



Town of Brighton



Community Risk Assessment

Town of Brighton

UFA has one station within the Town of Brighton covering a total of 16 square miles with a population of 459 in 2024 and responded to 1,163 calls for service in 2022-2024.

Municipality	Population	Population Percentage of UFA	Square Miles	Population Density per Sq Mile	Classification	Value of Structures Protected
Town of Brighton	459	0.10%	16	29	Rural	\$372M

The Town of Brighton incorporated as a town Jan 1, 2020. Because of this, the population estimates were previously under the Unincorporated Salt Lake County population totals and not able to be separated out prior to Jan 1, 2020. The Town of Brighton has increased its population from 432 in 2020 to 459 in 2024, showing an increase of 6.25% over a four-year term.

Town of Brighton Station Information

Station 108	
Owner	UFSA
Opened	2012
Address	7688 South Big Cottonwood Canyon Road
Staffing and Apparatus	<ul style="list-style-type: none"> • 4 Person - Medic Engine 108 (Type1/3) • Cross-Staffed - Medic Ambulance 108 • Cross-Staffed - Engine 6108 (Type 6)

Surrounding UFA and Automatic/Mutual Aid Response Stations

Due to the rural location of Big Cottonwood Canyon as well as the long response times, there are currently no UFA stations, automatic or mutual aid stations within an eight-minute response time.

Town of Brighton – Incidents by Dispatch Type

	CY 2022	CY 2023	CY 2024
Fire Suppression	6 1.7%	3 0.8%	8 1.8%
EMS	292 83.7%	287 77.2%	363 82.1%
HazMat	6 1.7%	7 1.9%	2 0.5%
Service Call	2 0.6%	7 1.9%	4 0.9%
Good Intent	22 6.3%	42 11.3%	32 7.2%
False Call	21 6%	24 6.5%	31 7%
Natural Condition	0 0%	1 0.3%	0 0%
Other Situation	0 0%	1 0.3%	2 0.5%
Unknown	0 0%	0 0%	0 0%
Total	349 100%	372 100%	442 100%

Table 1 - Incidents by Dispatch Types

Town of Brighton – 2022-2024 Dispatch and Response Times – Emergent First Due

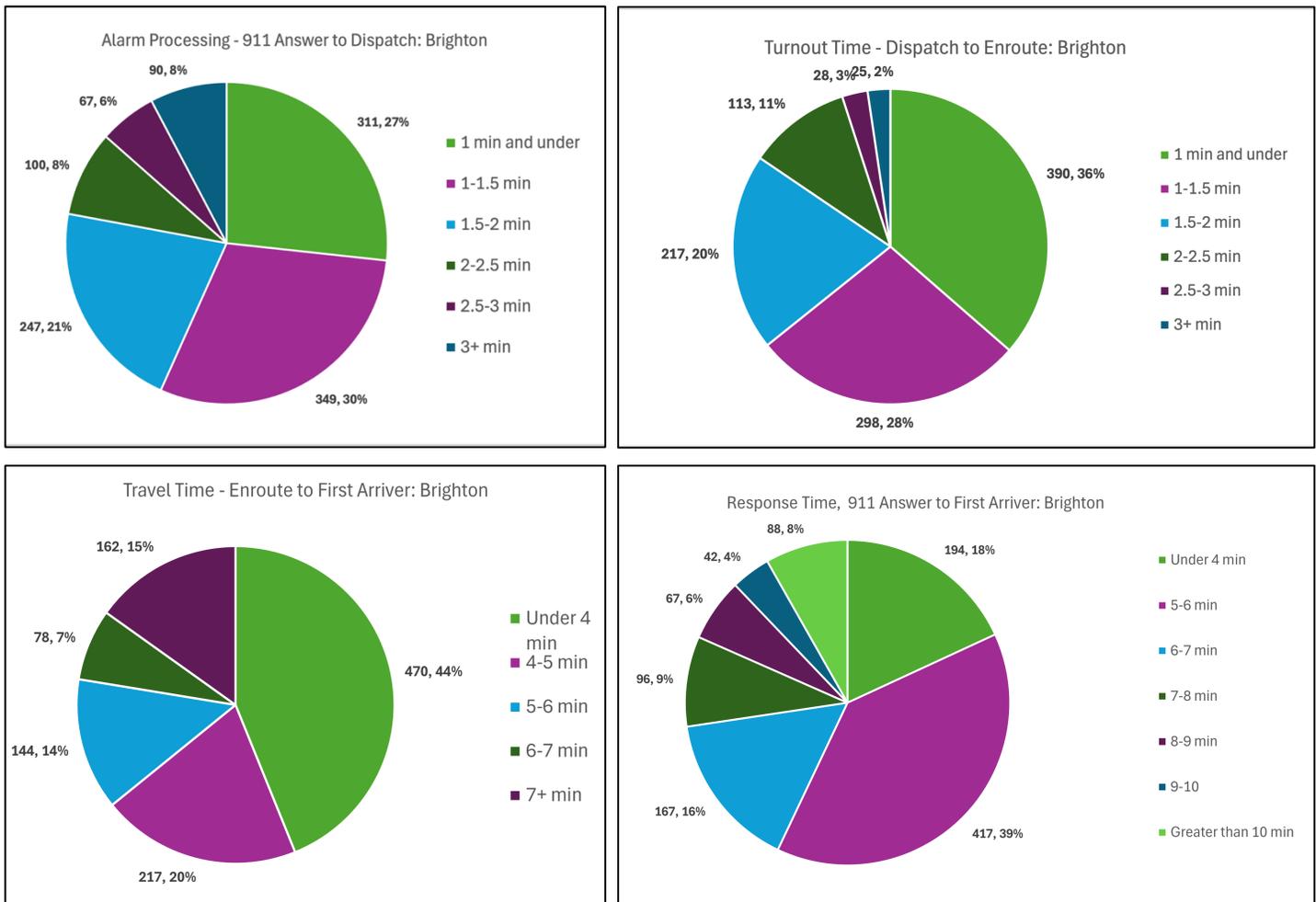


Chart 1 - Dispatch and Response Times

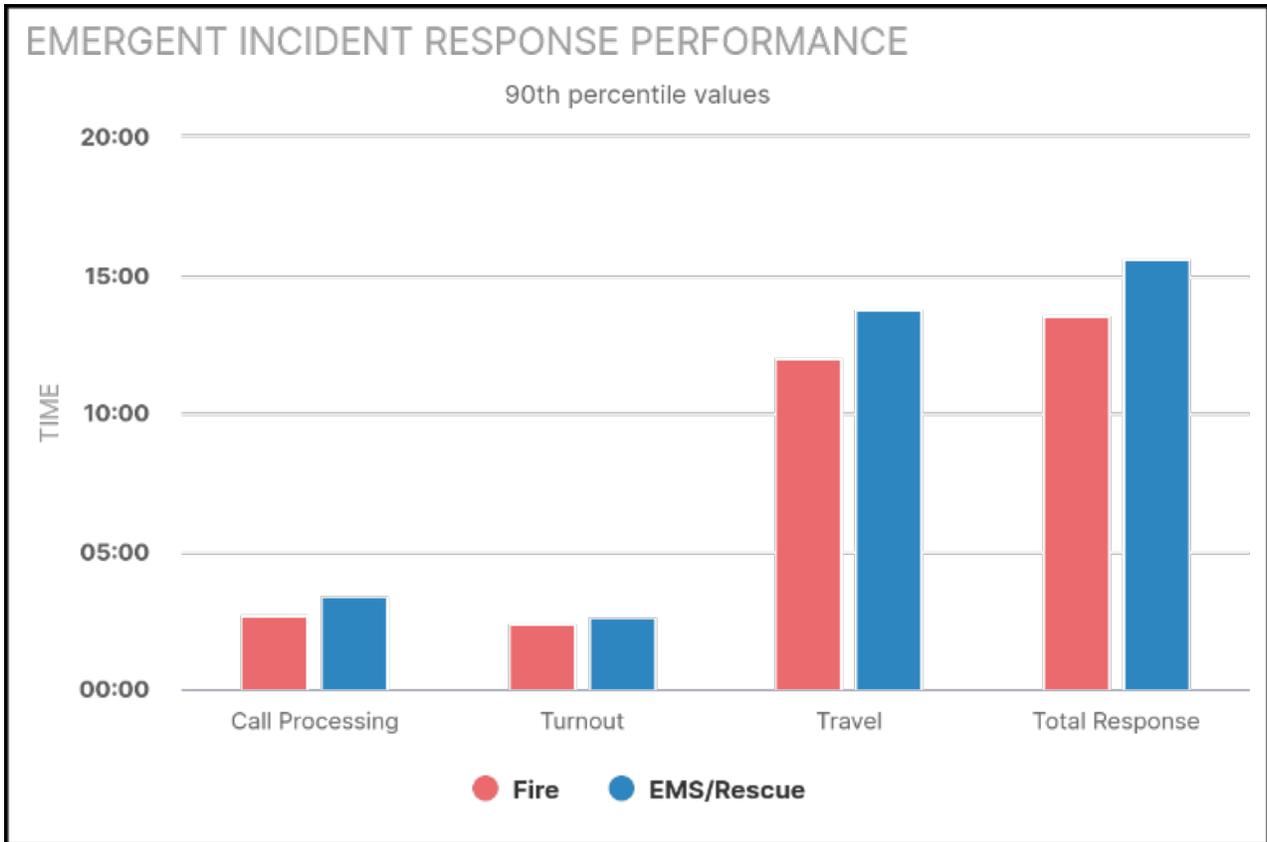


Chart 2 - Emergent Incident Response Performance

Rural	Call Processing: Fire	Turnout Time: Fire	Travel Time: Fire	Total Response: Fire	Call Processing: EMS	Turnout Time: EMS	Travel Time: EMS	Total Response: EMS
Brighton - 2022	2:39	2:23	10:07	13:35	2:57	2:45	12:36	16:15
Brighton - 2023	3:05	2:11	13:40	14:53	2:41	2:39	15:00	20:39
Brighton - 2024	2:23	4:07	10:45	14:47	2:33	2:30	14:10	18:24
UFA Urban 2022-2024	2:43	2:20	7:17	10:51	2:15	2:06	6:11	9:11
UFA Rural 2022-2024	2:59	2:22	14:56	17:48	2:51	2:18	14:29	18:22
NFPA 1710	1:04	1:20	4:00	6:24	1:00	1:00	4:00	6:00

Table 2 – Emergent Response Times, 90th percentile values

Town of Brighton – 2022-2024 Total Response Times

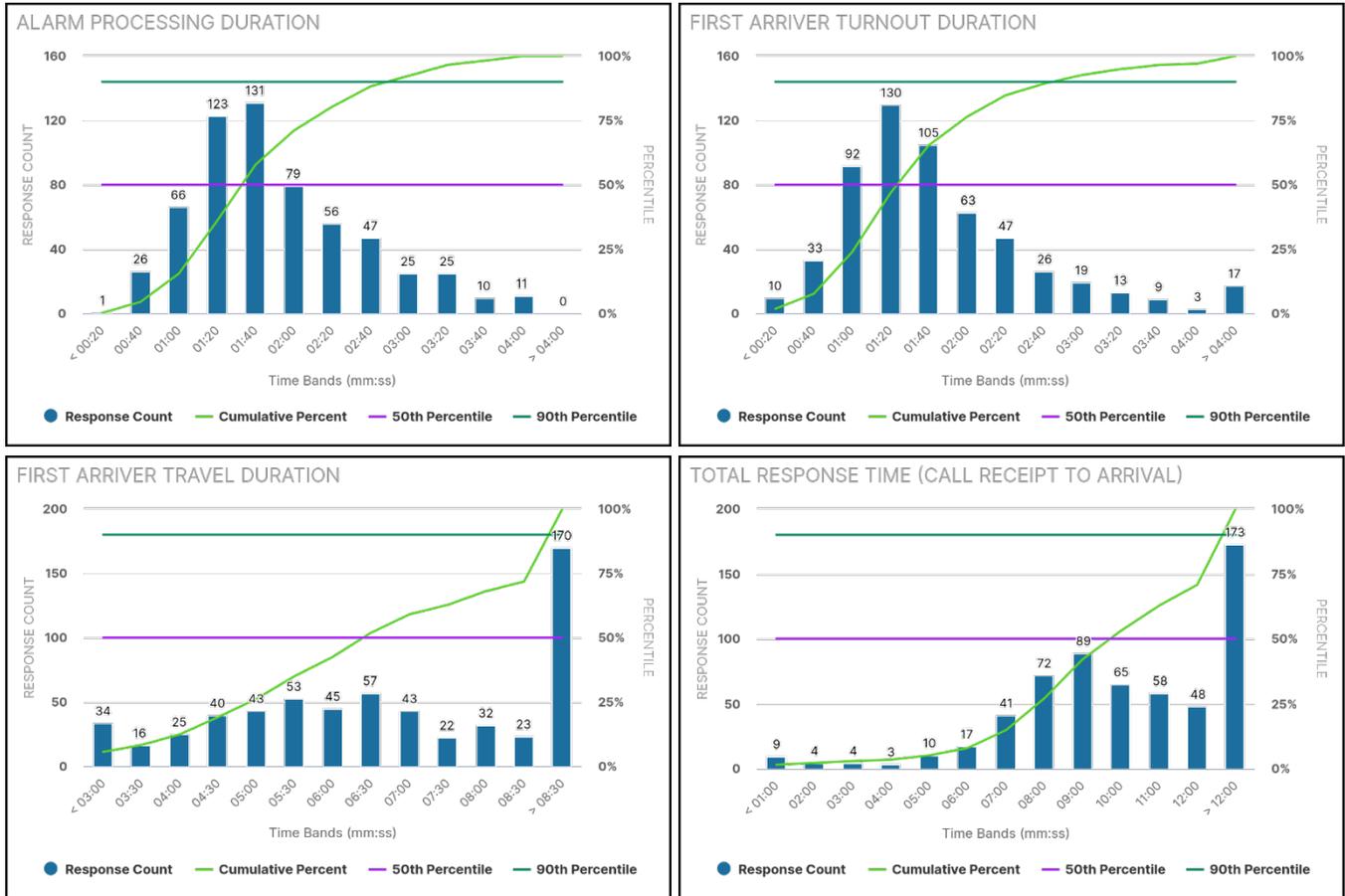


Chart 3 - Turnout and Travel Times

The charts above illustrate the alarm processing, turnout, travel, and total response times for all units responding to service calls within the Town of Brighton (90th percentile).

Town of Brighton: 2022-2024 Incidents by Time of Day

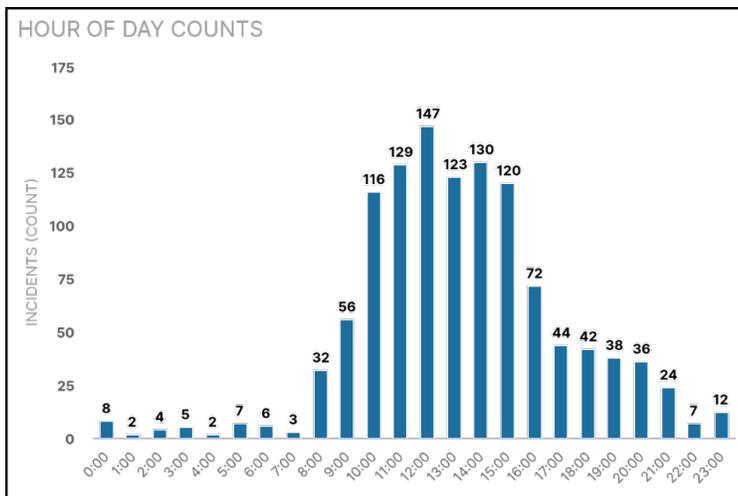


Chart 4 – Incidents by Time of Day

This table demonstrates the incidents by time of day and the time of greatest demand within the Town of Brighton for all service calls.

Town of Brighton– 2022-2024 Incidents by Day of Week

This chart presents incident volume by day of the week and demonstrates that incident demand increases toward the weekend, peaking on Saturday and remaining elevated on Sunday.

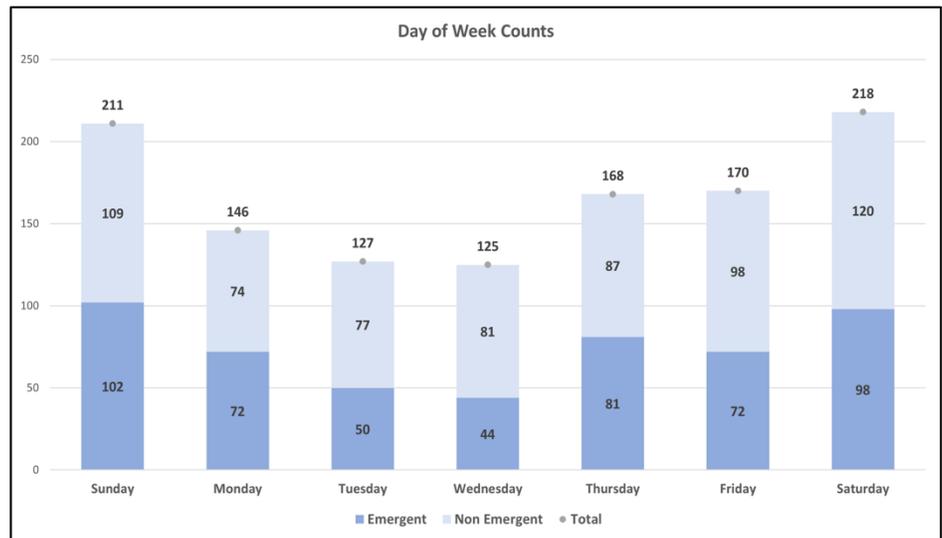


Chart 5 – Incidents by Day of Week

Town of Brighton – 2022-2024 EMS Calls and Ambulance Transports

Total EMS Calls	Total Ambulance Transports	% Of EMS Calls Requiring Transport
942	684	73%

Table 3 - EMS Calls and Ambulance Transports

Town of Brighton – 2022-2024 EMS Incidents by Dispatch Type

EMS Call Type	Incident Count
Trauma	457
Head Injury	69
Fall	61
Unconscious	45
Sick Person	37

Table 4 -Top 5 Medical Calls

Town of Brighton – 2022-2024 Fire Incidents by Dispatch Type

NFIRS Description	Incident Count	% of Incidents	NFIRS Description	Incident Count	% of Incidents
Structure Fire	7	41.18%	Special Outside Fire	1	5.88%
Natural Vegetation Fire	5	29.41%	Fire, Other	1	5.88%
Outside Rubbish Fire	0	0%	Mobile Property Fire	0	0%
Vehicle Fire	3	17.65%	Total	17	100%

Table 5 - Incidents by Dispatch Type

Town of Brighton – Building Occupancy Classification and Risk Categories

Occupancy Classification	Low	Moderate	High	Max	Total
Agriculture	0	0	0	0	0
Assembly	2	0	1	0	3
Commercial	84	0	4	0	88
Education	0	0	0	0	0
Government	36	3	2	0	41
Hazardous	1	0	0	0	1
Healthcare	0	0	0	0	0
High Rise	0	0	0	0	0
Industrial	0	0	0	0	0
Mixed Use	0	0	0	0	0
Residential **	79	0	0	0	79
Single Family Residential	10	2	0	0	12
Multi-family Residential	0	0	0	0	0
Unclassified/Storage	74	3	0	0	77
Utility and Miscellaneous	0	0	0	0	0
Total	286	8	7	0	301

**** Residential includes single family and multi-family. Breakdowns for those are in a separate row.**

**** Residential includes manufactured homes and unclassified so multi-family and single family may not add up to residential.**

Building Size / Considerations

Nonresidential low: 1 - 4,999 sq ft	Residential low: 1 – 1,999 sq ft.
Nonresidential moderate: 5,000 – 9,999 sq ft	Residential moderate: 2,000 – 3,999 sq ft.
Nonresidential high: 10,000 – 99,999 sq ft	Residential high: 4,000 – 9,999
Nonresidential max: ≥ 100,000 sq ft	Residential max: ≥ 10,000

Table 6 – Town of Brighton Building Occupancy and Risk Categories

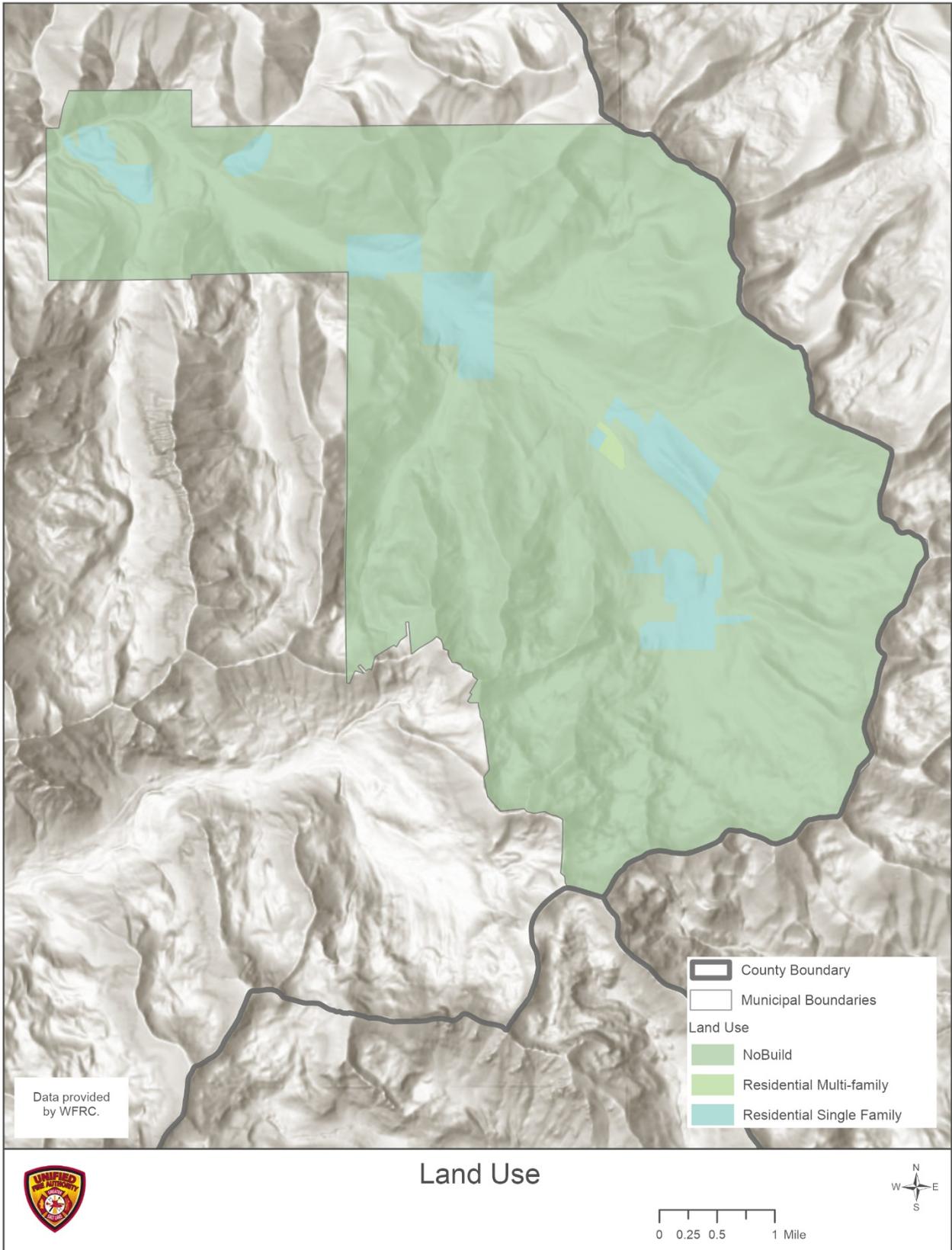


Image 1 - Land Use

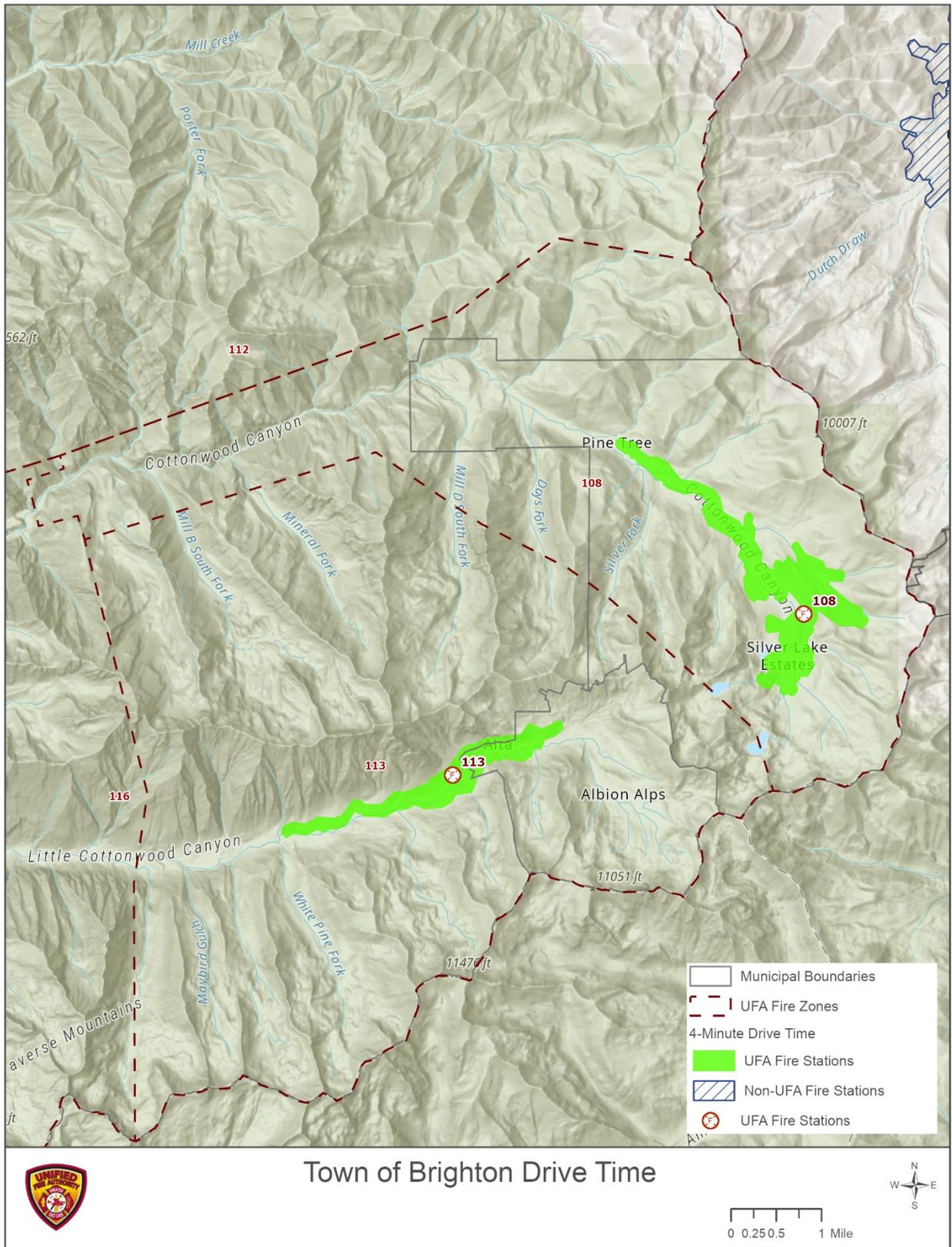


Image 2 - 4-Minute Travel Times, UFA and Aid

Town of Brighton – First Arriver Travel Times

The following maps demonstrate the 90th percentile of travel times based off the last three years of historical data (2022-2024). The darker the color is, the more delayed the response, with the green and light colors demonstrating below or near target times. The darker colors on the bar within the key demonstrating longer travel times by apparatus. This map's drive times (or travel times) are based off the current NFPA 1710 standard of four minutes (90th percentile) from notification of the alarm to the arrival of the first arriving apparatus — not an adopted standard by UFA. In 2024, within the Town of Brighton, the 90th percentile drive time is 12:00 for fire and 14:03 for EMS, or a combined 90th percentile drive time of 13:44.

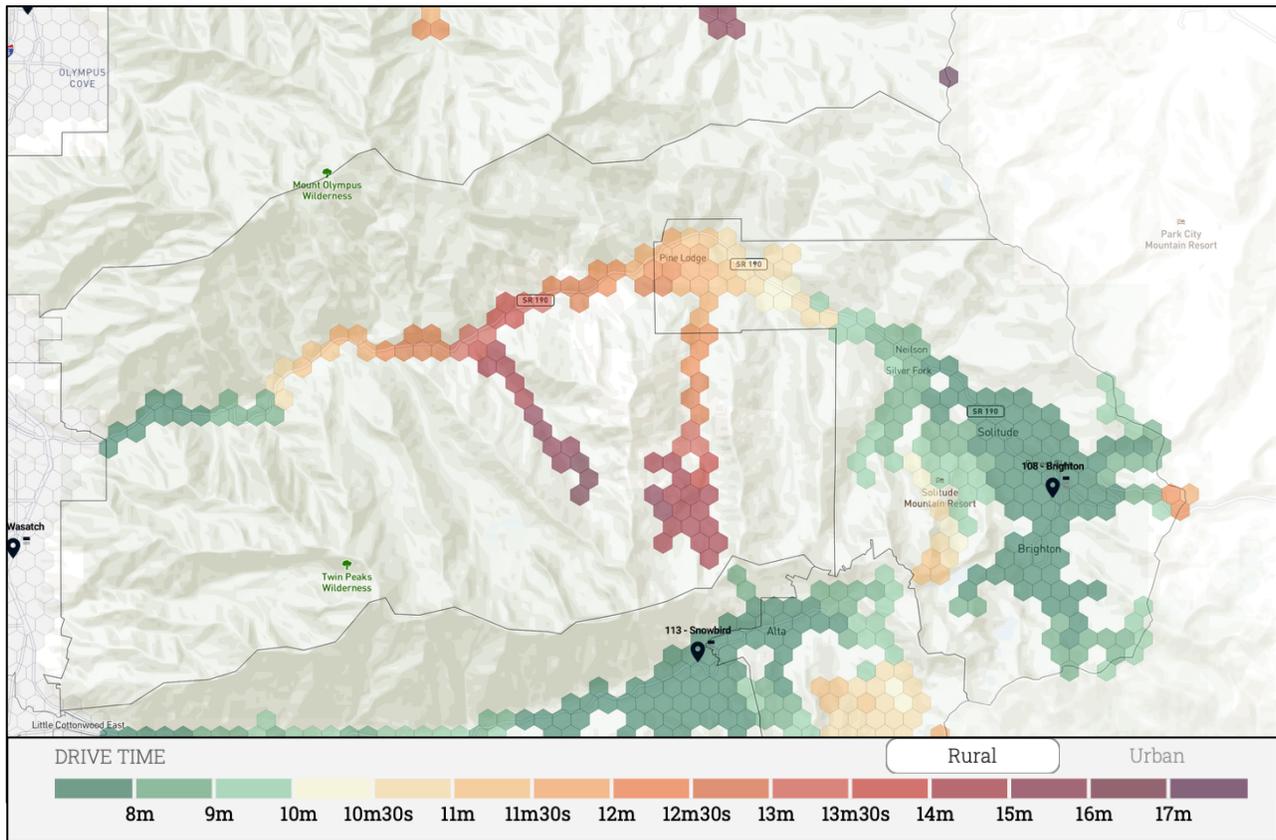


Image 3 - Emergent Response Times - All Aid

Town of Brighton – Residential Fire Effective Response Force (17 FF)

This map demonstrates the coverage of a multi-unit response to a residential fire based off all apparatus being within their station. The green to light yellow demonstrates the ability to have seventeen firefighters (a residential fire effective response force) on scene based off a residential urban fire force response. This map's drive times (or travel times) are based off the current NFPA 1710 standard of eight minutes (90th percentile) from notification of the alarm to the arrival of the initial full alarm assignment (a minimum of 17 firefighters) for a residential, low, or medium hazard assembly — not an adopted standard by UFA. Based off predictive data, the 90th percentile for 17 firefighters to arrive on scene is 23:21.

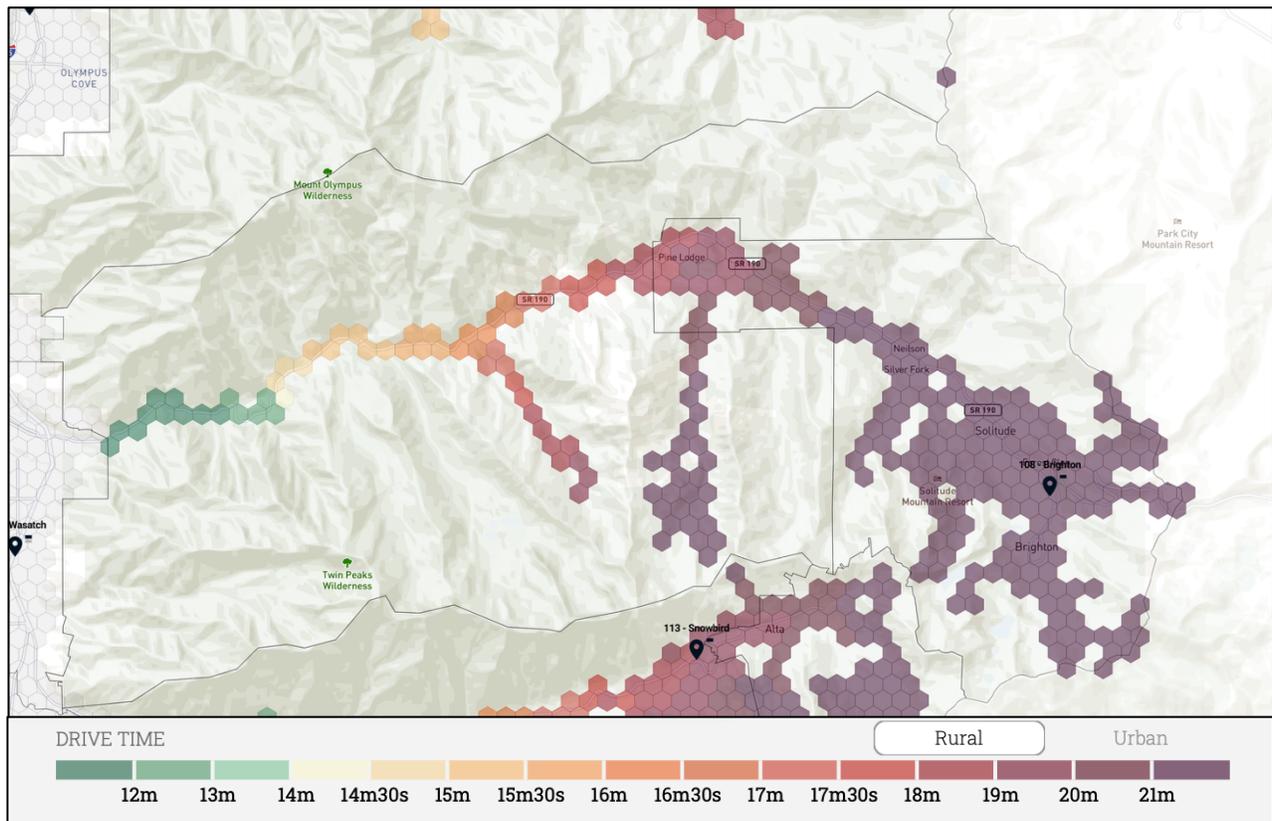


Image 4 - Residential Fire Effective Response Force (17 ERF)

Town of Brighton – Commercial Fire Effective Response Force (28 FF)

This map demonstrates the coverage of a multi-unit response to a commercial fire based off all apparatus being within their station. The green to light yellow demonstrates the ability to have twenty-eight firefighters (a commercial fire effective response force) on scene based off a residential urban fire force response. This map's drive times (or travel times) are based off the current NFPA 1710 standard of ten minutes and 10 seconds (90th percentile) from notification of the alarm to the arrival of the initial full alarm assignment (a minimum of 28 firefighters) for a commercial, high hazard or high-rise assembly — not an adopted standard by UFA. Based off predictive data, the 90th percentile for 28 firefighters to arrive on scene is 24:21.

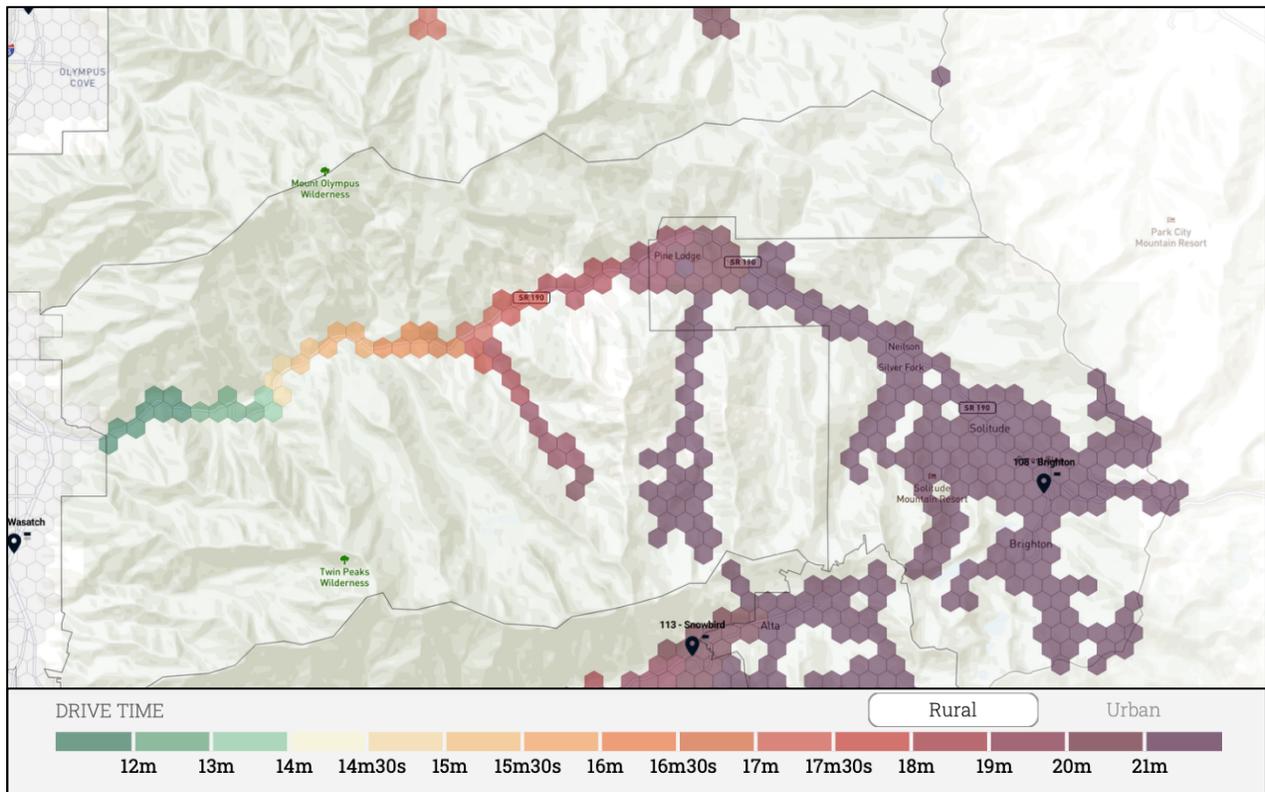


Image 5 - Commercial Fire Effective Response Force (28 FF)

Town of Brighton Risk Assessments

Infrastructure – Transportation	Infrastructure – Dams	Earthquake Liquefaction	Earthquake Faults	Avalanche	Unreinforced Masonry	Wildland Urban Interface	Tier II Sites	Hospitals	Schools	≥100,000 sq ft Structures	Residential Population
Low	Low	Low	Low	High	Low	High	Low	Low	Low	Low	Low

Table 7 - Hazard Matrix

Transportation: Low Risk = 0-99 Linear Miles; Moderate Risk = 100-199 Linear Miles; High Risk = >200 Linear Miles
Dams: Low Risk = 0-3; Moderate Risk = 4-6; High Risk = ≥7
Liquefaction: The areas of liquefaction vary throughout the valley, with areas of high susceptibility running South and East from the Great Salt Lake
Earthquake Faults: Low Risk = 0-30,000 LF of fault line; Moderate Risk = 30,001-60,000 LF of fault line; High Risk = ≥60,001 LF of fault line
Unreinforced Masonry: Low Risk = 0-100; Moderate Risk = 101-1,000; High Risk = ≥1,001
Wildland Urban Interface: Low Risk = 0-25% WUI; Moderate Risk = 26-50% WUI; High Risk = ≥51% WUI
Tier II Sites: Low Risk = 1-5; Moderate Risk = 6-10; High Risk = ≥11
Hospitals: Low Risk = 0; Moderate Risk = 1; High Risk = ≥2
Schools: Low Risk = 0-5; Moderate Risk = 6-10; High Risk ≥11
100,000 sq ft Buildings: Low Risk = 0-5; Moderate Risk = 6-14; High Risk = ≥15
Population: Low Risk = 1-19,999; Moderate Risk = 20,000-39,999; High Risk = ≥40,000

Infrastructure – Transportation

The primary roadway that runs to the Town of Brighton is State Road 190 which runs east/west from Wasatch Boulevard. There are 0 linear miles of Interstate/US Highway, 9.97 linear miles of State Highways, and 35.73 total linear miles of roadway. UTA also runs bus routes to Brighton. Brighton is in the low-risk category for road infrastructure.

Infrastructure – Water

There is no independent water district within Brighton, however there are twenty plus separate water purveyors within Brighton.

Infrastructure – Dams

There are three identified dams within Brighton. Brighton is in the low-risk category for dam infrastructure.

Natural Hazards

Within Brighton, there are high concerns with avalanche areas and over 140 avalanche slide pathways in Big Cottonwood Canyon. Brighton is in the high-risk category for avalanches. There are no identified fault lines that run through the city (see Map 8).

Brighton is in the low-risk category for liquefaction and low-risk category for fault lines. One of the biggest hazards that occur within an earthquake scenario is the number of unreinforced masonry (URM) buildings. Within Brighton, there are an estimated 18 URM's, which constitutes about 0.07% of the overall URM's within UFA's response areas. Brighton is in the low-risk category for unreinforced masonry.

Wildland Urban Interface

There is high risk of urban interface fires within Brighton and within Big Cottonwood Canyon. One of the primary hazards is the lack of egress routes going out of the canyon. Brighton is in the high-risk category for Wildland Urban Interface.

Hazardous Materials / Tier II Sites

There is one identified HazMat/Tier II Sites within Brighton, which is in the low-risk category.

Hospitals

The Town of Brighton has no standalone hospitals, which places Brighton in the low-risk category.

Schools

Brighton has zero elementary schools, zero middle schools, and zero high schools within city boundaries, which places it in the low-risk category.

Target Hazards – Structures

- Ski Lodges with hotel accommodation

Life and Property Loss

From 2022-2024, there have been zero fatalities attributed to fire. There has been a total estimate of \$1,001,600.00 of property loss and a total estimate of \$91,600.00 of content loss due to fire.

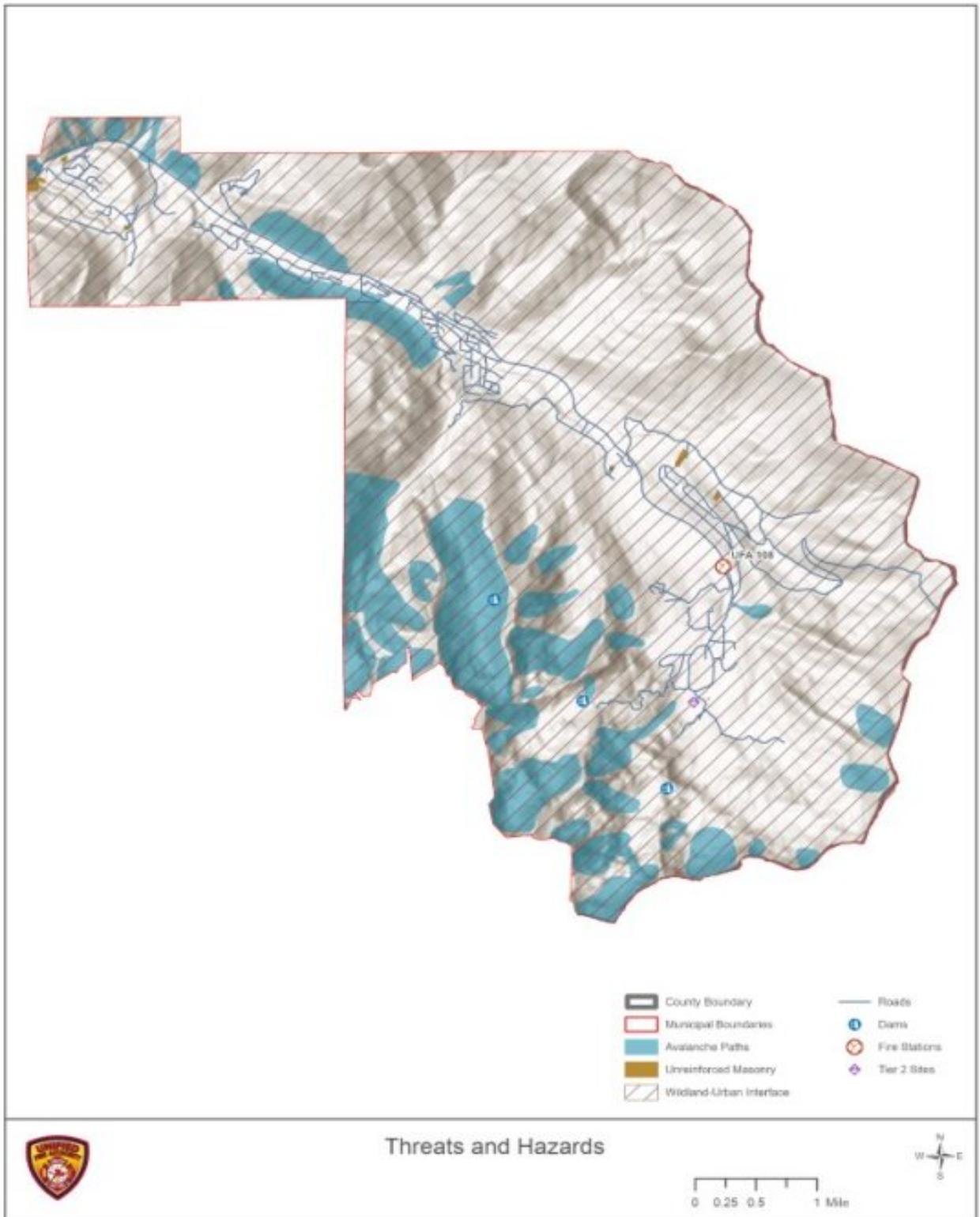


Image 6 - Threats and Hazards