

# **E. An Action Considered But Not Approved by the Caldecott Corridor Committee**

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The Caldecott Corridor Committee considered the following action regarding temporary road closures/restrictions to reduce ignition risks but did not achieve consensus support for this recommendation. The Committee did agree to include a description of this proposed recommendation and the Committee's consideration of it in this report in order to provide a brief record of their deliberations on this matter.

A majority of the Committee supported this proposed recommendation, arguing that temporary closures or restrictions performed by fire response crews and vehicles could reduce ignition risks, improve response capabilities, and effectively complement other actions designed to reduce fire risks. They also argued that this action, though certain to be an inconvenience for many people, was written so as to rely on homeowner concurrence and was no larger an imposition than other actions such as managing vegetation buffers in perpetuity.

Others on the Committee, particularly homeowners, did not support this action, arguing that even temporary road closures would be a major inconvenience, that short-term restrictions have a tendency to become longer and longer term restrictions, that road closures or restric-

tions are a very cumbersome, inexact means of addressing the fire threat, and that the strategy risks angering the general public (approximately 6000 vehicles use one local road on a typical weekday, and proposals to close this road even very occasionally are bound to be contentious). Some also contended that placing the onus for initiating this action on homeowners and homeowners associations was inappropriate because these groups can rarely reach agreements and such decisions were better left to fire officials whose job it was to take necessary measures to protect the public.

## **Unapproved Action: Consider Temporarily Closing or Restricting Access on Some Roads in the Caldecott Area During Extreme Fire Weather to Reduce Ignition Risks, if Homeowners Request That This Be Done**

### **Description:**

Consider temporarily closing or restricting non-local access to one or more roads in the Caldecott area during extreme fire weather in order to reduce fire ignition risks, if homeowners or homeowners associations in the area agree with the need for this action and request that it be done. Roads that could be considered for this action include Tunnel Road, Grizzly Peak Blvd., Skyline Blvd., and Fish Ranch Road. This action could reduce ignition risks during the most dangerous weather conditions by decreasing the probability that a tossed

cigarette butt, a catalytic converter, or an arsonist could cause a fire. This action should be accomplished by stationing fire response officials and vehicles in the area as a sort of temporary gate, thereby improving supervision and response time. Typically, the hot dry Diablo winds which generate extreme fire conditions occur only a few days per year, typically in the early fall, though such weather may not occur at all some years while in others its duration may be 7 days or more.

**Implementation:**

Homeowners and homeowners' associations would first have to agree that this action is desired and initiate it with appropriate government agencies. If this occurs, cities and counties would consider these concepts through a formal public hearing process which would need to address the concerns of commuters. Actual road closures would be performed by city, county, EBRPD, and/or EBMUD emergency response personnel.

**Fiscal Impacts:**

\$5,000 to \$15,000 for planning and permitting.  
\$1000 to \$5000 per day to implement closures, depending on the need to backfill reassigned fire personnel.

**Anticipated results:**

Reduce ignition risks, increase supervision, and improve firefighting response time during dangerous weather conditions.

**Cautions:**

Homeowners may not support this. Some roads in the Corridor carry more than 6,000 vehicles per day. Closures or restrictions will significantly disrupt traffic.