“Watch out behind you!”

Responder Safety on the Roadway
Original Incident

- Ladder 2 and Squad 2 arrive at 1923 hrs.
- Squad 2 positioned behind initial crash (Car #1)
- Ladder 2 establishes a blocking position approximately 150 yards behind the Squad.
- Highway Patrol and City Police units still responding to the scene.
Secondary Crashes

- At 1926 hrs Ladder 2 reports being struck from behind (Car #2)
- Ladder 2 personnel and one Squad 2 firefighter begin checking on injuries in the vehicle
Secondary Crashes

- Ladder 2 is struck a third time (Car #4) within the next two minutes
- At 1932 hours the Assistant Chief and Squad 1 arrive on scene.
Aftermath of the Crashes

- 1 firefighter fatality
- 1 firefighter injured
- 2 civilians injured
- Four crashes in 9 min.
Responder Safety

- Traffic speeds and congestion are continually increasing
- Responders are being struck by, and seriously injured or killed, by traffic at an alarming, and increasing rate
- There are many things that can be done to prevent these injuries and deaths
Training

- Establish Policies and Procedures
- Initial Training
- Review Policies and Procedures
- Annual Refresher
- Table-top Exercises or Online Simulations
Policies and Procedures

• Follow Department guidelines to establish Policies and Procedures

• Components of a Policy
  ▪ Terminology
  ▪ Incident Command
  ▪ Safety
  ▪ Apparatus Placement
  ▪ Operations – High Volume and Limited Access roadways
Multi-Agency Response

Establish Partnerships:

- Agencies and Services
- Capabilities
- Resources
- Common Practices
Multi-Agency Response

• The Three C’s
  ▪ Communication
    • Prior to, during, and following the incident
  ▪ Cooperation
    • Cooperation vs. Competition
  ▪ Collaboration/Coordination
    • Collaboration before the incident
    • Coordination during the incident

Every agency has a role to play in safety and incident stabilization
National Initiatives and Standards

National Unified Goal for Traffic Incident Management (TIM)

Key Strategies:

1. Standardized Responder Safety Operational Procedures
2. Accredited Traffic Safety Control Training for all TIM Responders
3. Responder Safety Policies and Legislation
4. Motorist Training and Awareness Programs
National Unified Goal

• **Standardized Responder Safety Operational Procedures**
  - Traffic control at traffic incident scenes
  - High-visibility personal protective equipment
  - Incident command system
  - Temporary Traffic Control
  - Emergency lighting discipline
National Unified Goal

- Traffic Safety and Traffic Control
  Training for Responders
    - Multidisciplinary training for traffic incident responders
    - Specialized Training
      - Traffic safety awareness
      - Traffic control strategies and tactics
National Initiatives and Standards

- **NFPA 1500**
  - Traffic Incidents
    - Requires
      - Establishing and Implementing Polices and Procedures
      - Blocking with apparatus to protect responders
      - Use of Temporary Traffic Control Devices
      - Use of high visibility garments
      - Training
Definitions

Taper – the action of merging several lanes of moving traffic into fewer moving lanes
Personal Protective Equipment (PPE)

ANSI high visibility vests

- ANSI 107

  - **107 breaks vests into three classes:**
    - Class 3 – Offers the greatest visibility to the wearer in complex backgrounds and through a full range of body movements
    - Class 2 – Provides superior visibility to the wearer by additional coverage to the torso, and is more conspicuous than Class 1
    - Class 1 – Provides the minimum amount of required material to differentiate the wearer from the work environment
ANSI/ISEA Compliant Vests

ANSI/ISEA 107 - American National Standard for High-Visibility Public Safety Vests

ANSI/ISEA 207 - American National Standard for High-Visibility Safety Apparel and Headwear
Public Safety Vests

- Provide access to equipment while worn
- Can be easily worn over firefighting PPE
- Optional breakaway safety feature
Labeling

Label from new Public Safety Vest
Meets requirements of both
ANSI/ISEA 207 and 107

Label from older Class 3 vest
Met requirements of
ANSI/ISEA 107-1999

Use the most current version of ANSI and/or NFPA standards when ordering new PPE!
Cone Deployment

One lane taper with safety cone
Temporary Traffic Control (TTC)

- Warning signs used in the TTC
  - Fluorescent pink background
  - Black letters and border

- Signs should be positioned to provide maximum advanced warning to oncoming traffic
Safety Benchmarks

2. Never trust approaching traffic.

3. Avoid turning your back to approaching traffic.
Evaluate the Scene
Tabletop Exercise