



WGNA Board Meeting Minutes

August 25, 2016

7:00-9:00PM

Willow Glen Library, Community Room

1157 Minnesota Ave, San Jose, CA 95125

President: Richard Zappelli

Vice President: C Jeffrey Stanley

Secretary: Elizabeth Z Estensen

Treasurer: Matt Friske

Board Members: Christine Barold, Kristen Brown, Harvey Darnell, Archie Moore, Ed Rast, Soren Riice

Present: Richard Zappelli, Jeffrey "Jeff" Stanley, Harvey Darnell, Ed Rast, Christine Barold, Matt Friske, Kristen Brown. ? ppl present in audience.

Absent: Christine Barold, Jeffrey Stanley, Matt Friske, Soren Riice

Call to order 7:03pm

Minute Approval

At the time meeting started, only 3 members were present, and minutes were not available.

Request by those present to post minutes prior to meetings for all to see, suggested e-mail approval by members to permit this going forward.

Ed suggested trying to post weekend after meeting or by mid week.

Treasurers' Report

Alan Rice asked if this could have been given without the treasurer. Ed explained Matt had broken his foot and simply was unable to get it ready. To the best of his knowledge there have been no money spent and there are 100 to 110 members.

San Jose Fire Fighters

Sean Lovens, Communications Director, SJ Firefighters, IAFF Local 230

After giving a brief outline of his discussion showed a map of District 6 pointing out the stations in the area. Stations 10 and 4, were inside, stations 30, 3, 7, and 1 were outside. There was a large gap between Willow and Hillsdale and highway's 17 and 87. Richard noted that in this district stations 3 and 9 are inside the WGNA area.

Further, Lovens explained how engines 4, 1, 26 are the top 5 in calls. This increases chances of their being out of service and the call to cover is high. Then there are Fire trucks who have up to 7 story reach ladders, rescue and search and ventilation abilities that often cover three to five stations. Fire Engines have hose, water and pump.

2008 City of San Jose moved to a four person staffing model to reduce station, engine, and truck needs but respond to more calls. In Santa Clara, Milpitas, and Campbell had a three person model, more stations, Engines, Trucks to cover smaller areas, and fewer calls. With those numbers a San Jose team of 4 could cover a call, but the other areas had to send 2 teams to have 6 fire fighters cover a call. But to meet safety protocols on a fire, there needs to be 2 on the roof, 2 to do search and 1 to walk the perimeter and shut off electric and gas. A SJ team of 4 can't do that and must wait for next truck, doubling the workload.

In 2008 there were 740 fire fighters in San Jose, by 2011 there were 674 fire fighters. In 2009 the team was reduced from 5 to 3 fire fighters. This impacted the their ability to respond as the tools often were left at the fire house and fire fighters had to take the truck back to get the proper tools. 2010 Engines 30, 33, 35, 34 closed. Truck 4 and 3 had now water (T30) and Engines 9 and 29 were browned out, but soon restored. Only one Hazard Materials team available.

By 2016, 30, 34, 35 were restored, truck T-30 had water, and Hazardous Materials was cross staffed between squad companies 5 and 26. This was a result of tax passed in July.

Tully receives 5200 calls/year. More than the entire city of Milpitas.
2014-2015 City Gate Report

1. Evaluate delivery of Fire Department service
2. Evaluate technical improvements (Dept. response time) *down*
3. Evaluate potential of efficiencies in Fire Department operations (down)

2000 – There was a recommendation to add 7-9 Fire Stations, since then 3 opened

- Population grew 13%
- Service Call load increased 85%
- Response time decreased 18%

City Gate report graph was shown for fire fighters per residents. San Jose was the lowest in the nation - less than Detroit, LA, San Diego...

Performance goal is 8 minutes for 80% of the calls in San Jose. The national standard is 7 minutes 90% of calls.

City Gate Recommendations:

1. Because of high second due units and high population (Santa Clara unit covers population of 10,900 in a square mile, San Jose covers population of 32,852 in 6.06 square miles), add 4-6 stations and update technology to fix dispatch.
2. Update performance measures annually and monitor improvements as part of 2014 Safer Grant
3. Update base maps, navigation technology, fire communication staffing, GPS unit tracking, border drops.
4. Increase Fire Department budget 12.4% (calculated to be \$22,732,000)

Costs:

Fire station \$1.275 Million

Restore Hazzardous Materials \$2.6 Million

Evans Lane

Covered by Engine 26 (Tully), often out as they get the most calls already. Will certainly increase calls. (*Noted Engine 6 gets second most calls*) If 37 (Lincoln Ave.) is built, it will be closest.

Fireworks

1st violation, \$500

2nd violation, \$700

3rd violation \$1,000

Neither fire department nor police have resources to enforce.

Lincoln Ave. Road Diet

Asked if the road diet changed timing for station 6, but not significant change was determined. It does cause new congestion in the area and has that potential. *Richard reminded that there was a sign in sheet on which is the opportunity to check your interest for public safety committee.*

How can community help?

Advocacy, neighborhood associations are vest. Contact officials and tell them your priorities.

SJFD Fire Chief Robert Sapien, JR. added the community should ask the hard questions when something happens. Impass of decisions are real. Hope to fully fund 37 by 2019. Margin of budget to offset training hours.

Community discussion

Was presentation given to city? Yes, including data

Richard noted police invited but with staffing short they had to cancel. Noted police are in worse shape in this city.

Helen Chapman

Former Parks Commissioner (6 years, 3 of which chaired) for Dist. 6
Opened several parks in that time – Hummingbird, Del Monte, Bascom
Community Center....

28 years ago, wanted a neighborhood park. Found tennis courts at Hoover to use, that was 17 years ago.

Dierdon Committee, Foothill, Shasta Neighborhood Association (created Stroll the Alameda to activate the street, improving Alameda and attracting Whole Foods.)

Grounded in community to bring ideas forward. Truly experienced the power of people make a city better.

Jeff – Share your idea on the high speed rail?

HC- Support in theory. Puts it on the city to not let the cost become a burden to the city. Emmet Park and eminent domain is back on the table – if city takes away a park, then replace it.

Jeff – Evan's Lane?

HC – Order of housed should be veterans, family, women. Stand by the mayor on that. Likes Project Hope and it s one stop shop model creating fire and police on site so people would have a place to go to

Dave – Comment regarding Alameda and Dierdon. Thank you.

Ed Rast – San Jose Housing Capitol – subsidies support/incentivize housing not incentivize employment

HC – Business build bottom up not top down. Need to get process tangible to Mom & Pop businesses. It is a disservice to help large business not small. If more housing, park land dedicated by ordinance. Building project? Pay into a use to be 7% of each dollar, not enforced. 4 years on city council to get it back to 100% enforced. Since 2008 downtown fees are collected at 50% park fees. Time to end the discount. Could fund Connect Trails and Parks. N. First is also discounted transportation funds critical infrastructure we shouldn't skip on.

Ed Rast – Willow Street Park – Not community but city park, change in the master plan?

HC – Working on having a community discussion. Will have regular meetings all over District 6 to bring up issues in person. Regarding Bramhall Park (Willow Street Park) concerns are the trees and the usage. There needs to be a conversation to make sure we are keeping up with the master plan.

Community Notes

Peter Allen, Public Information Officer SJUSD, just appointed to SJ City Planning Committee (stewardship)

Olivia Navarro is running for SJUSD school board against Pam Foley.

Devora Davis intends to talk with us in September, and a conflict this night.

Free Jazz in the Park September 2nd and 3rd.

Evans Lane will open 2017, it did pass City Council. There will be multiple meetings informing communities about how it will be done. Currently the design is still open to public input, contact the planning Director

Meeting adjourned 9:10 PM