

	<b>UNION CENTER FIRE COMPANY INC.</b> <b>Best Operating Guidelines</b>	
	<b>Subject: Apparatus Placement</b>	<b>BOG Series Operations</b>
		<b>Initiated 01/01/04</b>
<b>Approved: Fire Chief Chris Hoyt</b>	<b>Revised 03/02/13</b>	

This guideline identifies parking practices for Fire Company apparatus and vehicles that will provide maximum protection and safety for personnel operating in or near moving vehicle traffic. It also identifies several approaches for individual practices to keep firefighters safe while exposed to the hazardous environments created by moving traffic.

**It shall be the procedure of the Union Center Fire Company to position apparatus and other emergency vehicles at a vehicle related incident on any street, road, highway in a manner that best protects the incident scene and the work area. Such positioning shall afford protection to the fire department personnel, law enforcement officers, tow service operators and the motoring public from the hazards of working in or near moving traffic.**

All personnel should understand and appreciate the high risk that personnel are exposed to when operating in or near moving vehicle traffic. Responders should always operate within a protected environment at any vehicle-related roadway incident.

Always consider moving vehicles as a threat to your safety. At every vehicle-related emergency scene, personnel are exposed to passing motorists of varying driving abilities. At any time, a motorist may be driving without a legal driver's license. Approaching vehicles may be driven at speeds from a creeping pace to well beyond the posted speed limit. Some of these vehicle operators may be vision impaired, under the influence of alcohol and/or drugs, or have a medical condition that affects their judgment or abilities. In addition, motorists may be completely oblivious to your presence due to distractions caused by cell phone use, loud music, conversation, inclement weather and terrain or building obstructions. Approaching motorists will often be looking at the scene and not the roadway in front of them. Assume that all approaching traffic is out to get you until proven otherwise.

Nighttime incidents requiring personnel to work in or near moving traffic are particularly hazardous. Visibility is reduced and driver reaction time to hazards in the roadway is slowed.

### **Safety Procedures**

All emergency personnel are at great risk of injury or death while operating in or near moving traffic. There are several specific tactical procedures that should be taken to protect all crewmembers and emergency service personnel at the incident scene including:

Never trust approaching traffic, and avoid turning your back to approaching traffic

Establish an initial "block" with the first arriving emergency vehicle or fire apparatus

Always wear an ANSI 207-2006 Hi-Vis Public Safety Vest, with 5-Point Breakaway or other approved high visibility reflective clothing, during vehicle-related incidents on roadway.

Turn off all sources of vision impairment to approaching motorists at nighttime incidents including vehicle headlights and spotlights

Use fire apparatus and police vehicles to initially redirect the flow of moving traffic

Establish advance warning and adequate transition area traffic control measures upstream of incident to reduce travel speeds of approaching motorists

Use traffic cones and/or cones illuminated by flares where appropriate for incident traffic control and direction

Establish a fire department member assigned to the “Flagger” function to monitor approaching traffic and activate an emergency signal if the actions of a motorist do not conform to established traffic control measures

### **Apparatus and Emergency Vehicle Procedures**

Listed below are procedures for Safe Parking of apparatus and emergency vehicles when operating in or near moving traffic.

Always position first-arriving apparatus to protect the scene, patients and emergency personnel.

Initial apparatus placement should provide a work area protected from traffic approaching in at least one direction. Angle apparatus on the roadway with a “block to the left” or a “block to the right”, to create a physical barrier between the crash scene or incident, and approaching traffic.

Allow apparatus placement to slow approaching motorists and redirect them around the scene

When practical, position apparatus in such a manner to protect the pump operator position from being exposed to approaching traffic, and not position apparatus under powerlines.

Positioning of large apparatus must create a safe parking area for EMS units and other fire vehicles. Operating personnel, equipment and patients should be kept within the “shadow” created by the blocking apparatus at all times.

When blocking with apparatus to protect the emergency scene, establish a sufficient size work zone that includes all damaged vehicles, roadway debris, the patient triage and treatment area, personnel and tool staging area and the ambulance loading zone.

Ambulance(s) should be positioned within the protected work area with their rear patient loading door area angled away from the nearest lanes of moving traffic.

Command shall stage unneeded emergency vehicles off the roadway or return these units to service whenever possible.

At all intersections, or where the incident may be near the middle lane of the roadway, two or more sides of the incident will need to be protected.

Police vehicles must be strategically positioned to expand the initial safe work zone for traffic

approaching from opposing directions. The goal is to effectively block all exposed sides of the work zone. The blocking of the work zone must be prioritized, from the most critical or highest traffic volume flow to the least critical traffic direction.

For first arriving engine or special service companies where a charged hose line may be needed, block so that the pump panel is “down stream”, on the opposite side of on-coming traffic. This will protect the pump operator.

At intersection incidents, consider requesting police response. Provide specific directions to the police officers as to exactly what your traffic control needs are. Ensure that police vehicles are parked in a position and location that provides additional protection of the scene.

Traffic cones shall be deployed from the rear of the blocking apparatus toward approaching traffic to increase the advance warning provided for approaching motorists. Cones identify and only suggest the transition and tapering actions that are required of the approaching motorist.

Personnel shall place and retrieve cones and flares while facing oncoming traffic.

Traffic cones shall be deployed at 15-foot intervals upstream of the blocking apparatus with the furthest traffic cone approximately 75 feet upstream to allow adequate advance warning to drivers.

### **Incident Command Procedures**

The initial arriving company officer and/or the Incident Commander must complete critical benchmarks to assure that a safe and protected work environment for emergency scene personnel is established and maintained including:

Assure that the first-arriving apparatus establishes an initial block to create an initial safe work area.

Assign a parking location for all ambulances as well as later-arriving apparatus.

Assure that all ambulances on-scene are placed within the protected work area (shadow) of the larger apparatus.

Assure that all patients loading into the EMS units are done from within a protected work zone.

The initial company officer and/or Incident Commander must operate as the Scene Safety Officer until this assignment is delegated.

### **Emergency Crew Personnel Procedures**

Listed below are procedures for safe actions of individual personnel when operating in or near moving vehicle traffic.

Always maintain an acute awareness of the high risk of working on or near moving traffic.

Never trust moving traffic.

Always look before you move!

Always keep an eye on the moving traffic!

Avoid turning your back to moving traffic.

Personnel arriving in crew cabs of fire apparatus should exit and enter the apparatus from the protected “shadow” side, away from moving traffic.

Officers, apparatus operators, crew members in apparatus with individual jump seat configurations and all ambulance personnel must exit and enter their units with extreme caution remaining alert to moving traffic at all times.

Protective clothing, Class III safety vest and helmet must be donned prior to exiting the emergency vehicle.

During normal daylight lighting conditions, don helmet, structural PPE and ANSI 207-2006 Hi-Vis Public Safety Vest, with 5-Point Breakaway vest when operating in or near moving traffic.

Always look before opening doors and stepping out of apparatus or emergency vehicle into any moving traffic areas. When walking around fire apparatus or emergency vehicle, be alert to your proximity to moving traffic.

Stop at the corner of the unit, check for traffic and then proceed along the unit remaining as close to the emergency vehicle as possible.

Maintain a “reduced profile” when moving through any area where a minimum “buffer zone” condition exists.

Law Enforcement personnel may place traffic cones or flares at the scene to direct traffic. This action builds upon initial FD cone deployment and can be expanded, if needed, as later arriving police Officers arrive. Always place and retrieve cones while facing on-coming traffic.

Placing flares, where safe to do so, adjacent to and in combination with traffic cones for nighttime operations greatly enhances scene safety. Where safe and appropriate to do so, place warning flares to slow and direct approaching traffic.