



Memorandum

TO: HONORABLE MAYOR AND
CITY COUNCIL

FROM: Darryl Von Raesfeld

SUBJECT: Communications Hill Engine Company **DATE:** May 22, 2009
**Defunding – Response Times
for Second Due Units**

Approved

Christine J. Shippen

Date:

5/22/09

BACKGROUND

The following analysis outlines the anticipated response time performance associated with the temporary defunding of Engine 33 at 2933 Saint Florian Way (Communications Hill).

ANALYSIS

To obtain additional insight into performance impacts that would occur with the temporary defunding of Engine 33, the Department analyzed emergency responses in the four emergency service zones comprising Station 33's first due area both before (using 2006-2007 data) and after the station was placed in service on August 2007 (using 2007-2008 data). Prior to Engine 33 coming online in August 2007, both Station 13's and Station 18's response area included the top of Communications Hill. Therefore, the 2006-2007 response data for these two stations represents the performance that would be expected with the defunding of Engine 33. Both Station 13 and 18 currently provide "second due" coverage in the Station 33 area, and would provide first due coverage in Station 33's service area with the proposed Engine 33 deactivation.

Stations 13 and 18 are equal distances from Communications Hill Drive. Staff combined street address information with emergency response data, which permitted a more precise analysis of projected response time performance. The values in this analysis are different from those presented in earlier narratives, since staff was able to identify the actual location of the incidents. Thus, the following tables outline the Department's anticipated response times and percentages for Stations 13 and 18 in the Station 33 service area.

Table 1: Second Due Response Performance to Station 33 Area


Station 33 District Performance (Count 184)	Compliance to 8:00 performance objective	Performance at the 80 th Percentile
Current performance within Station 33's district	75.3%	8:24 minutes
Projected performance with defunding of Engine 33	70.5%	9:11 minutes
Projected Change	-4.8%	+0:47 minutes

Due to the specialized topography and extended distance in responding to the hilltop within the Station 13 area, the following table provides more detailed information on the anticipated performance impacts in this specific area. This serves as a subset to the second due response data in Table 1. Responses to street addresses at the top of Communications Hill, using the same methodology, were analyzed separately to project "second due" response time performance by resources responding from Station 13 (4380 Pearl Avenue) and from Station 18 (4430 South Monterey) to the top of the hill. Since Station 13 and Station 18 each have two companies (1 engine and 1 ladder truck), these stations would provide the full coverage to the Communications Hill hilltop area, with minimal to no impact on the other nearby stations. This is because the probability of a "second due" resource (i.e., Station 13 and 18 companies) being unavailable when an emergency service request occurs at the top of Communications Hill is statistically extremely remote.

Table 2: Second Due Response Performance to Station 33 Hilltop Area

Station 33 District Performance Hilltop Area Subset (Count 28)	Compliance to 8:00 performance objective	Performance at the 80 th Percentile
Current performance within Engine 33's district	80.5%	7:43
Projected performance with defunding of Engine 33	36.5%	11:28
Projected Change	44.0%	+3:45

In 2007-2008, the 28 emergency responses at the top of the hill can be categorized as follows: 12 EMS, 1 Fire, and 11 Other (e.g., hazmat, service, etc.) incidents. The one fire was a small fire in a structure and there were no cardiac arrests. These counts may vary from numbers presented before the street-by-street analysis was conducted.



Darryl Von Raesfeld
Fire Chief