

INTERNATIONAL ASSOCIATION OF FIREFIGHTERS
Local #60



CITY OF SCRANTON FIRE DEPARTMENT
PROPOSED BUDGET CUTS & RESTRUCTURING
RESPONSE ANALYSIS

November 29, 2010

SYNOPSIS:

The Members of the Scranton Fire Department IAFF Local # 60 have prepared this analysis of what the departments capabilities are and what performance criteria will be affected by Mayor Doherty's proposed 2011 budget cuts. We have compiled information on department response times. Fire and Life Safety information is included to provide understanding of the importance of shorter response times.

BACKGROUND:

The Scranton Fire Department serves approximately 26 square miles ranging from urban, rural, and remote areas. The department provides all aspects of emergency response including but not limited to Fire Suppression, Technical Rescue and Haz-Mat Response. For this document we will concentrate on response times. The response time issues described here can be applied to all aspects of emergency response but we will primarily address the issues in regard to fire suppression.

The issues discussed will evaluate what "Standard of Response" the City of Scranton has enjoyed in the past and what the consequences of the proposed Company, Station, and Staffing cuts will have on the departments response time.

"Standard of Response" is defined by the Commission on Fire Accreditation International as "Written policies and procedures that establish the distribution and concentration of fixed and mobile resources of an organization". It describes the deployment or "coverage" for a given community or area.

A Standard of Response Coverage is a system or analysis of risks and expectations to assist in making decisions on deployment issues.

The proposed cuts DO NOT address any standards. The cuts proposed by the administration are a POLITICAL decision brought about by lack luster performance (fiscally) of the administration. The administration has given ZERO GUIDANCE to how these changes will or even can address the public safety level of service they are responsible for to the citizens, business owners, and employees of the City of Scranton.

The Scranton Firefighters are providing this information to you for several reasons; The administration is proposing the cuts without the benefit of a fire protection study. The administration is not providing the public or the employees of the Fire Department with guidance regarding HOW these changes are to be implemented and what the safety consequences will be. The restructuring represents a fundamental change in the level of service the City of Scranton provides.

DISCUSSION:

Given an objective to control a fire or mitigate an emergency before it has reached its maximum intensity requires a distribution of resources, and cost-effective concentration of resources for optimum effectiveness for the greatest of risks. For example, a high-risk area could require a timely concentration of several fire companies. More resources are required for the possible rescue of persons trapped within a high-risk building when it has a higher occupant load than for a low-risk building with a low occupant load. More resources are required to control fires in large, heavily loaded structures than are needed for small buildings with limited contents. Therefore, *creating a certain level of service consists of the decisions made regarding the distribution and concentration of resources (Fire Companies) in areas designated as high-risk or low-risk based on factual and relevant data.* Where the level of service is low in regards to Life Safety for its customers it is low in regards to property preservation. The two go hand in hand. You cannot have one without the other because they are both reliant upon RESPONSE TIME, and specifically SHORT RESPONSE TIME.

The level of service in a community is undoubtedly established by its values and economics as administered through the elected officials but, when those officials make decisions which sacrifice the level of safety previously established in a community without comprehensive study of the risks or without establishing and fully explaining the consequences of such changes they are acting irresponsibly.

It is the position of the Scranton Firefighters that the cuts proposed represent a fundamental change in operations and level of safety to the citizens and employees of the City of Scranton.

DEFINITION OF RESPONSE TIME:

Here, we will define "Response Time" as the total amount of time that elapses from the time that the communications center dispatches the fire alarm until fire companies are on scene and prepared to mitigate the emergency. The time from when the fire is discovered and phoned or communicated to the communications center until it is dispatched is not included because it is beyond the control of the fire department. In discussing effective response time the benchmark times of flashover and brain death are most important, these lengths of time need to be defined and understood.

FIRE GROWTH AND FLASHOVER:

When conducting studies, it is usual to target a particular point of a fire's growth that marks a significant shift in its threat to life and property. The flashover point (where the room of origin is fully involved) is the event the service level is intended to prevent. From an emergency medical perspective, the six-minute time frame is used as a means of service level measurement, because brain damage is most likely irreversible in cardiac arrest patients after six minutes without oxygen flow to the brain. The following discussion describes why flashover is such a significant fire event, and explains why preventing this stage of fire behavior is appropriate for evaluating fire department capability.

Firefighters meet a wide variety of conditions at each fire. Some fires will be at an early stage, while others may already have spread throughout the building. These varying conditions complicate attempts to deploy fire department resources. A common reference point must be used so comparisons are made under equal conditions. The Flashover stage emerges as very significant because it marks a critical change in conditions.

Stages of Fire Growth:

Smoldering Stage – The first stage of any fire. When heat is applied to a combustible material, the heat oxidizes the material's surface into combustible gases. The heat from oxidation raises the temperature of more material, which increases the rate of oxidation and begins a chemical chain reaction of heat release and burning.

Flashover – In a typical structure fire, the gas layer at the ceiling can quickly reach 1,500 degrees F. As the gas layer moves down, it begins heating combustible objects in the room to their ignition temperature. Flashover marks the point when the challenge to a fire department's resource escalates. When flashover occurs, everything in the room breaks into open flame at once. The instantaneous eruption generates a tremendous amount of heat, smoke, and pressure. This creates enough force to push beyond the room of origin through doors and windows. The combustion process then speeds up because it has an even greater amount of heat to move to unburned objects.

Flashover is a critical stage of fire growth for two reasons. First, no living thing in the room of origin will survive, so the chance of saving lives drops dramatically. Second, flashover creates a quantum jump in the rate of combustion and a significantly greater amount of water is needed to reduce the burning material below its ignition temperature. In a fire that has reached flashover, it is too late to save anyone in the room of origin and many more personnel are required to handle the larger hose streams needed to extinguish the fire. A post-flashover fire burns hotter and moves faster, compounding

search and rescue problems in the remainder of the structure. At the same time, more firefighters are needed for fire attack.

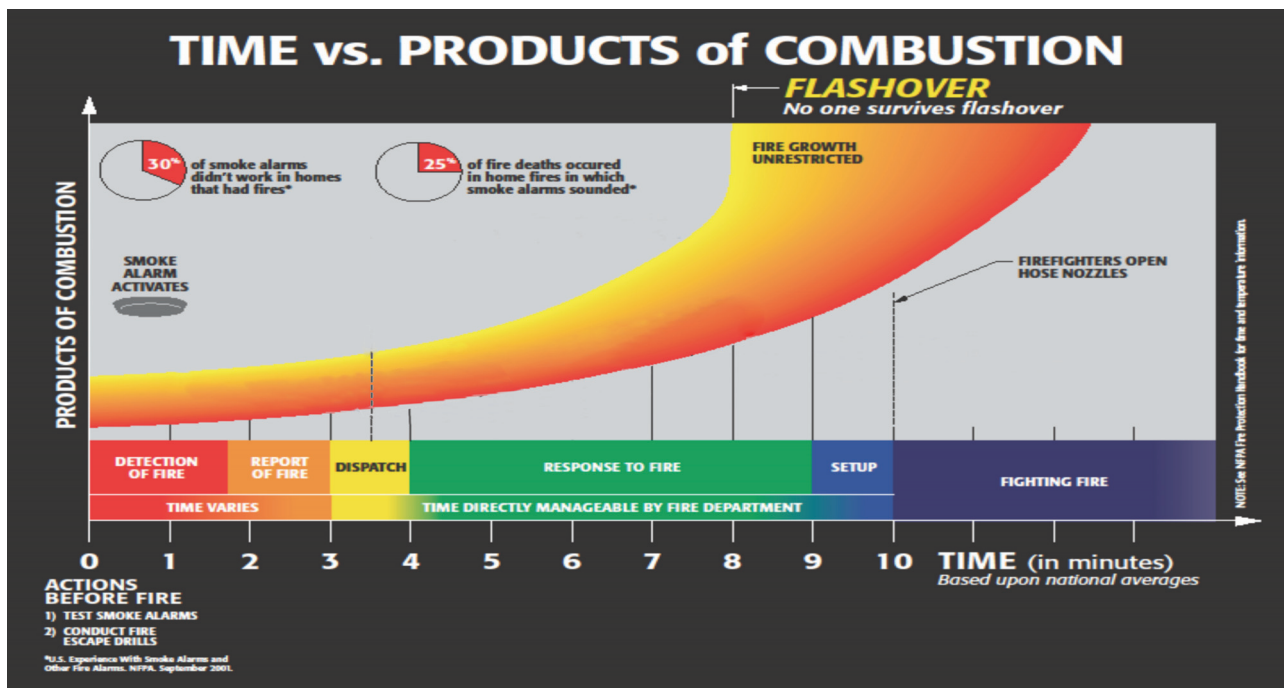
Pre-Flashover

Limited to one room
 Requires smaller attack lines
 Search & rescue is easier
 Initial assignment can handle

Post-Flashover

May spread beyond one room
 Requires larger, more attack lines
 Confounds search & rescue
 Requires additional companies

To summarize, the stage of a fire affects staffing and equipment needs. Both needs can be predicted for different risk-levels and fire stages. This ability to relate staffing and equipment needs with a fire’s stage of growth is the basis for a standard of response coverage study by a fire department. Nevertheless, it is unreasonable to expect a fire department to reach all fires before flashover, even the most heavily staffed and equipped.



The above graphic shows the relationship of time and fire growth. Depending on the amount and combustibility of a room’s contents it will reach the flashover point anywhere from six to ten minutes after free burning starts. This is important to remember for even if the fire is reported at the beginning of the free burning stage, it is highly likely the room will be at flashover prior to or at the point the fire department arrives. It takes a few minutes to set-up and actually start flowing water onto the fire. By this time – minute 10 or later the fire can be very serious.

Some fires will reach flashover before the fire department can even respond. This can be caused by either the materials involved being very volatile, the fire was accelerated with flammable liquids, or the fire went unreported for a long period of time. Therefore, it is unreasonable to expect the fire department to save every life or stop all significant property loss.

However, what is known beyond any doubt is after flashover, the fire spreads through the structure very fast and the damage from heat, smoke, and firefighting activities is severe. At some point the bulk of the contents is lost and even if the fire department responds quickly, the insurance and personal loss is great.

Most communities expect more than an "EXPOSURE LEVEL OF SERVICE". In fact, the historic reason for staffed fire departments was to prevent large, destructive fires or CONFLAGRATIONS. Today the challenge is to provide a cost-cost-effective deployment that reaches the fire at or before the flashover point to limit life and property loss.

Fire suppression tasks required at a typical fire scene can vary greatly. What fire companies must do, simultaneously and quickly, if they are to save lives and limit property damage, is arrive within a short period of time with adequate resources to do the job. Matching the arrival of resources with a specific point of fire growth or the appropriate stage of an emergency medical problem is one of the greatest challenges of the fire service.

EMERGENCY MEDICAL SERVICES: _____

There is a corollary time sequence that has been developed to set standards for emergency medical responses. This is called the Utstein Criteria. The criteria is based on a study that was conducted to determine how long a person could survive if they were deprived of either oxygen or blood circulation. The Utstein study demonstrated that a person that has lost circulation or breathing ability has a very low percentage of survivability after a period of 5 minutes. When the time exceeds 8 minutes for life-saving intervention, the survival rate decreases to practically zero.

SUMMARY;

We believe the City of Scranton has learned to expect a Level of Service from the Fire Department that is based on Response Time. The choice of an appropriate Level of Service should be determined by the citizens served. This requires informing the citizens of the differences between the established level of service and how proposed changes to the Fire Department will effect the delivery of services in the future. Once the citizens are made aware of the abilities of the Fire Department and the level of services available are explained and understood, only then can the Level of Service be decided.

Following is a brief description of what the different fire companies are and what are the basic functions of any fire department. Then we will assess the Scranton Fire Department's current level of service and perform an evaluation of the cuts proposed by the administration in regards to the effect on the operations of the department as well as the level of service it can provide. Specifically the impact on response times.

We utilize statistics from structure fires in the City of Scranton to make our evaluation between current and proposed levels of service. The data is drawn from Scranton Fire Department fire reports and communication logs from The Lackawanna County Communications Center. These statistics are response times from actual structure fires in the city which occurred in recent years. The data will be used primarily to show how response times will be negatively effected by the proposed changes and the effects delayed response can have on fire suppression operations, life safety and property conservation.

FIRE COMPANIES DEFINED;

*The following definitions are taken from **THE FIRE PROTECTION HANDBOOK, eighteenth edition.***

ENGINE COMPANY (Pumper) - The most common type of company in a fire department. These companies carry hose, nozzles, an on-board water tank, and a water pump. The Engine Company's basic role in tactical operations is to deliver water through hose lines to extinguish fires. In most cases at least one engine company is based at each fire station to respond quickly and to begin fire control operations. The engine company is considered the basic unit of a fire department and is supplemented by other types of companies.

TRUCK COMPANY (Ladder) - The basic truck company is an aerial ladder or elevating platform device (Tower), which provides access above ground level or to rooftop, or directs elevated master streams (water) on fires. Truck companies also carry a compliment of ground ladders and specialized tools. Truck companies perform a supporting role in fireground operations, including search and rescue, forcible entry, ventilation, salvage and overhaul. They also use ladders to gain access to fires and rescue persons trapped above ground level.

Ladder companies are provided in relation to the degree of urban development and the need for aerial apparatus. In a densely developed city one ladder company may be provided for every two or three engine companies.

RESCUE COMPANY - Many fire departments use separate rescue companies for both fire-fighting and non-fire related incidents. Rescue companies specialize in technical rescue, such as extricating victims from vehicles involved in accidents, removing injured persons from perilous locations, and assisting victims of industrial accidents.

In fire-fighting operations, rescue companies are usually assigned primarily to search and rescue and to deliver medical treatment. Additional duties often involve activities similar to those of a truck company, particularly forcible entry, ventilation, and the use of specialized tools.

FIRE SCENE TACTICAL FUNCTIONS (all fires)

The following information is taken from THE FIRE PROTECTION HANDBOOK, eighteenth edition.

Several tactical functions may be employed at each fire and may be carried out simultaneously during multi-company operations. Every company must be trained to carry out all basic functions and to contribute to any or all tactical objectives.

Search and Rescue - Rescue is the first and most important consideration at any fire and, until it has been completed, may preclude any fire control efforts. In most incidents, the simplest and fastest tactic for rescue is to control or extinguish the fire. The incident commander must initiate fire control activities to protect the rescue operation and to keep the fire away from potential victims. Rescue operations may require only one or two companies, or they may require resources beyond the capabilities of the entire first alarm assignment. **Rescue is the only acceptable reason for exposing fire fighters to otherwise unnecessary risks.**

Exposure Protection - The second fire suppression priority is to control the fire. This begins with confinement of the fire to the property initially involved. The most basic goal of fire departments, with respect to property, is to protect the community from large loss fires extending beyond the property involved on arrival. The problem of exposure protection may be compounded by closely spaced buildings, combustible construction, the type of occupancy, lack of access, **and the lack of fire department resources.**

Confinement - Fire control is achieved when the fire is successfully confined to a manageable area. The concept of surrounding the fire is necessary for successful confinement. Additional factors that influence confinement operations are the fuel involved, location of the fire, building construction features, presence of fire suppression systems, **and the availability of fire department resources.**

Extinguishment - Offensive: aimed at extinguishing the fire where it is encountered by attack forces. Defensive: final extinguishment may be achieved only when the fire burns down to a size that can be extinguished by the fire department.

Ventilation - Ventilation operations are the planned and systematic removal of heat, smoke, and fire gases from the structure. **In many cases, it may be necessary to initiate ventilation with rescue in order to protect occupants from combustion products and heat and to provide visibility and tenability during rescue operations.**

Property conservation - Salvage is an integral part of tactical operations and should commence as soon as possible to prevent additional damage to the structure and contents in part by covering contents and removing excess water.

Overhaul - Overhaul operations are required to extinguish the fire completely, make the structure safe, and aid in determining the fire ignition sequence. Overhaul may involve only a few personnel for a short period of time, or it may involve large numbers of personnel over an extended period. It is important that extensive overhaul not be started before an investigation has been conducted to determine the cause of the fire. Once the investigation is complete, overhaul should continue to ensure that the premises are left as safe as possible and that all fires have been extinguished.

Scranton Fire Department Operations

The strategies and tactics employed by the fire department are on par with the company definitions and tactical functions explained. It would take volumes to fully explain our methods and the reasons for them. The Scranton Fire Department did not invent the methods we use, they are nationally accepted and established procedures that ever changing due to developments in technology, as well as, new dangers caused by the constantly changing materials used in construction and manufacturing. The personnel of the fire department have adapted time and again to these changes through constant training designed to both maintain standards of performance and prepare for the new challenges.

Here we will very briefly attempt to describe our level of service so it may be compared to a level of service proposed by the administration. This will be difficult to do since we have not received any information from the administration as to how to implement the proposed restructuring.

The system employed is a coordinated attack on structure fires. Knowing if the unit is first or second due prepares the company for certain procedures to be employed upon arrival. If first due, the engine company can expect to initiate strategy and tactics according to the conditions found and to transmit the appropriate preliminary radio reports. The first arriving engine company makes a "size-up" of the situation and informs the duty chief of their course of action. The decisions they make are influenced by years of experience and SOPs (standard operating procedures). The initial company officer knows what companies are coming in behind them, the approximate time it will take for them to arrive, and knows what duties they will perform when they arrive. They also know that the chief officer, when he arrives, will assume command either by a face to face transfer or through radio communications. Because of past experience with our SOPs these decisions become second nature. This allows us to perform many complicated and dangerous functions simultaneously just as Fire Departments do around the world. This actions are dependent on the Response Times of later arriving companies.

For example, consider fire companies responding to a typical alarm in a standard single-story, wood-frame dwelling. The first company arrives at approximately four minutes. On arrival, the first due engine company officer finds smoke and flames showing from one rear room. The company officer radios the conditions and begins fire attack. Second company arrives approximately two minutes later. **(for the current conditions in the City of Scranton Engine #4 or Engine #9 are MOST OFTEN the first or second company due and in the case of the downtown area they are the first AND second companies)** The second due engine company establishes a sustained water supply (Tank water carried by engine companies is NOT a sustained water supply - tank water will only last minutes) and a back-up or safety line. Simultaneously the first due truck company and the rescue company are responsible for search and rescue, forcible entry, ventilation, and any support activities necessary. During this time other priorities are exposure control, salvage and overhaul and monitoring of conditions. When the first due company officer radioed the conditions and confirmed a structure fire the Assistant Chief will activate the SRN (Special Response Narrative) and two additional engine companies would be dispatched. The first is an "extra company". The responsibilities are varied depending on the conditions. The incident commander may request additional water supply (hydrant), additional manpower, or any of a number of duties. **(unless they were both already deployed Engine #4 or Engine #9 would ALWAYS be the "Extra Company")** The next SRN company becomes the RIT or Rapid Intervention Team. The RIT team function is primarily firefighter safety although they also have SOPs that must be performed at every fire scene. Other fireground priorities may be utility control, medical intervention, scene safety, rehab, and crowd control. The priority for this scenario depends on what the initial company is confronted with. The dwelling may be unoccupied or occupied, a firefighter may become trapped or lost, the building may collapse, the room may flash over, etc.. Therefore, the company officer and Incident Commander (IC) make incident-specific decisions based on what confronts the companies and implements tactics to support those decisions.

While no two fires are the same or "typical" it cannot be overstated how important Engine Company Response Time is in regards to the First Due Officers decisions. If the second due engine company is delayed or it is KNOWN that a second engine is greatly delayed the actions undertaken must be adjusted accordingly for firefighter safety. The delay in fire suppression activities can be devastating. Although the Truck and / or Rescue company may arrive first or second **(this will be a very common occurrence with the proposed fire department cuts)** they are not designed to perform engine company operations. These are specialized companies whose functions must be conducted in conjunction with engine companies for successful outcomes.

FIRE COMPANY OBJECTIVES (structure fires)

FIRST DUE ENGINE

- Locate Emergency Scene
- Apparatus Placement
- Establish Tactics, Report Status
- Establish Water Supply (tank water)
- Hoseline Selection (stretch, - to seat of fire)
- Hoseline Objectives (Extinguishment, Protection, Containment, Exposures)

SECOND DUE ENGINE

- Establish Sustainable Water Supply
- Stretch Back-Up Hoseline (support attack, personnel safety)
- Stretch Exposure Hoseline (floor above or most extreme exposure)

A fire in an occupied structure demands FAST action - there is very limited room for delay. Fire companies must operate as a single team for a successful fire attack to be accomplished.

FIRST DUE TRUCK COMPANY

- Forcible Entry (access)
- Ventilation
- Search and Rescue
- Operating Aerial Devices
- Laddering
- Operations in support of attack team: as needed

RESCUE COMPANY

- Search and Rescue
- Medical Treatment
- Removing Injured Persons
- Truck and Engine Company Operations: as needed

This brief outline does not address multiple alarms or the issues involved with the closing of Truck Company #4. Through assessment of the effects of reduced response times we will address the issues associated with that closure. The closing of one of the city's two truck companies is, indeed, worthy of its own analysis. If needed we will conduct an independent study of truck company responses to relate the negative impact not only on response times but also on the ability of the department to respond to both large scale and simultaneous alarms. These issues are separate from engine company response times but are greatly affected by them. **The implications of operating only one truck in Scranton extremely diminishes the response capabilities of the Scranton Fire Department.**

We will now examine case studies in order to demonstrate the effects the proposed company and station closures, as well as, staff cuts will have on the current response times and therefore, the Level of Service currently provided.

The response times in this analysis are statistical averages applied to the distance traveled based on a control time established from actual fire company response times. These averages do not address any possible delays caused by topography, weather, time of day, construction, vehicle size, etc.. It is important to take this into account when examining the data. For example, the response time of a Truck Company would obviously be slower than an Engine Company due to the physical characteristics of the apparatus. While this tends to shorten the response times it eliminates conjecture from the equations.

CASE STUDY #1 - 827 Capouse Avenue, John Adams School

CASE STUDY #2 - North Lincoln Ave. & Clearview St., Armstrong School

CASE STUDY #3 - 1801 Mulberry Street, Audobon School

CASE STUDY #3-A - 1801 Mulberry Street, First Due Engine O.O.S.

CASE STUDY #4 - 1002 Albright Avenue, Bancroft School

CASE STUDY #5 - Prospect Ave. & Saginw St., Kennedy School

CASE STUDY #6 - 1111 South Irving Ave., McNichols Plaza School

CASE STUDY #7 - 1401 Fellows Street, West Intermediate School

CASE STUDY #8 - 63 Munchak Way, Scranton High School

CASE STUDY #9 - Penn Avenue & Spruce Street, Scranton Times Building

CASE STUDY #10 - Smallacombe Drive, Allied Services

CASE STUDY #10-A - Smallacombe Drive, First Due Engine O.O.S.

SCRANTON FIRE DEPARTMENT ALARM RESPONSE WORKSHEET

Incident #	00-00001	Incident type	Structure Fire
Address	827 Capouse Avenue	Time of Incident	05:00:00 hrs

2010 Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	
FIRST DUE ENGINE	Engine #4	05:00:00	05:03:00	3 min. 0 sec.	
SECOND DUE ENGINE	Engine #15	05:00:00	05:04:06	4 min. 6 sec.	
TRUCK COMPANY	Truck #2	05:00:00	05:03:00	3 min. 0 sec.	
RESCUE	Rescue #1	05:00:00	05:02:01	2 min. 1 sec.	
EXTRA ENGINE	Engine #9	05:00:00	05:05:24	5 min. 24 sec.	
RIT ENGINE	Engine #8	05:00:00	05:06:06	6 min. 6 sec.	

AVAILABLE UNITS

ENGINE #10, ENGINE #7, ENGINE #2, and TRUCK #4

2011 Proposed Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	Result
FIRST DUE ENGINE	Engine #15	05:00:00	05:04:06	4 min. 6 sec.	+1min. 6 sec.
SECOND DUE ENGINE	Engine #8	05:00:00	05:06:06	6 min. 6 sec.	+ 2 min.
TRUCK COMPANY	Truck #2	05:00:00	05:03:00	3 min. 0 sec	000
RESCUE	Rescue #1	05:00:00	05:05:24	5 min. 24 sec.	+ 3 min. 23 sec.
EXTRA COMPANY	Engine #10	05:00:00	05:08:18	8 min. 18 sec.	+ 2 min. 54 sec.
RIT ENGINE	Engine #7	05:00:00	05:07:48	7 min. 48 sec.	+ 1 min. 42 sec.

AVAILABLE UNITS

The proposed Level of Service leaves only one (1) Engine Company remaining during any alarm. The Scranton Fire Department will **NOT BE CAPABLE** of responding with additional resources at large fires, or responding to simultaneous alarms.

Fire Department statistics indicate that during alarm responses at least one company is out of service on a separate call 23% of the time. This leaves no available units for response to any other emergencies. The proposed closure of one of the City's two Truck Companies further reduces capabilities since THE REMAINING Truck Company will have to respond to single company calls ordinarily covered by an Engine Company making it more frequently unavailable.

THIS GREATLY DIMINISHES THE EFFECTIVENESS OF SUPPRESSION OPERATIONS AT STRUCTURE FIRES

NOTES: Location of John Adams School. Engine #2 would be the lone remaining company with a response time of 7 minutes, 48 seconds.

SCRANTON FIRE DEPARTMENT ALARM RESPONSE WORKSHEET

Incident #	00-00002	Incident type	Structure Fire
Address	N. Lincoln Ave. & Clearview St.	Time of Incident	12:00:00

2010 Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	
FIRST DUE ENGINE	Engine #8	12:00:00	12:02:48	2 min. 48 sec.	
SECOND DUE ENGINE	Engine #9	12:00:00	12:02:54	2 min. 54 sec.	
TRUCK COMPANY	Truck #4	12:00:00	12:02:54	2 min. 54 sec.	
RESCUE	Rescue #1	12:00:00	12:05:54	5 min. 54 sec.	
EXTRA ENGINE	Engine #4	12:00:00	12:06:18	6 min. 18 sec.	
RIT ENGINE	Engine #15	12:00:00	12:07:36	7 min. 36 sec.	
AVAILABLE UNITS	ENGINE #7, ENGINE #10, ENGINE #2, and TRUCK #2				

2011 Proposed Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	Result
FIRST DUE ENGINE	Engine #8	12:00:00	12:02:48	2 min. 48 sec.	0000
SECOND DUE ENGINE	Engine #7	12:00:00	12:07:54	7 min. 54 sec.	+ 5 min.
TRUCK COMPANY	Truck #2	12:00:00	12:06:18	6 min. 18 sec.	+ 3 min. 24 sec.
RESCUE	Rescue #1	12:00:00	12:02:54	2 min. 54 sec.	- 3 min.
EXTRA COMPANY	Engine #15	12:00:00	12:07:36	7 min. 36 sec.	+ 1 min. 18 sec.
RIT ENGINE	Engine #10	12:00:00	12:11:36	11 min. 36 sec.	+ 4 min.
AVAILABLE UNITS	The proposed Level of Service leaves only one (1) Engine Company remaining during any alarm. The Scranton Fire Department will <u>NOT BE CAPABLE</u> of responding with additional resources at large fires, or responding to simultaneous alarms.				

*Fire Department statistics indicate that during alarm responses at least one company is out of service on a separate call 23% of the time. This leaves no available units for response to any other emergencies. The proposed closure of one of the City's two Truck Companies further reduces capabilities since THE REMAINING Truck Company will have to respond to single company calls ordinarily covered by an Engine Company making it more frequently unavailable. **THIS GREATLY DIMINISHES THE EFFECTIVENESS OF SUPPRESSION OPERATIONS AT STRUCTURE FIRES***

NOTES: Location of Armstrong School. Engine #2 would be the lone remaining company with a response time of 11 minutes.

SCRANTON FIRE DEPARTMENT ALARM RESPONSE WORKSHEET

Incident #	00-00003	Incident type	Structure Fire
Address	1801 Mulberry Street	Time of Incident	07:00:00

2010 Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	
FIRST DUE ENGINE	Engine #4	07:00:00	07:03:36	3 min. 36 sec.	
SECOND DUE ENGINE	Engine #15	07:00:00	07:03:42	3 min. 42 sec.	
TRUCK COMPANY	Truck #2	07:00:00	07:03:36	3 min. 36 sec.	
RESCUE	Rescue #1	07:00:00	07:05:12	5 min. 12 sec.	
EXTRA ENGINE	Engine #9	07:00:00	07:07:00	7 min.	
RIT ENGINE	Engine #2	07:00:00	07:07:06	7 min. 6 sec.	
AVAILABLE UNITS	ENGINE #10, ENGINE #8, ENGINE #7, and TRUCK #4				

2011 Proposed Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	Result
FIRST DUE ENGINE	Engine #15	07:00:00	07:03:42	3 min. 42 sec.	+6 sec.
SECOND DUE ENGINE	Engine #2	07:00:00	07:07:06	7 min. 6 sec.	+3 min. 24 sec.
TRUCK COMPANY	Truck #2	07:00:00	07:03:36	3 min. 36 sec.	0000
RESCUE	Rescue #1	07:00:00	07:07:00	7 min.	+1 min. 48 sec.
EXTRA COMPANY	Engine #10	07:00:00	07:08:18	8 min. 18 sec.	+1 min. 18 sec.
RIT ENGINE	Engine #7	07:00:00	07:08:54	8 min. 54 sec.	+1 min. 48 sec.
AVAILABLE UNITS	The proposed Level of Service leaves only one (1) Engine Company remaining during any alarm. The Scranton Fire Department will NOT BE CAPABLE of responding with additional resources at large fires, or responding to simultaneous alarms.				

*Fire Department statistics indicate that during alarm responses at least one company is out of service on a separate call 23% of the time. This leaves no available units for response to any other emergencies. The proposed closure of one of the City's two Truck Companies further reduces capabilities since **THE REMAINING** Truck Company will have to respond to single company calls ordinarily covered by an Engine Company making it more frequently unavailable. **THIS GREATLY DIMINISHES THE EFFECTIVENESS OF SUPPRESSION OPERATIONS AT STRUCTURE FIRES***

NOTES: Location of Audobon School. Engine #10 response time reflects the detour caused by being unable to use the Harrison Avenue Bridge. Engine #8 would be the lone remaining company with a response time of 9 minutes, 18 seconds.

SCRANTON FIRE DEPARTMENT ALARM RESPONSE WORKSHEET

Incident #	00-00003A	Incident type	Structure Fire
Address	1801 Mulberry Street	Time of Incident	07:00:00

2010 Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	
FIRST DUE ENGINE	Engine #15	07:00:00	07:03:42	3 min. 42 sec.	+6 sec.
SECOND DUE ENGINE	Engine #9	07:00:00	07:07:00	7 min.	+3 min. 18 sec.
TRUCK COMPANY	Truck #2	07:00:00	07:03:36	3 min. 36 sec.	0000
RESCUE	Rescue #1	07:00:00	07:05:12	5 min. 12 sec.	0000
EXTRA ENGINE	Engine #2	07:00:00	07:07:06	7 min. 6 sec.	+6 sec.
RIT ENGINE	Engine #10	07:00:00	07:08:18	8 min. 18 sec.	+1 min. 12 sec.

AVAILABLE UNITS

ENGINE #8, ENGINE #7, and TRUCK #4

2011 Proposed Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	Result
FIRST DUE ENGINE	Engine #2	07:00:00	07:07:06	7 min. 6 sec.	+3 min. 24 sec.
SECOND DUE ENGINE	Engine #10	07:00:00	07:08:18	8 min. 18 sec.	+4 min. 54 sec.
TRUCK COMPANY	Truck #2	07:00:00	07:03:36	3 min. 36 sec.	0000
RESCUE	Rescue #1	07:00:00	07:07:00	7 min.	+1 min. 48 sec.
EXTRA COMPANY	Engine #7	07:00:00	07:08:54	8 min. 54 sec.	+1 min. 48 sec.
RIT ENGINE	Engine #8	07:00:00	07:09:18	9 min. 18 sec.	+1 min.

AVAILABLE UNITS

The proposed Level of Service leaves only one (1) Engine Company remaining during any alarm. The Scranton Fire Department will **NOT BE CAPABLE** of responding with additional resources at large fires, or responding to simultaneous alarms.

Fire Department statistics indicate that during alarm responses at least one company is out of service on a separate call 23% of the time. This leaves no available units for response to any other emergencies. The proposed closure of one of the City's two Truck Companies further reduces capabilities since THE REMAINING Truck Company will have to respond to single company calls ordinarily covered by an Engine Company making it more frequently unavailable. THIS GREATLY DIMINISHES THE EFFECTIVENESS OF SUPPRESSION OPERATIONS AT STRUCTURE FIRES

NOTES: Location of Audobon School. In this scenario Engine #4 is Out Of Service (O.O.S.) as first due engine in 2010 service level. In the 2011 service level Engine #15 is O.O.S. as first due since Engine #4 and Engine #9 are both eliminated in the proposed 2011 service level. Engine #10 response time reflects the detour caused by being unable to use the Harrison Avenue Bridge. This scenario represents the statistic which shows that 23% of the time there is a company O.O.S. at the time of an alarm. This statistic will undoubtedly increase under the proposed 2011 service level since there will be, at least, 3 less companies in service to cover the same service area. This is compounded by the fact that delays in response time lead to greater fire growth and there will be NO resources left to respond to an escalating emergency.

SCRANTON FIRE DEPARTMENT ALARM RESPONSE WORKSHEET

Incident #	00-00004	Incident type	Structure Fire
Address	1002 Albright Avenue	Time of Incident	03:00:00

2010 Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	
FIRST DUE ENGINE	Engine #9	03:00:00	03:02:42	2 min. 42 sec.	
SECOND DUE ENGINE	Engine #4	03:00:00	03:04:18	4 min. 18 sec.	
TRUCK COMPANY	Truck #4	03:00:00	03:02:42	2 min. 42 sec.	
RESCUE	Rescue #1	03:00:00	03:03:42	3 min. 42 sec.	
EXTRA ENGINE	Engine #8	03:00:00	03:04:24	4 min. 24 sec.	
RIT ENGINE	Engine #15	03:00:00	03:05:24	5 min. 24 sec.	
AVAILABLE UNITS	ENGINE #7, ENGINE #10, ENGINE #2, and TRUCK #2				

2011 Proposed Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	Result
FIRST DUE ENGINE	Engine #8	03:00:00	03:04:24	4 min. 24 sec.	+ 1 min. 42 sec.
SECOND DUE ENGINE	Engine #15	03:00:00	03:05:24	5 min. 24 sec.	+ 1 min. 6 sec.
TRUCK COMPANY	Truck #2	03:00:00	03:04:18	4 min. 18 sec.	+1 min. 36 sec.
RESCUE	Rescue #1	03:00:00	03:02:42	2 min. 42 sec.	- 1 min.
EXTRA COMPANY	Engine #7	03:00:00	03:07:00	7 min.	+2 min. 36 sec.
RIT ENGINE	Engine #2	03:00:00	03:09:06	9 min. 6 sec.	+3 min. 42 sec.
AVAILABLE UNITS	The proposed Level of Service leaves only one (1) Engine Company remaining during any alarm. The Scranton Fire Department will <u>NOT BE CAPABLE</u> of responding with additional resources at large fires, or responding to simultaneous alarms.				

*Fire Department statistics indicate that during alarm responses at least one company is out of service on a separate call 23% of the time. This leaves no available units for response to any other emergencies. The proposed closure of one of the City's two Truck Companies further reduces capabilities since THE REMAINING Truck Company will have to respond to single company calls ordinarily covered by an Engine Company making it more frequently unavailable. **THIS GREATLY DIMINISHES THE EFFECTIVENESS OF SUPPRESSION OPERATIONS AT STRUCTURE FIRES***

NOTES: Location of Bancroft School. Engine #10 would be the lone remaining company with a response time of 9 minutes, 36 seconds.

SCRANTON FIRE DEPARTMENT ALARM RESPONSE WORKSHEET

Incident #	00-00005	Incident type	Structure Fire
Address	Prospect Ave. & Saginaw St.	Time of Incident	11:00:00

2010 Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	
FIRST DUE ENGINE	Engine #2	11:00:00	11:02:12	2 min. 12 sec.	
SECOND DUE ENGINE	Engine #4	11:00:00	11:05:30	5 min. 30 sec.	
TRUCK COMPANY	Truck #2	11:00:00	11:05:30	5 min. 30 sec.	
RESCUE	Rescue #1	11:00:00	11:08:30	8 min. 30 sec.	
EXTRA ENGINE	Engine #10	11:00:00	11:08:24	8 min. 24 sec.	
RIT ENGINE	Engine #7	11:00:00	11:08:36	8 min. 36 sec.	
AVAILABLE UNITS	ENGINE #9, ENGINE #8, ENGINE #15, and TRUCK #4				

2011 Proposed Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	Result
FIRST DUE ENGINE	Engine #2	11:00:00	11:02:12	2 min. 12 sec.	0000
SECOND DUE ENGINE	Engine #10	11:00:00	11:08:24	8 min. 24 sec.	+2 min. 54 sec.
TRUCK COMPANY	Truck #2	11:00:00	11:05:30	5 min. 30 sec.	0000
RESCUE	Rescue #1	11:00:00	11:10:48	10 min. 48 sec.	+2 min. 18 sec.
EXTRA COMPANY	Engine #7	11:00:00	11:08:36	8 min. 36 sec.	+12 sec.
RIT ENGINE	Engine #15	11:00:00	11:09:48	9 min. 48 sec.	+1 min. 12 sec.
AVAILABLE UNITS	The proposed Level of Service leaves only one (1) Engine Company remaining during any alarm. The Scranton Fire Department will NOT BE CAPABLE of responding with additional resources at large fires, or responding to simultaneous alarms.				

*Fire Department statistics indicate that during alarm responses at least one company is out of service on a separate call 23% of the time. This leaves no available units for response to any other emergencies. The proposed closure of one of the City's two Truck Companies further reduces capabilities since **THE REMAINING** Truck Company will have to respond to single company calls ordinarily covered by an Engine Company making it more frequently unavailable. **THIS GREATLY DIMINISHES THE EFFECTIVENESS OF SUPPRESSION OPERATIONS AT STRUCTURE FIRES***

NOTES: Location of Kennedy School. Engine #8 would be the lone remaining company with a response time of 13 minutes, 6 seconds.

SCRANTON FIRE DEPARTMENT ALARM RESPONSE WORKSHEET

Incident #	00-00006	Incident type	Structure Fire
Address	1111 South Irving Ave.	Time of Incident	05:00:00

2010 Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	
FIRST DUE ENGINE	Engine #2	05:00:00	05:03:54	3 min. 54 sec.	
SECOND DUE ENGINE	Engine #4	05:00:00	05:05:30	5 min. 30 sec.	
TRUCK COMPANY	Truck #2	05:00:00	05:05:30	5 min. 30 sec.	
RESCUE	Rescue #1	05:00:00	05:07:00	7 min.	
EXTRA ENGINE	Engine #10	05:00:00	05:06:30	6 min. 30 sec.	
RIT ENGINE	Engine #7	05:00:00	05:07:36	7 min. 36 sec.	
AVAILABLE UNITS	ENGINE #9, ENGINE #15, ENGINE #8, and TRUCK #4				

2011 Proposed Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	Result
FIRST DUE ENGINE	Engine #2	05:00:00	05:03:54	3 min. 54 sec.	0000
SECOND DUE ENGINE	Engine #10	05:00:00	05:06:30	6 min. 30 sec.	+1 min.
TRUCK COMPANY	Truck #2	05:00:00	05:05:30	5 min. 30 sec.	0000
RESCUE	Rescue #1	05:00:00	05:08:54	8 min. 54 sec.	+1 min. 54 sec.
EXTRA COMPANY	Engine #7	05:00:00	05:07:36	7 min. 36 sec.	+1 min. 6 sec.
RIT ENGINE	Engine #15	05:00:00	05:07:54	7 min. 54 sec.	+18 sec.
AVAILABLE UNITS	The proposed Level of Service leaves only one (1) Engine Company remaining during any alarm. The Scranton Fire Department will <u>NOT BE CAPABLE</u> of responding with additional resources at large fires, or responding to simultaneous alarms.				

*Fire Department statistics indicate that during alarm responses at least one company is out of service on a separate call 23% of the time. This leaves no available units for response to any other emergencies. The proposed closure of one of the City's two Truck Companies further reduces capabilities since THE REMAINING Truck Company will have to respond to single company calls ordinarily covered by an Engine Company making it more frequently unavailable. **THIS GREATLY DIMINISHES THE EFFECTIVENESS OF SUPPRESSION OPERATIONS AT STRUCTURE FIRES***

NOTES: Location of McNicols Plaza School. Engine #8 would be the lone remaining company with a response time of 11 minutes, 12 seconds.

SCRANTON FIRE DEPARTMENT ALARM RESPONSE WORKSHEET

Incident #	00-00007	Incident type	Structure Fire
Address	1401 Fellows Street	Time of Incident	00:00:00

2010 Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	
FIRST DUE ENGINE	Engine #7	00:00:00	00:02:30	2 min. 30 sec.	
SECOND DUE ENGINE	Engine #9	00:00:00	00:06:00	6 min.	
TRUCK COMPANY	Truck #4	00:00:00	00:06:00	6 min.	
RESCUE	Rescue #1	00:00:00	00:07:24	7 min. 24 sec.	
EXTRA ENGINE	Engine #4	00:00:00	00:06:24	6 min. 24 sec.	
RIT ENGINE	Engine #2	00:00:00	00:07:30	7 min. 30 sec.	
AVAILABLE UNITS	ENGINE #8, ENGINE #15, ENGINE #10, and TRUCK #2				

2011 Proposed Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	Result
FIRST DUE ENGINE	Engine #7	00:00:00	00:02:30	2 min. 30 sec.	0000
SECOND DUE ENGINE	Engine #2	00:00:00	00:07:30	7 min. 30 sec.	+1 min. 30 sec.
TRUCK COMPANY	Truck #2	00:00:00	00:06:24	6 min. 24 sec.	+24 sec.
RESCUE	Rescue #1	00:00:00	00:06:00	6 min.	-1 min. 24 sec.
EXTRA COMPANY	Engine #8	00:00:00	00:08:18	8 min. 18 sec.	+1 min. 54 sec.
RIT ENGINE	Engine #15	00:00:00	00:09:24	9 min. 24 sec.	+1 min. 54 sec.
AVAILABLE UNITS	The proposed Level of Service leaves only one (1) Engine Company remaining during any alarm. The Scranton Fire Department will NOT BE CAPABLE of responding with additional resources at large fires, or responding to simultaneous alarms.				

*Fire Department statistics indicate that during alarm responses at least one company is out of service on a separate call 23% of the time. This leaves no available units for response to any other emergencies. The proposed closure of one of the City's two Truck Companies further reduces capabilities since **THE REMAINING** Truck Company will have to respond to single company calls ordinarily covered by an Engine Company making it more frequently unavailable. **THIS GREATLY DIMINISHES THE EFFECTIVENESS OF SUPPRESSION OPERATIONS AT STRUCTURE FIRES***

NOTES: Location of West Intermediate School. Engine #10 would be the lone remaining company with a response time of 9 minutes, 48 seconds.

SCRANTON FIRE DEPARTMENT ALARM RESPONSE WORKSHEET

Incident #	00-00008	Incident type	Structure Fire
Address	63 Munchak Way	Time of Incident	22:00:00

2010 Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	
FIRST DUE ENGINE	Engine #9	22:00:00	22:03:36	3 min. 36 sec.	
SECOND DUE ENGINE	Engine #4	22:00:00	22:03:48	3 min. 48 sec.	
TRUCK COMPANY	Truck #4	22:00:00	22:03:36	3 min. 36 sec.	
RESCUE	Rescue #1	22:00:00	22:03:48	3 min. 48 sec.	
EXTRA ENGINE	Engine #8	22:00:00	22:05:42	5 min. 42 sec.	
RIT ENGINE	Engine #15	22:00:00	22:05:42	5 min. 42 sec.	
AVAILABLE UNITS	ENGINE #2, ENGINE #10, ENGINE #7, and TRUCK #2				

2011 Proposed Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	Result
FIRST DUE ENGINE	Engine #8	22:00:00	22:05:42	5 min. 42 sec.	+2 min. 6 sec.
SECOND DUE ENGINE	Engine #15	22:00:00	22:05:42	5 min. 42 sec.	+1 min. 54sec.
TRUCK COMPANY	Truck #2	22:00:00	22:03:48	3 min. 48 sec.	+12 sec.
RESCUE	Rescue #1	22:00:00	22:03:36	3 min. 36 sec.	-12 sec.
EXTRA COMPANY	Engine #7	22:00:00	22:06:30	6 min. 30 sec.	+48 sec.
RIT ENGINE	Engine #2	22:00:00	22:08:36	8 min. 36 sec.	+2 min. 54 sec.
AVAILABLE UNITS	The proposed Level of Service leaves only one (1) Engine Company remaining during any alarm. The Scranton Fire Department will NOT BE CAPABLE of responding with additional resources at large fires, or responding to simultaneous alarms.				

*Fire Department statistics indicate that during alarm responses at least one company is out of service on a separate call 23% of the time. This leaves no available units for response to any other emergencies. The proposed closure of one of the City's two Truck Companies further reduces capabilities since **THE REMAINING** Truck Company will have to respond to single company calls ordinarily covered by an Engine Company making it more frequently unavailable. **THIS GREATLY DIMINISHES THE EFFECTIVENESS OF SUPPRESSION OPERATIONS AT STRUCTURE FIRES***

NOTES: Location of Scranton High School. Engine #10 would be the lone remaining company with a response time of 9 minutes, 6 seconds.

SCRANTON FIRE DEPARTMENT ALARM RESPONSE WORKSHEET

Incident #	00-00009	Incident type	Structure Fire
Address	Penn Avenue & Spruce Street	Time of Incident	06:00:00

2010 Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	
FIRST DUE ENGINE	Engine #4	06:00:00	06:02:24	2 min. 24 sec.	
SECOND DUE ENGINE	Engine #9	06:00:00	06:04:42	4 min. 42 sec.	
TRUCK COMPANY	Truck #2	06:00:00	06:02:24	2 min. 24 sec.	
RESCUE	Rescue #1	06:00:00	06:03:30	3 min. 30 sec.	
EXTRA ENGINE	Engine #15	06:00:00	06:05:30	5 min. 30 sec.	
RIT ENGINE	Engine #8	06:00:00	06:05:48	5 min. 48 sec.	
AVAILABLE UNITS	ENGINE #10, ENGINE #7, ENGINE #2, and TRUCK #4				

2011 Proposed Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	Result
FIRST DUE ENGINE	Engine #15	06:00:00	06:05:30	5 min. 30 sec.	+3 min. 6 sec.
SECOND DUE ENGINE	Engine #8	06:00:00	06:05:48	5 min. 48 sec.	+1 min. 6 sec.
TRUCK COMPANY	Truck #2	06:00:00	06:02:24	2 min. 24 sec.	0000
RESCUE	Rescue #1	06:00:00	06:04:42	4 min. 42 sec.	+1 min. 12 sec.
EXTRA COMPANY	Engine #2	06:00:00	06:06:09	6 min. 9 sec.	+39 sec.
RIT ENGINE	Engine #7	06:00:00	06:06:18	6 min. 18 sec.	+30 sec.
AVAILABLE UNITS	The proposed Level of Service leaves only one (1) Engine Company remaining during any alarm. The Scranton Fire Department will NOT BE CAPABLE of responding with additional resources at large fires, or responding to simultaneous alarms.				

*Fire Department statistics indicate that during alarm responses at least one company is out of service on a separate call 23% of the time. This leaves no available units for response to any other emergencies. The proposed closure of one of the City's two Truck Companies further reduces capabilities since **THE REMAINING** Truck Company will have to respond to single company calls ordinarily covered by an Engine Company making it more frequently unavailable. **THIS GREATLY DIMINISHES THE EFFECTIVENESS OF SUPPRESSION OPERATIONS AT STRUCTURE FIRES***

NOTES: Location is the Scranton Times Building. The response time delays represented here establish the detrimental effects the proposed Engine company cuts will have on the entire downtown. Engine #10 is the lone remaining company with a response time of 7 minutes.

SCRANTON FIRE DEPARTMENT ALARM RESPONSE WORKSHEET

Incident #	00-00010	Incident type	Structure Fire
Address	Smallacombe Drive	Time of Incident	03:00:00

2010 Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	
FIRST DUE ENGINE	Engine #8	03:00:00	03:05:18	5 min. 18 sec.	
SECOND DUE ENGINE	Engine #9	03:00:00	03:06:42	6 min. 42 sec.	
TRUCK COMPANY	Truck #4	03:00:00	03:06:42	6 min. 42 sec.	
RESCUE	Rescue #1	03:00:00	03:10:30	10 min. 30 sec.	
EXTRA ENGINE	Engine #4	03:00:00	03:09:30	9 min. 30 sec.	
RIT ENGINE	Engine #7	03:00:00	03:09:30	9 min. 30 sec.	
AVAILABLE UNITS	ENGINE #10, ENGINE #15, ENGINE #2, and TRUCK #2				

2011 Proposed Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	Result
FIRST DUE ENGINE	Engine #8	03:00:00	03:05:18	5 min. 18 sec.	0000
SECOND DUE ENGINE	Engine #7	03:00:00	03:09:30	9 min. 30 sec.	+2 min. 48 sec.
TRUCK COMPANY	Truck #2	03:00:00	03:09:30	9 min. 30 sec.	+2 min. 48 sec.
RESCUE	Rescue #1	03:00:00	03:06:42	6 min. 42 sec.	-3 min. 48 sec.
EXTRA COMPANY	Engine #15	03:00:00	03:12:30	12 min. 30 sec.	+3 min.
RIT ENGINE	Engine #2	03:00:00	03:14:12	14 min. 12 sec.	+4 min. 42 sec.
AVAILABLE UNITS	The proposed Level of Service leaves only one (1) Engine Company remaining during any alarm. The Scranton Fire Department will NOT BE CAPABLE of responding with additional resources at large fires, or responding to simultaneous alarms.				

*Fire Department statistics indicate that during alarm responses at least one company is out of service on a separate call 23% of the time. This leaves no available units for response to any other emergencies. The proposed closure of one of the City's two Truck Companies further reduces capabilities since **THE REMAINING** Truck Company will have to respond to single company calls ordinarily covered by an Engine Company making it more frequently unavailable. **THIS GREATLY DIMINISHES THE EFFECTIVENESS OF SUPPRESSION OPERATIONS AT STRUCTURE FIRES***

NOTES: Location of Allied Services. The delays in this scenario represent the proposed cuts effects on the remote areas of the city. Engine #10 is the lone remaining company with a response time of 15 minutes, 3 seconds.

SCRANTON FIRE DEPARTMENT ALARM RESPONSE WORKSHEET

Incident #	00-00010A	Incident type	Structure Fire
Address	Smallacombe Drive	Time of Incident	03:00:00

2010 Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	
FIRST DUE ENGINE	Engine #9	03:00:00	03:06:42	6 min. 42 sec.	+1 min. 24 sec.
SECOND DUE ENGINE	Engine #4	03:00:00	03:09:30	9 min. 30 sec.	+2 min. 48 sec.
TRUCK COMPANY	Truck #4	03:00:00	03:06:42	6 min. 42 sec.	0000
RESCUE	Rescue #1	03:00:00	03:10:30	10 min. 30 sec.	0000
EXTRA ENGINE	Engine #7	03:00:00	03:09:30	9 min. 30 sec.	0000
RIT ENGINE	Engine #15	03:00:00	03:12:30	12 min. 30 sec.	+3 min.
AVAILABLE UNITS	ENGINE #10, ENGINE #2, and TRUCK #2				

2011 Proposed Level of Response

FIRST ALARM ASSIGNMENT	Company	Dispatch Time	Arrival Time	Response Time	Result
FIRST DUE ENGINE	Engine #7	03:00:00	03:09:30	9 min. 30 sec.	+4 min. 12 sec.
SECOND DUE ENGINE	Engine #15	03:00:00	03:12:30	12 min. 30 sec.	+3 min.
TRUCK COMPANY	Truck #2	03:00:00	03:09:30	9 min. 30 sec.	+2 min. 48 sec.
RESCUE	Rescue #1	03:00:00	03:06:42	6 min. 42 sec.	-3 min. 48 sec.
EXTRA COMPANY	Engine #2	03:00:00	03:14:12	14 min. 12 sec.	+1 min. 42 sec.
RIT ENGINE	Engine #10	03:00:00	03:15:03	15 min. 3 sec.	+2 min. 33 sec.
AVAILABLE UNITS	The proposed Level of Service leaves only one (1) Engine Company remaining during any alarm. The Scranton Fire Department will NOT BE CAPABLE of responding with additional resources at large fires, or responding to simultaneous alarms.				

*Fire Department statistics indicate that during alarm responses at least one company is out of service on a separate call 23% of the time. This leaves no available units for response to any other emergencies. The proposed closure of one of the City's two Truck Companies further reduces capabilities since **THE REMAINING** Truck Company will have to respond to single company calls ordinarily covered by an Engine Company making it more frequently unavailable. **THIS GREATLY DIMINISHES THE EFFECTIVENESS OF SUPPRESSION OPERATIONS AT STRUCTURE FIRES***

NOTES: Location of Allied Services. This scenario assumes Engine #8 is Out Of Service (O.O.S.). As the statistic reveal currently a company somewhere is O.O.S. 23% of the time when an alarm is received. Under the proposed Level of Response that statistic will undoubtedly rise due to the reduced number of companies covering the same area of service. The implications are dire since not only will the response times be greatly increased but the situation is compounded by the lack of additional resources to respond. From the original response time Engine #8 provides currently there would be a delay of 1 minute, 24 seconds for fire suppression and in the 2011 proposed response the suppression delay would increase to 4 minutes, 12 seconds. This scenario is representative of remote areas around the city.

CONCLUSION:

Through review of the case studies, combined with scientific data of fire growth we have demonstrated the level of service currently provided by the fire department. Through applying the effects of extended response times, we have shown the logical effects the proposed changes can have on the ability of the fire department to mitigate emergencies. This analysis clearly shows the proposed cuts to the Scranton Fire Department will fundamentally change the Level of Service provided to the citizens of Scranton. This analysis represents a very small portion of what should be a comprehensive study to establish acceptable levels of service based on the needs of the community and the safety and welfare of the Citizens of Scranton, as well as, the employees of the Scranton Fire Department. The administration has proposed these changes approximately 47 days prior to implementation without the benefit of a Standard of Response Study or any discussion of the implications of the changes. They have not even attempted to inform the public of the level of service change they propose, and have no plans for a progressive and comprehensive training program designed to inform and prepare the members of the fire department to perform their duties in a fundamentally different method than has ever been done previously in the City of Scranton.

As of November 30, 2010 the administration has yet to address any of the issues discussed here.