire and emergency services, and schools. The project's effects on recreational facilities are addressed in Section 4.12, "Recreation."

No comments pertaining to public services were received in response to the Notice of Preparation (NOP); however, issues related to safety on the trail were discussed at the Public Scoping Meeting and at the Stakeholders Meetings before the NOP was published. Five major concerns include: (1) transient activity; (2) property owner safety and security (vandalism, graffiti, theft, and crimes against persons); (3) nuisance activity (noise, loss of privacy loitering, unauthorized motor vehicle use of the trail); (4) risk of wildfire; and (5) trail user safety.

These are all important issues for consideration by the City of Roseville (City) when evaluating the merits of the proposed project. With the exception of risk of wildfire, which is addressed in Section 4.7, "Hazards and Hazardous Materials," the topics are not within the purview of CEQA analysis. Potential direct and indirect effects on police protection service is discussed in this chapter under Impact 4.11-2.

4.11.2 Environmental Setting

FIRE AND EMERGENCY SERVICES

The City of Roseville Fire Department (RFD) provides primary fire protection services within the City limits (approximately 43 square miles). The RFD operates from eight fire stations and staffs eight engine companies, two ladder companies, and one battalion chief. These personnel cross staff three brush engines, two grass engines, one hazmat company, and one rescue company (City of Roseville 2015:21). RFD provides: fire suppression, emergency medical services (EMS), hazardous materials emergency response, technical rescue, public assistance and education, community risk reduction, tactical EMS paramedics supporting RPD SWAT team, and a paramedic bike team. The proposed project is located primarily in RFD Station According to the City of Roseville 2015 Standards of Cover, the RFD established six response performance measures, along with a benchmark time (goal to reach). The benchmark times range from 7.12 minutes for emergency medical services to 11.3 minutes for an effective response force ("building fires") (City of Roseville 2015:6). The benchmark goals are used as best-case scenarios and as a measurement to identify how the Fire Department can strive to improve in each area of response.

LAW ENFORCEMENT

The City of Roseville Police Department (RPD), headquartered at 1051 Junction Boulevard, provides primary law and traffic enforcement services within the City. In 2016, the RPD was authorized to staff up to over 129 sworn officers (Smithson, pers. comm., 2016). Emergency and non-emergency calls from the public are prioritized by dispatchers to determine the need for assistance from police, fire, or other related services (City of Roseville 2016). The RPD is responsible for patrol duty within the City limits, including parks and open space areas, responding to and investigating crimes and other calls for service, providing animal control services, and traffic safety (i.e., enforcing the Vehicle Code and responding to traffic collision or traffic hazard calls). Cooperation with the Union Pacific Railroad's

private police department provides back-up services within the UP railyard, as needed. The RPD employs Animal Control officers who respond to emergency and routine calls regarding animals and shelters stray, owner-relinquished, or impounded animals through a contract with the Placer County Society for the Prevention of Cruelty to Animals.

SCHOOLS

The City of Roseville contains one high school district and three elementary districts under one unified district to serve the needs of the student population. These include the Roseville Joint Union High, Eureka Union, Dry Creek Joint, Roseville City School, and Center Unified Districts. A total of six high schools, nine middle schools, and 28 elementary schools, and eight pre-school/kindergarten schools provide public education to the City of Roseville. The closest schools to the project include: Roseville Joint Union High School District, George Sargeant Elementary School, Warren T. Eich Middle School, and George Cirby Elementary School.

4.11.3 Regulatory Setting

Public services are protected and/or regulated by a variety of federal, state, and local laws and policies. Key regulatory and conservation planning regulations applicable to the proposed project are discussed below.

FEDERAL

There are no federal plans or policies addressing public services that pertain to the project.

STATE

California Occupational Safety and Health Administration

In accordance with California Code of Regulations, Title 8 Sections 1270 “Fire Prevention” and 6773 “Fire Protection and Fire Equipment,” the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance and use of all firefighting and emergency medical equipment.

Office of Emergency Services

Title 19, Chapters 1 through 6, of the California Code of Regulations establishes regulations related to emergency response and preparedness under the California Governor’s Office of Emergency Services (OES). The OES serves as the lead state agency for emergency management. The OES coordinates the State response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the State through the Statewide Mutual Aid System. In California, the Standardized Emergency Management System provides the mechanism by which local government requests assistance. The OES is the lead agency for mobilizing and obtaining State and federal resources, overseeing the mutual aid system, and, during an emergency, coordinating response efforts. In addition, during an emergency, the OES is responsible for collecting, verifying, and evaluating information about the emergency, facilitating communication with local government and providing affected jurisdictions with additional resources when necessary. If necessary, OES may task State agencies to perform work outside their day-to-day and statutory responsibilities.

California Public Resources Code

The California Public Resources Code includes provisions that address fire prevention and minimum fire safety standards related to defensible space for industrial operations and other land uses in State Responsibility Area (California Public Resources Code Part 2, Chapters 1 and 2). Applicable fire safe regulations address road standards for fire equipment access, standards for signage, minimum water supply requirements for emergency fire use, and fuel breaks and greenbelts, among others.

LOCAL

City of Roseville General Plan

Police Services

GOAL: Maintain a professional law enforcement agency that proactively prevents crime; controls crime that the community cannot prevent; and, reduces fear and enhances the security of the community.

- ▲ **Policy 7:** Design parks to facilitate surveillance by adjoining residents, security services, and police.

Fire Protection

GOAL 1: Protect against the loss of life, property, and the environment by appropriate prevention, education, and suppression measures.

GOAL 2: Provide emergency services in a well-planned, cost-effective, and professional manner through the best utilization of equipment, facilities, and training available.

- ▲ **Policy 2:** Strive to achieve the following service levels:

Urban Areas:

- Four-minute response time for all emergency calls
- ISO rating of 3 or better
- 500 gallons of water per minute within 10 minutes of an alarm

Chapter 10.53 of the Municipal Code (Spray Paint and Graffiti) prohibits the intentional placement of graffiti upon public property, and the authority to remove graffiti discovered within the City.

4.11.4 Impacts

METHODS OF ANALYSIS

Potential impacts on public services resulting from project construction and use were identified by comparing existing service capacity against future demand associated with project implementation. Evaluations of potential public service impacts are based on a review of documents pertaining to the project area, including the City of Roseville General Plan.

THRESHOLDS OF SIGNIFICANCE

Based on Appendix G of the CEQA Guidelines, the proposed project was determined to result in a significant impact to public services if it would:

- ▲ result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for:

- fire protection,
- police protection, and
- schools.

ISSUES OR POTENTIAL IMPACTS NOT DISCUSSED FURTHER

Impacts to Schools

The proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. No new schools would be required to support construction and use of the proposed project. Thus, this topic is not discussed further.

IMPACT ANALYSIS

Impact 4.11-1	Effects on fire protection and emergency services.
Applicable Policies and Regulations	City of Roseville General Plan Safety Element California Public Resources Code Part 2, Chapters 1 and 2
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

As stated above, the proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. Therefore, the project would not generate an increased demand for fire protection or emergency services related to an increase in permanent population in Roseville. While construction of the multi-use trail could increase the short-term risk of fire (see Impact 4.7-5 in Chapter 4.7, "Hazards and Hazardous Materials"), the trail would enhance access to the Dry Creek, Cirby Creek, and Linda Creek open space areas for public recreational and educational opportunities, utility maintenance, open space maintenance, and emergency response access. Per the Design/Construction standards, the desired vertical clearance at undercrossings is 13 feet, 6 inches feet to allow for passage of fire vehicle access. In constrained areas or where fire vehicle access would not be needed, the minimum vertical clearance at undercrossings would be 9 feet. The proposed trail would, to the extent feasible, be designed to provide maintenance and emergency access for the City Environmental Utilities Department, open space and storm water maintenance crews, and the RFD. To the extent that additional fire response access is provided by the proposed, paved trail, it would be a benefit to fire service. It also would provide a route for walkers, joggers, cyclists, wheelchair users, and others traveling on non-motorized vehicles to access parks and other paths.

Visitors along Cirby Creek include neighbors and transitory users. Visitors could pose an increased risk of fire because of activities such as smoking or the setting of or use of small fires. While improved access along the creek corridor could lead to an increase number of people in the area, the trail would be designed to facilitate emergency vehicle access, including fire apparatuses. In addition, the multi-use trail would improve access of maintenances crews to clear fuels as necessary. The RFD has also stated that without the trail, their ability to respond to a fire in the open space is hampered (City of Roseville 2010:106-108).

Conclusion

The proposed project would be designed to facilitate emergency vehicle access and improve access of maintenances crews to clear fuels as necessary. Thus, this impact would be **less than significant**.

Alignment Option 1A

Effects on fire protection and emergency services under Alignment Option 1A would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. Alignment Option 1A would begin north of Darling Way and would travel on the west side of Dry Creek. At the confluence of Dry Creek and Cirby Creek, this option would cross to the south side of Dry Creek and travel along the south side of Cirby Creek as the trail heads upstream. For the reasons described above for the Proposed Trail Alignment, this option would not substantially affect fire protection and emergency services and the impact would be **less than significant**.

Alignment Option 1C

Effects on fire protection and emergency services under Alignment Option 1C would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. Alignment Option 1C would begin north of Darling Way and would travel on the east side of Dry Creek before crossing to the south side of Cirby Creek upstream of the confluence with Cirby Creek. For the reasons described above for the Proposed Trail Alignment, this option would not substantially affect fire protection and emergency services and the impact would be **less than significant**.

Alignment Option 5A

Effects on fire protection and emergency services under Alignment Option 5A would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. East of Eastwood Park, Alignment Option 5A would remain on the south side of Linda Creek until east of Sunrise Avenue before crossing to the north side of the creek, and Bridge #13 would not be included. For the reasons described above for the Proposed Trail Alignment, this option would not substantially affect fire protection and emergency services and the impact would be **less than significant**.

Mitigation Measures

None required.

Impact 4.11-2	Effects on police protection services.
Applicable Policies and Regulations	City of Roseville General Plan Safety Element City of Roseville Municipal Code Chapter 10.53
Significance with Policies and Regulations	Proposed Project: Less than significant Alignment Option 1A: Less than significant Alignment Option 1C: Less than significant Alignment Option 5A: Less than significant
Mitigation Measures	None required (Proposed Project, Option 1A, Option 1C, Option 5A)
Significance after Mitigation	Less than significant (Proposed Project, Option 1A, Option 1C, Option 5A)

Proposed Trail Alignment

As stated above, the proposed project would not result in the construction of new housing or other project elements that would increase the permanent resident population in the City. Therefore, the project would not generate an increased demand for police protection services related to an increase in permanent population in Roseville. Property owners and residents commonly express concern regarding the potential for increased vandalism and illegal activities in areas where trails are

constructed. Public access exists for much of the proposed project corridor through public streets and cul-de-sacs, as well as segments of existing paths and trails that are not built to current City and California Department of Transportation (Caltrans) design standards. Community members have reported people being present in the creek corridors under existing conditions. Bike trails are patrolled by police officers on an as-needed basis (CRPOA 2010). Police personnel state that graffiti is commonly seen along bike trails (City of Roseville 2010:106-108). However, in accordance with the City's graffiti abatement program, graffiti on public property is abated within 10 days of notifications to the City.

During the feasibility study phase of this project, public outreach was conducted and residents of adjacent neighborhoods expressed concern related to safety issues. The RPD and RFD have not identified any trends in crime or significant safety or security concerns along Roseville's existing paths or trails. While no studies have been conducted to explore the potential safety effects that could occur from construction and use of the trail, studies and surveys completed in multiple contexts found that multi-use paths can benefit communities by providing exercise and recreation opportunities, transportation choices, a sense of community, increased property values, and lower crime. For instance, a 1998 study of 372 trails found that crimes rates are lower in trail networks than the overall crime rate for the region in which they are located (i.e., urban, suburban, or rural) (Tracey and Morris 1998). Similar results were found for studies that evaluated trail systems in the Seattle metropolitan area (Zarker and Bourey 1987) and Santa Rosa California (Murphy 1992). Generally, these studies reflect the observation made by the RPD and RFD that open space trails do not result in increased safety and security problems, and that trails are safe places to be on and live near. It would provide a safe route for walkers, joggers, cyclists, wheelchair users, and others traveling on non-motorized vehicles to access parks and other paths.

Furthermore, with respect to the recently-constructed Miners Ravine Trail, the RPD has found that having more responsible trail users present in the open space has helped provide observers that deter illegal activities. Also, the RPD has indicated that the trail users and enhanced patrol access assist police efforts to reduce loitering or illegal camping in the open space (City of Roseville 2010:106-108). It is expected that a trail designed to current City and Caltrans standards would improve public safety conditions, compared to the existing conditions, because it would provide enhanced police access to open space areas.

Conclusion

Construction of the proposed project is not expected to generate a significant increase in service calls leading to the need for new facilities to accommodate additional police protection services, and therefore there would be no associated environmental effects. Therefore, potential impacts related to police services would be **less than significant**.

Alignment Option 1A

Effects on police protection services under Alignment Option 1A would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. Alignment Option 1A would begin north of Darling Way and would travel on the west side of Dry Creek. At the confluence of Dry Creek and Cirby Creek, this option would cross to the south side of Dry Creek and travel along the south side of Cirby Creek as the trail heads upstream. For the reasons described above for the Proposed Trail Alignment, this option would not adversely affect public safety and the impact would be **less than significant**.

Alignment Option 1C

Effects on police protection services under Alignment Option 1C would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. Alignment Option 1C would begin north of Darling Way and would travel on the east side of Dry Creek before crossing to the south side of Cirby Creek upstream of the confluence with Cirby Creek. For the reasons described above for the

Proposed Trail Alignment, this option would not adversely affect public safety and the impact would be **less than significant**.

Alignment Option 5A

Effects on police protection services under Alignment Option 5A would be the same as under the Proposed Trail Alignment because the option would be located in the same general location and contain the same design elements as the Proposed Trail Alignment. East of Eastwood Park, Alignment Option 5A would remain on the south side of Linda Creek until east of Sunrise Avenue before crossing to the north side of the creek, and Bridge #13 would not be included. For the reasons described above for the Proposed Trail Alignment, this option would not adversely affect public safety and the impact would be **less than significant**.

Mitigation Measures

None required.

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