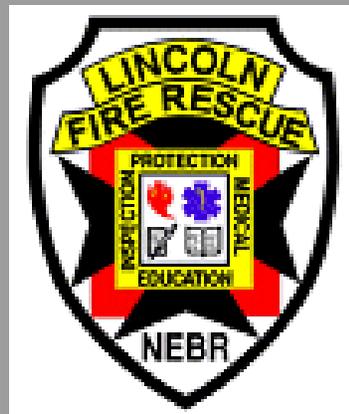


# Lincoln Fire & Rescue

## Station Relocation Study





Created by Tom Casady, February 22, 2012





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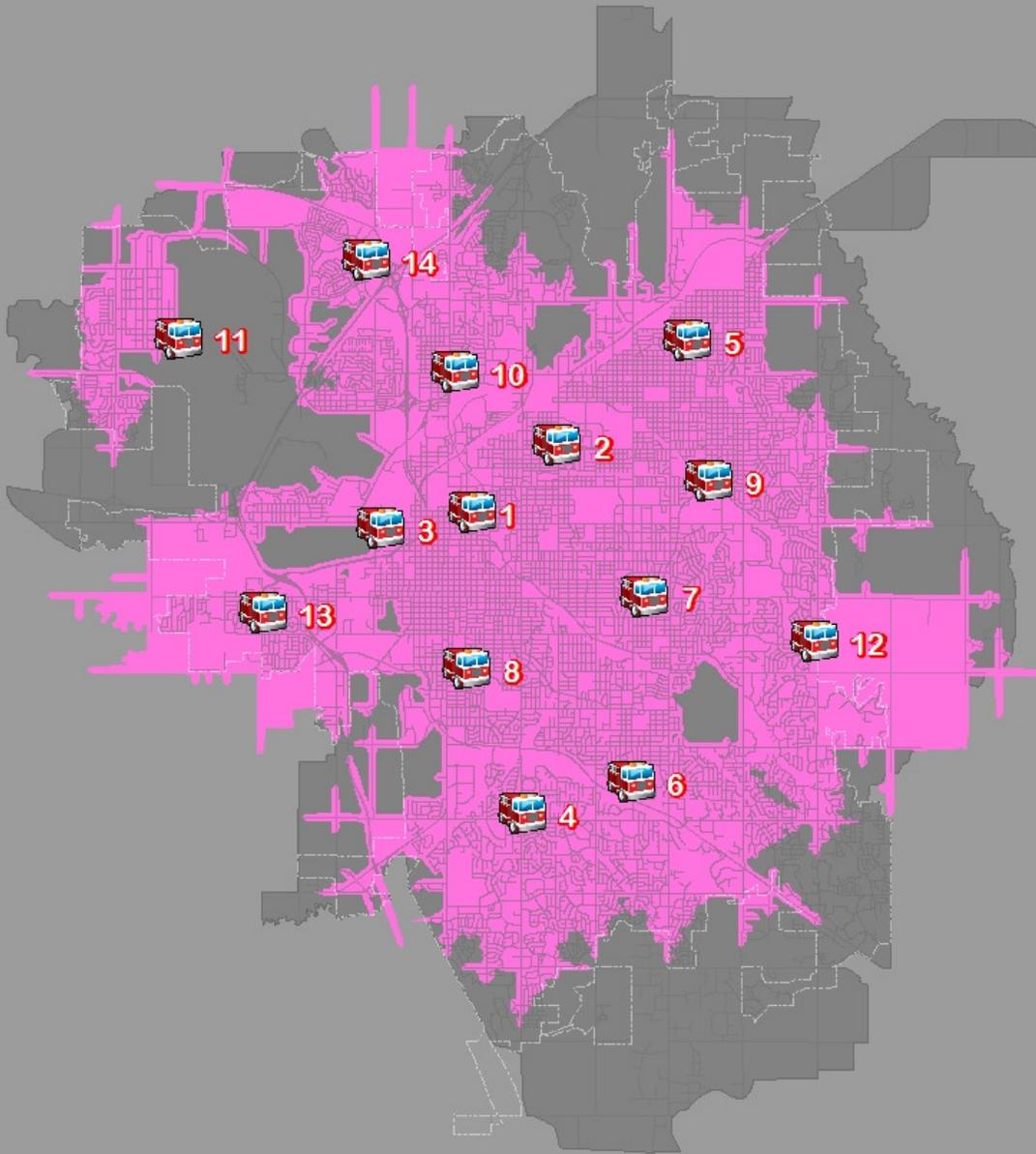




Created by Tom Casady, February 22, 2012

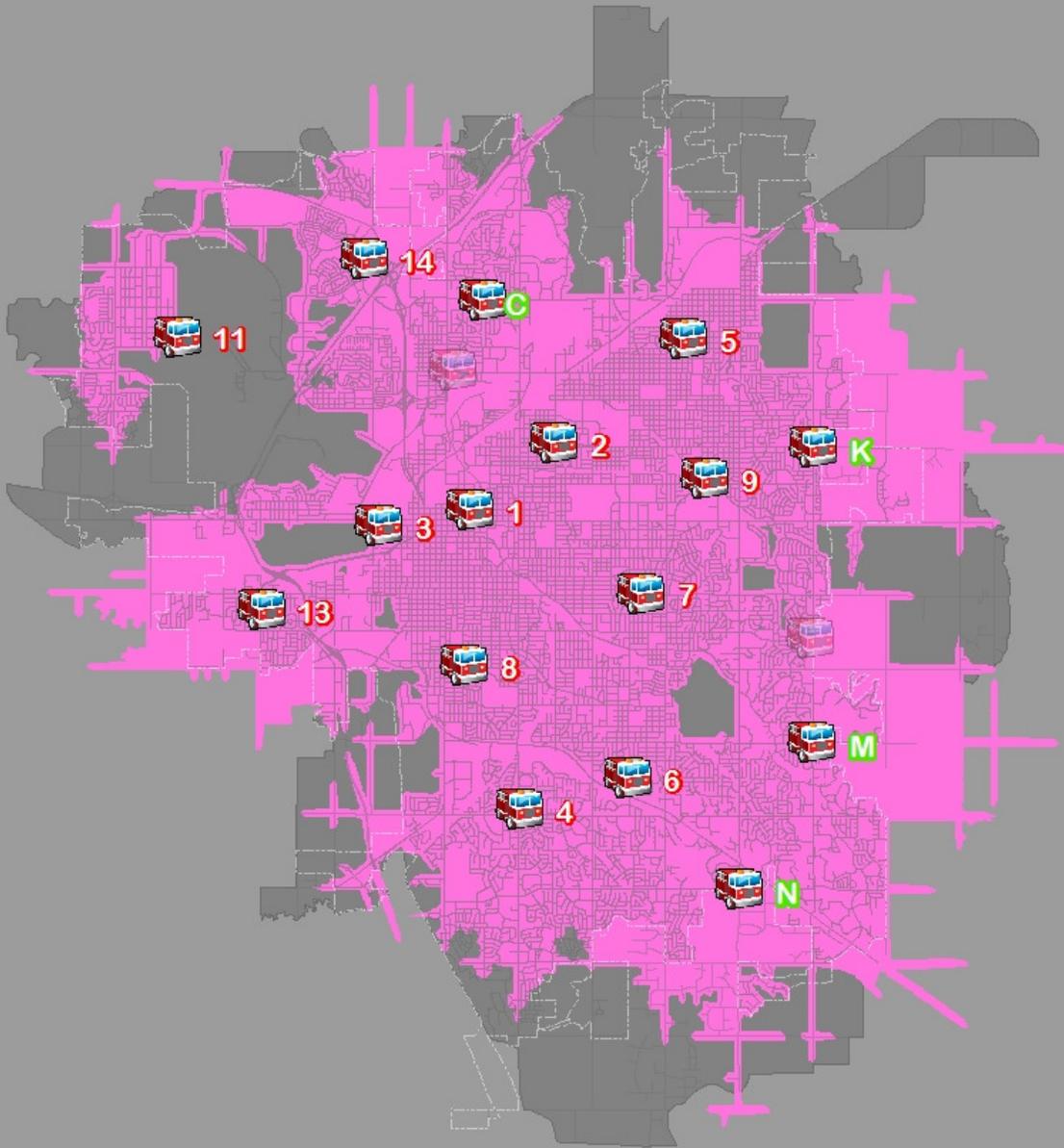
## Current Configuration

- 18 Companies in 14 Station
- 4 stations house both an engine and truck company
- 8,469 addresses are beyond 4 minutes travel time from the nearest fire station



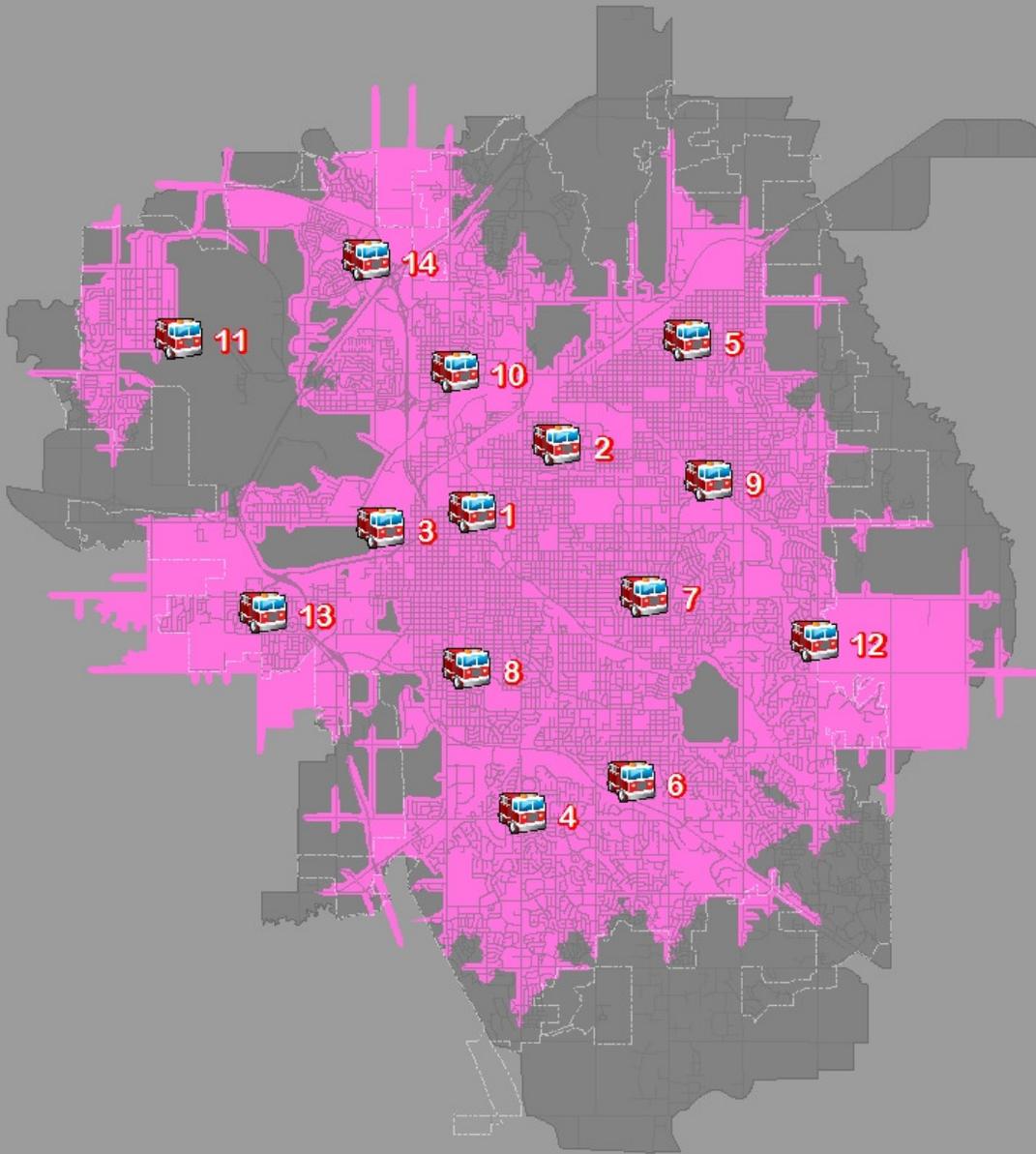
## Option A

- Build 4 new stations (C,K,M,N)
- Close and relocate 2 existing stations (10, 12)
- 18 Companies in 16 Stations (two truck companies decoupled from engine companies)
- Combination of 3 and 4 person apparatus
- 60% reduction in addresses outside 4 minutes (from 8,469 to 3,310)
- Could be phased (C, M, then K,N)



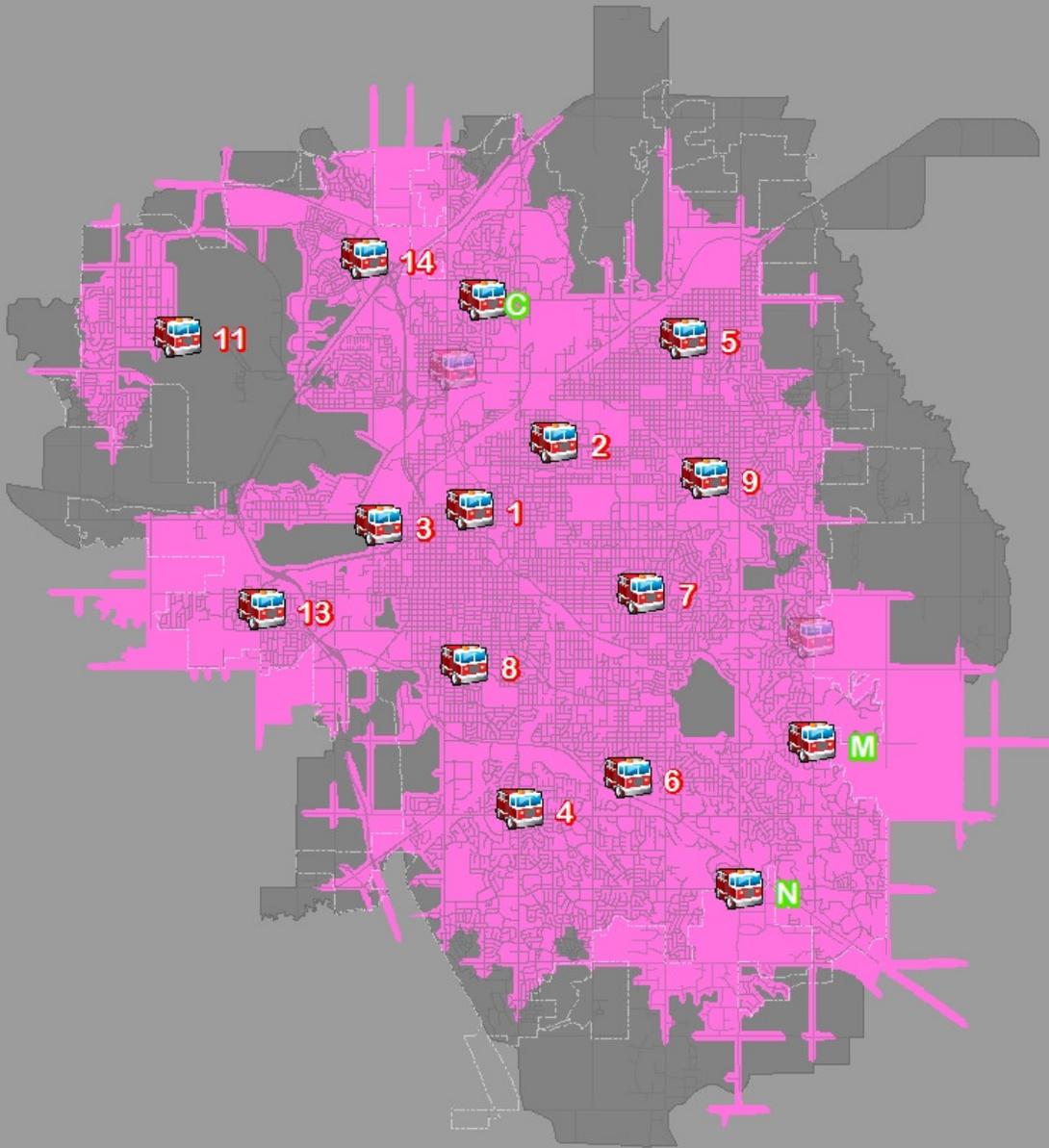
## Current Configuration

- 18 Companies in 14 Station
- 4 stations house both an engine and truck company
- 8,469 addresses are beyond 4 minutes travel time from the nearest fire station



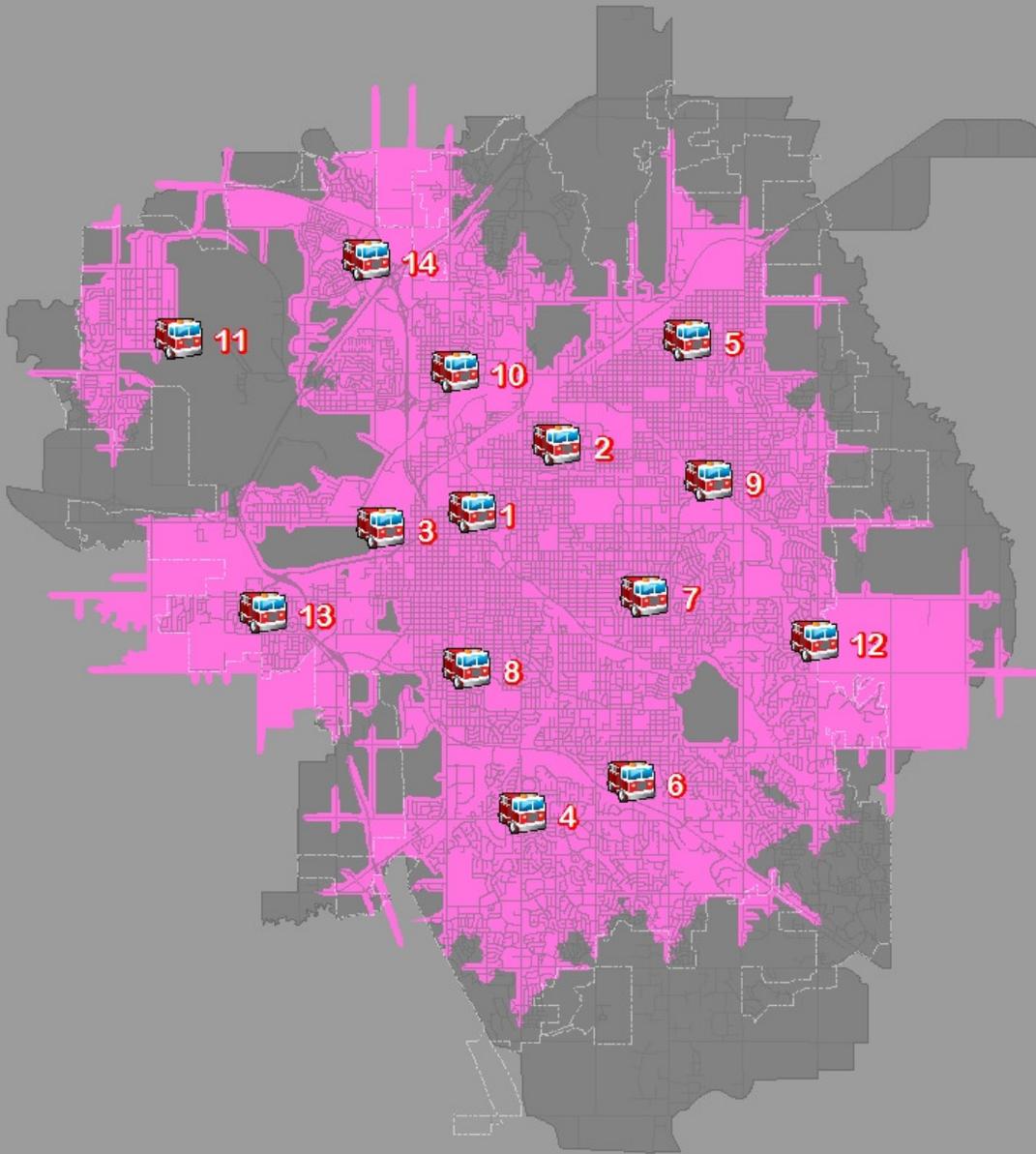
## Option B

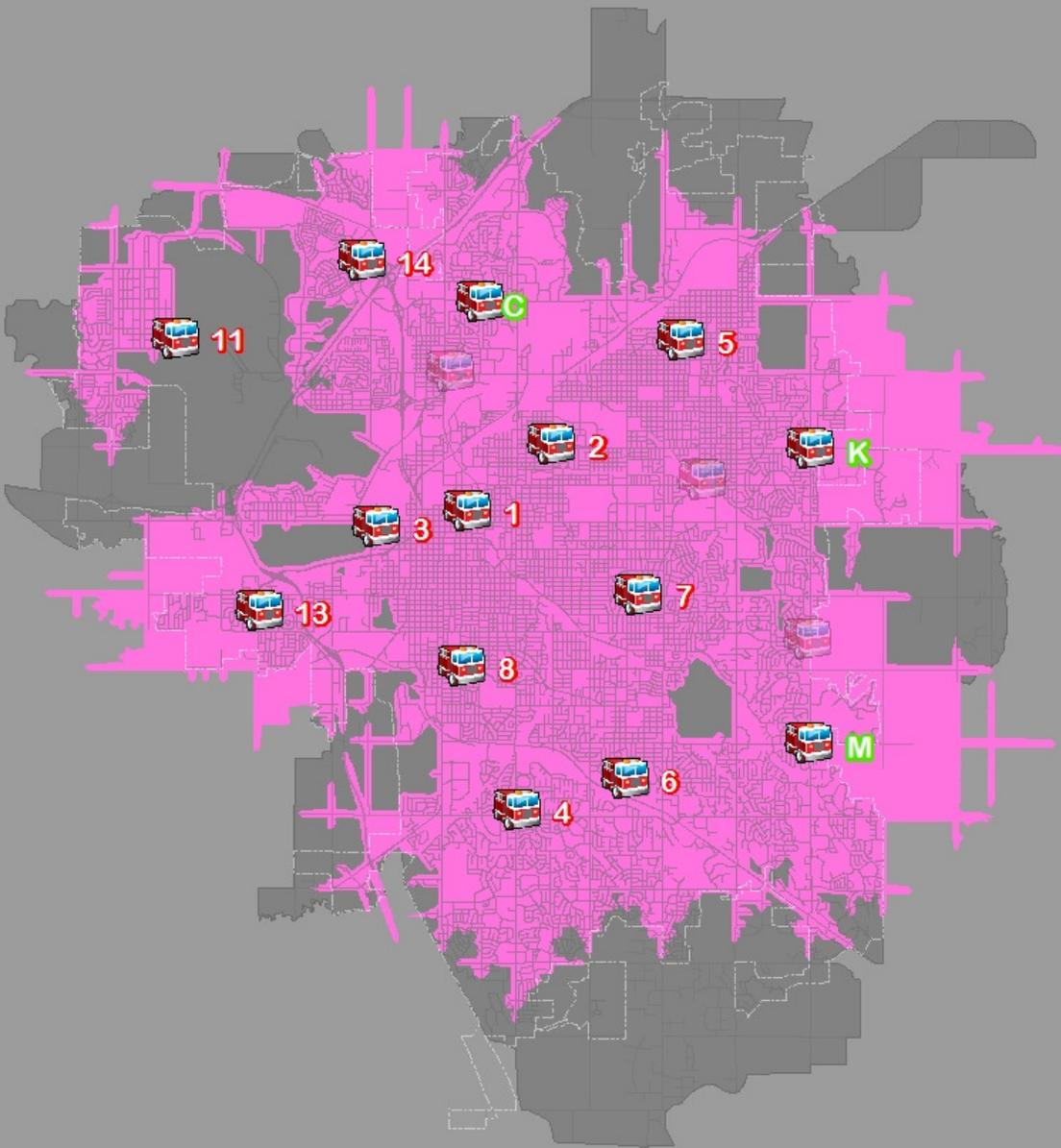
- Build 3 new stations (C,M,N)
- Close and relocate 2 existing stations (10, 12)
- 17 Companies in 15 Stations (one truck company decoupled from engine company)
- Combination of 3 and 4 person apparatus
- 48% reduction in addresses outside 4 minutes (from 8,469 to 4,455)
- Could be phased (C, M, then N)



## Current Configuration

- 18 Companies in 14 Station
- 4 stations house both an engine and truck company
- 8,469 addresses are beyond 4 minutes travel time from the nearest fire station

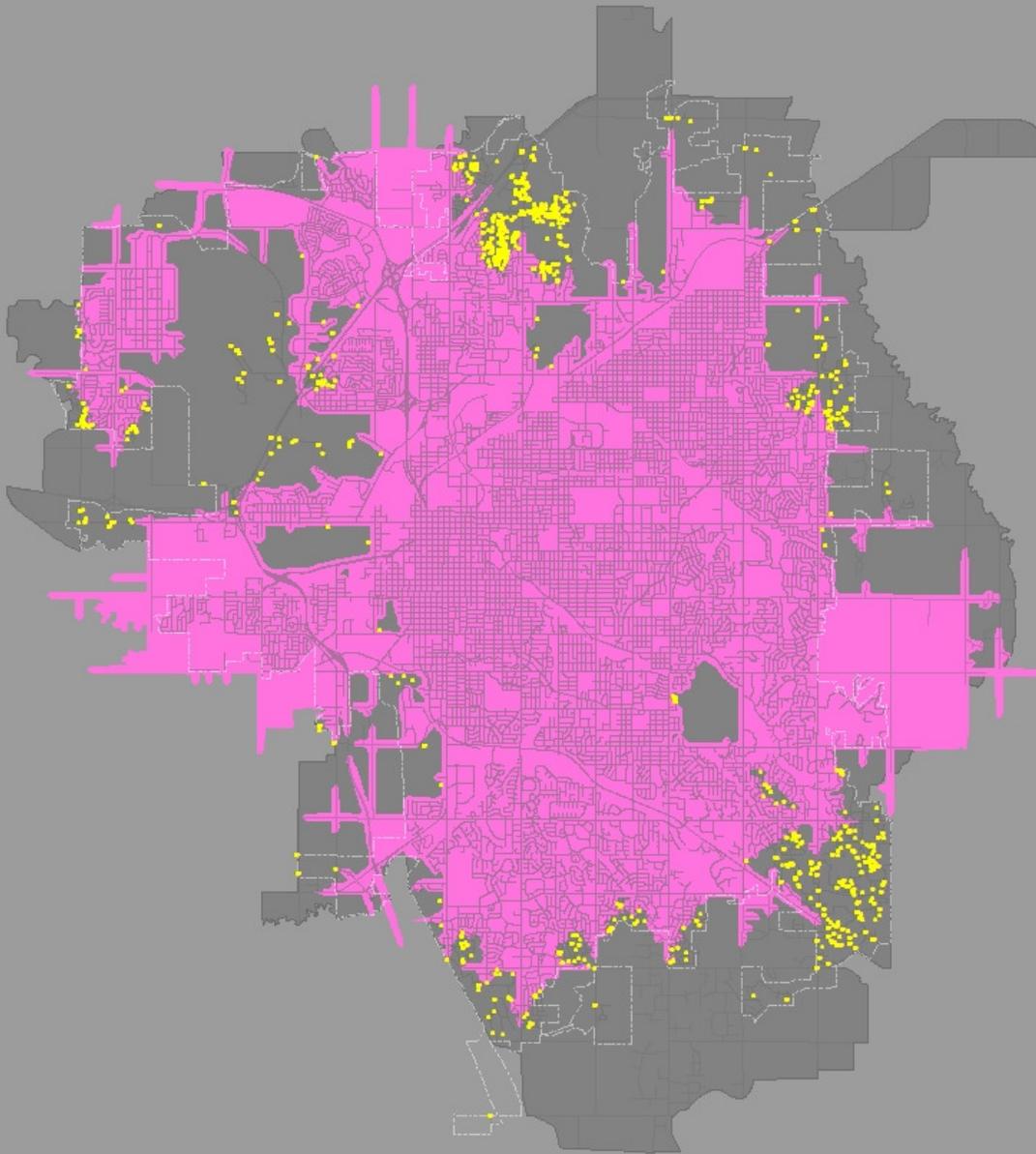




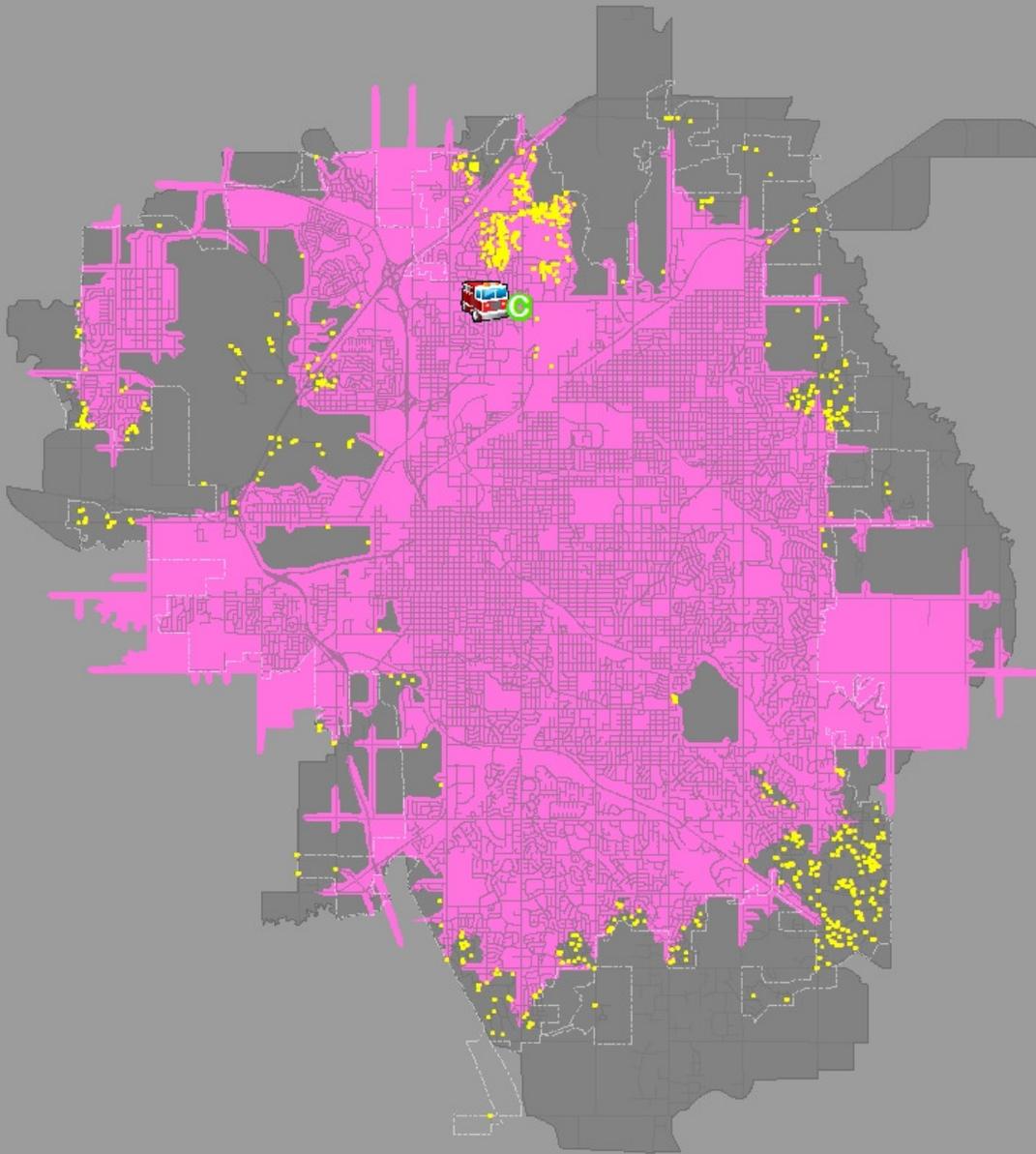
## Option C

- Build 3 new stations (C,K M)
- Close and relocate 3 existing stations (9, 10, 12)
- 16 Companies in 14 Stations (same number of stations, but two fewer engine companies. Two truck companies decoupled from engine companies)
- All apparatus staffed with 4 firefighters
- 46% reduction in addresses outside 4 minutes (from 8,469 to 4,575)
- Could be phased (C, K, then M)

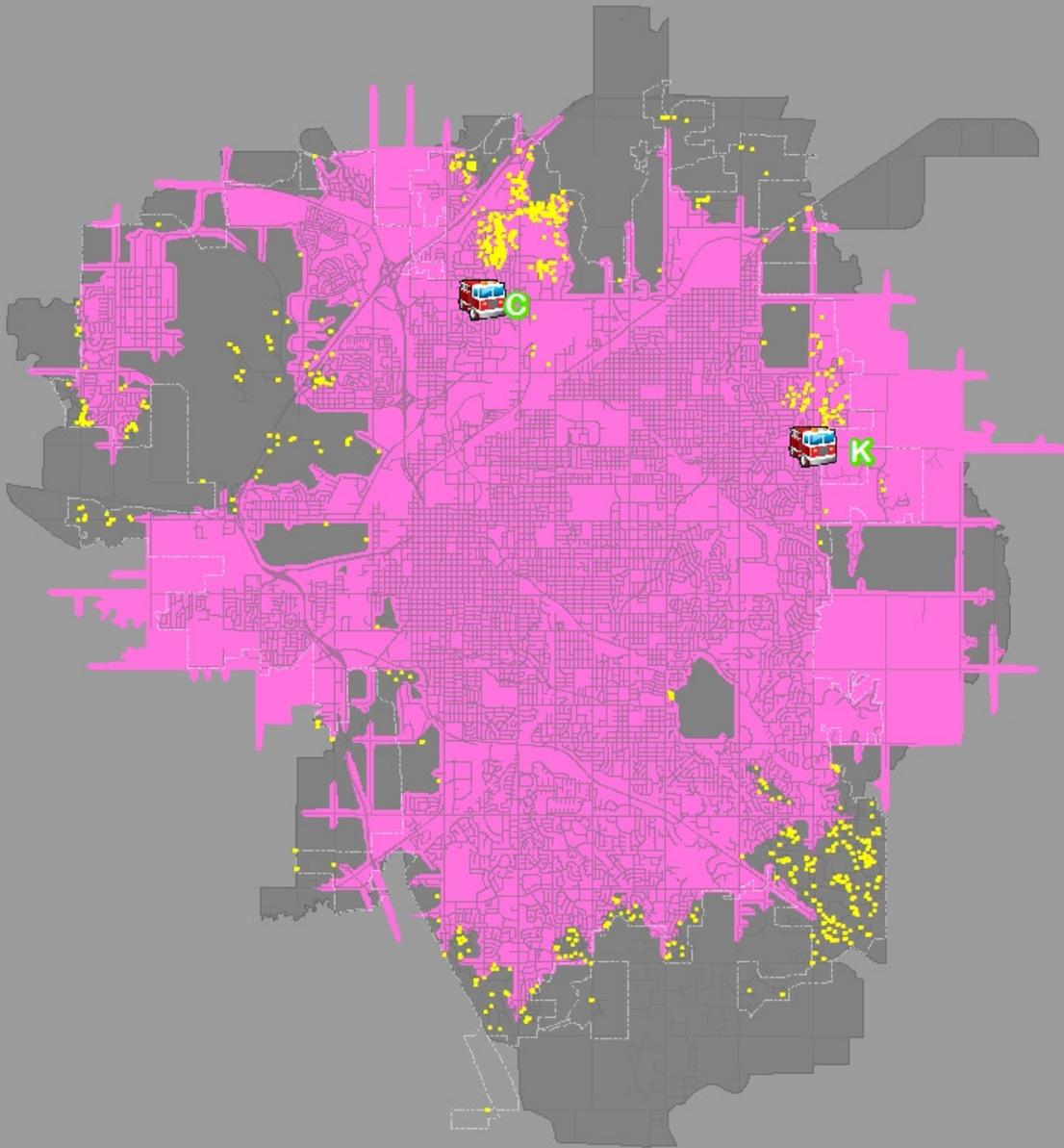
4,182 dispatches in 2010  
and 2011 were beyond 4  
minutes travel time from a  
fire station



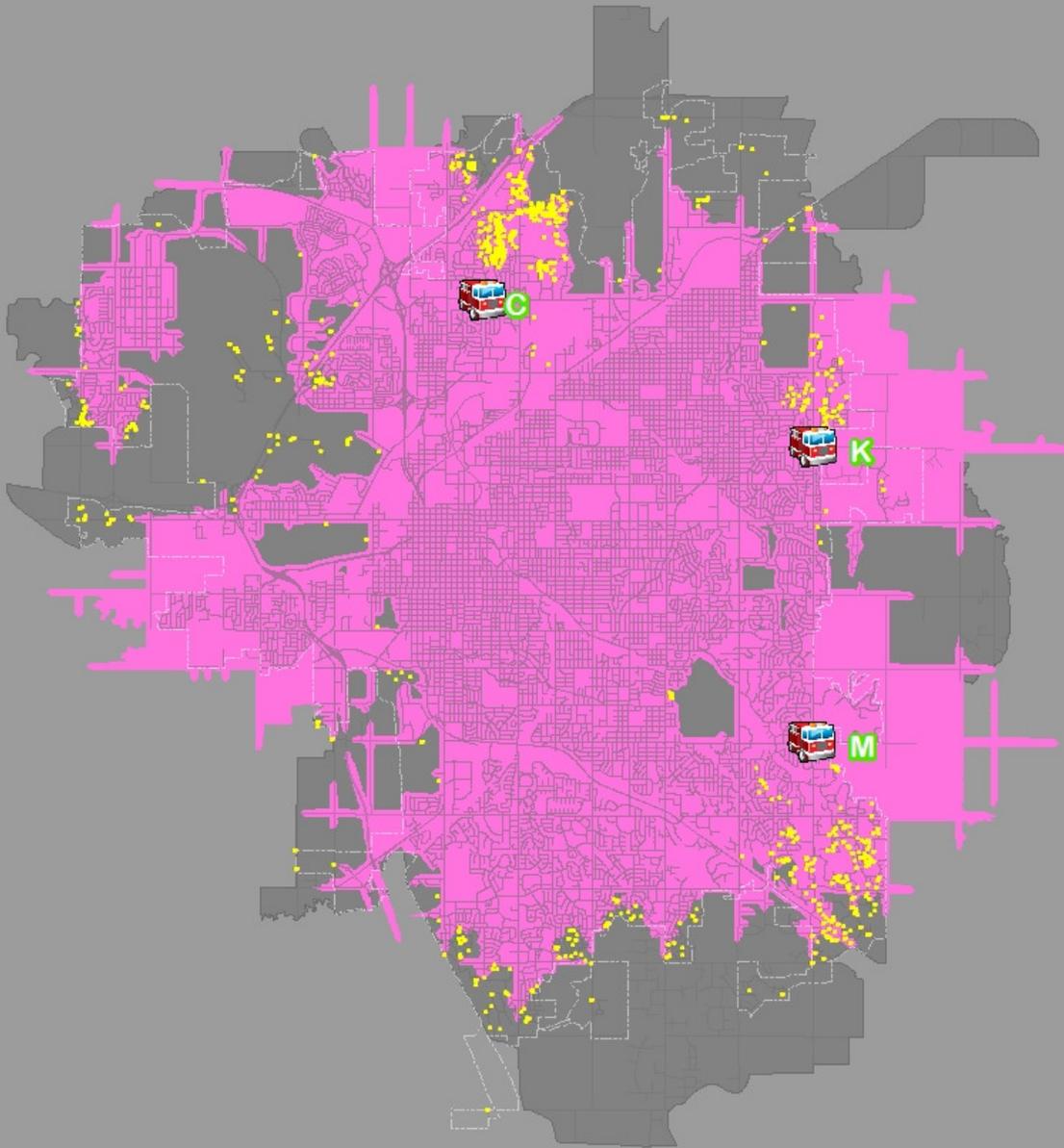
Change with proposed  
Station C reduces the  
total by 1,481



Change with proposed  
Station C and K reduces  
the total by 1,837



Change with proposed  
Station C, K, and M  
reduces the total by 2,467



Change with proposed  
Station C, K, M, and N  
reduces the total by 2,736  
for a net reduction of 65%

