

SERVICE-SAFETY COMMITTEE

APRIL 20, 2015

The meeting was called to order at 5:04 p.m. by Chairman Jim Matuszak. Committee members present were Jim Matuszak and Barry VanHoozen. John Kevern was absent. Also present were Bridgette Kabat, City Administrator and Ian Dunn, Software Specialist.

FIRE DIVISION INFORMATION

Mr. Matuszak said that unlike the typical agenda for regularly scheduled service-safety committee meetings, this special meeting of the committee has been scheduled solely for the purpose of allowing Mr. Dunn to continue presenting his work to the committee regarding his analysis of the fire division's travel times. Ms. Kabat added that a copy of Mr. Dunn's presentation will be provided to all city council members.

Mr. Dunn gave a continuation of his presentation regarding historical run times for the fire division. His presentation included additional information regarding hypothetical station locations for a single full-service station and for another full-service station in addition to the existing station based on what the administration currently considers potentially available land. Mr. Dunn explained that since the comparison is of locations, travel times rather than response times have been used.

Based on Mr. Dunn's analysis, the data shows that if we continue with a single station it would not make sense to move from the current location because the current location ranks the highest of all of the locations considered with respect to the percentage of address points (service locations) covered in the least amount of travel time. Furthermore and based on Mr. Dunn's analysis, if the decision is made to build a second station, the area across from the high school would be the best location with respect to the percentage of service locations covered by both stations in the least amount of time. He added that the next best location for a second station would be the site of the old township fire station.

Mr. Dunn said that he is working with Brody Walters for input regarding the city's growth and to the extent possible, the quantity and nature of projected additional service locations.

Mr. VanHoozen asked if we have numbers on what type of service was given for the runs used in the analysis. Mr. Dunn replied by stating that he did not distinguish between fire and EMS calls; he included all calls for service.

Becky Williams, E. Sixth Street, noted that the results of the analysis categorized service calls by travel times and asked the firefighters in attendance if they know what the ideal travel time is. They stated that the NFPA has an acceptable time, but they were not sure of the exact number.

Mr. Matuszak commented that it has been acknowledged that the data used in the analysis is not perfect and asked Mr. Dunn what he thinks could be done to make future

data more reliable. Mr. Dunn replied by explaining that the information used in his analysis includes eight years of data and he is confident that it accurately reflects the travel times. Mr. Matuszak further commented that the quantity of the data doesn't necessarily make it reliable, but agreed that it is all we have to work with. Mr. Matuszak asked Mr. Dunn again if there is anything he thinks the city can do to help make the recording and collection of this type of future data more reliable. Mr. Dunn replied by informing the committee that computers were put into the trucks within the last two weeks so that fire division personnel can indicate when they are in route and when they are on scene. He added that the new process will rely on the timely transmission of the data by Verizon, which isn't always as dependable as we would like it to be in Perrysburg, and that the accuracy of the data collected will still be subject to human error and other factors causing potential discrepancies between actual times and recorded times.

Mr. Matuszak noted that the disparity of the rankings of the highest ranked alternative locations appears to be statistically insignificant in light of the fact that the results of the analysis indicate that the distance traveled and various other influencing factors on the travel times account for 70 percent and 30 percent of the findings, respectively.

Mr. Dunn agreed and emphasized that his task all along has been to provide the policy makers with the best available information possible. He further explained that the information he has presented should give the policy makers a good frame of reference from which they can further deliberate.

The committee thanked Mr. Dunn for his efforts and the quality of his work.

There being no further business, the meeting adjourned at 6:04 p.m.

Respectfully submitted,

Jim Matuszak, Chairman
Service-Safety Committee

Next meeting: Monday, April 27, 2015 at 5:00 p.m.