EMERGENCY VEHICLE OPERATOR
“CLASS A”
Session 1-5
Managing Risk
Overview

• Sleep Deprivation & The EVO
• Emotional Drivers
• Department Risk Controls
• Intersections
• Angle of Departure
Fatigue and Driving

• People often think that driver fatigue means falling asleep at the wheel
• Falling asleep is an extreme form of driver fatigue
• Fatigue is tiredness, weariness or exhaustion
SLEEP DEPRIVATION AND THE E.V.O.

Causes of Driver Fatigue
• Stress
• Lack of quality sleep
• Substance abuse
• Irregular work hours
• Irregular meal times/eating habits
Affects of Driver Fatigue

• Slowing reaction time
• Decreased awareness
• Impaired judgment
• Risky driving behaviors are increased
SLEEP DEPRIVATION AND THE E.V.O.

Signs and Symptoms of Fatigue

- Forgetfulness
- Being fixated
- Poor decision making
- Apathy
- Slow reaction times
- Lethargy
- Moodiness
- Not communicating
- Nodding off
Why is Driver Fatigue a Problem?

• Staying alert is crucial for EVO
• Fatigued drivers have slower reaction times
• Driver Fatigue can “KILL YOU”
• 12% of all fatal crashes
Fatigue and other factors

- Alcohol
- Speed
- Over the counter medications
What Causes Driver Fatigue?

• Sleep loss & Sleep debt
• Sleep disorders
  • Insomnia, Sleep Apnea, Narcolepsy
• Circadian Rhythms
How can I improve my alertness?

• Get plenty of sleep the night before shift
• Take breaks and nap
• Get fresh air into your vehicle
• Stay hydrated
• Share the driving
• Avoid medications that make you drowsy
EMOTIONAL DRIVERS

- Aggressive drivers/Road rage
- Response to siren
- Call type
- State of mind/Outside influences
- Shift dynamic/communication skills
MCFRS Risk Controls
• MVA driver records screening
• MVA Flagging program
• EVOC & Class “A” & “B” Driver Courses
• Driver Training
• Remedial Training/Collision review
• Driver Refresher & Recertification Training
• Policies and Procedures
• Intersections are the locations where the largest percentage of major accidents involving emergency vehicles occurs. Even with the use of warning devices, intersections pose a serious threat to the safety of both emergency service personnel as well as the general public. All emergency service organizations should adopt and practice intersection operating guidelines during all emergency responses. Standard Operating Guidelines should meet the following recommended practices at a minimum.
**INTERSECTION PRACTICES**

**Controlled Intersections**

- An intersection controlled by a stop sign, yield sign, yellow traffic light, or a red traffic light requires **Prudent Action** by the emergency vehicle driver. The following steps should be taken:
  - Do not rely on warning devices to clear traffic.
  - Scan the intersection for possible hazards (right turns on red, pedestrians, vehicles traveling fast etc.) as well as driver options.
INTERSECTION PRACTICES

• Begin to slow down well before reaching the intersection and cover the brake pedal with the driver’s foot, continue to scan in four directions (left, right, front, back).
• Change the siren cadence not less than 200 feet from the intersection.
INTERSECTION PRACTICES

• If traffic in all lanes can not be accounted for, the driver should bring the vehicle to a complete stop. If the driver proceeds past a control device with a negative right-of-way without coming to a complete stop,

• The Tiller person is another set of eyes. They should be scanning also.
INTERSECTION PRACTICES

Controlled Intersection

• Scan intersection for possible passing options (pass on right, left, wait, etc.) avoid using the opposing lane of traffic if at all possible.
INTERSECTION PRACTICES

- Establish eye contact with other vehicle drivers; have partner communicate all is clear; reconfirm all other vehicles are stopped.
- Account for traffic one lane at a time, treating each lane as a separate intersection.
Uncontrolled intersections

Any intersection without a control device (stop sign, yield, or traffic signal) in the direction of travel of the emergency vehicle or where a traffic control signal is green upon the approach of the emergency vehicle, all emergency vehicle drivers should do the following:
Uncontrolled intersections

• Slow down if any potential hazards are detected and cover the brake pedal with the driver’s foot.

• Change the siren cadence not less than 200 feet from the intersection.

• Avoid using the opposing lane of traffic if at all possible.
Intersection Practices

Reading the Intersection

• Traffic Lights/Traffic control devices
• Lane configuration
• Traffic flow
• Yield Areas
• Lane of least resistance
• Obstructions/ Large vehicles
**INTERSECTION PRACTICES**

Eight Signs for Intersection Safety

• Don’t rely on warning devices to clear traffic
• Scan intersections for potential hazards
• Begin to slow down well before the intersection and cover the brake
• Change the siren cadence 200 ft from the intersection
Eight Signs for Intersection Safety

- Scan intersection for possible passing options, avoid using the opposing lane
- Stop the vehicle if you cannot account for all lanes of traffic
- Establish eye contact with other drivers
- Treat each lane of traffic as a separate intersection
INTERSECTION PRACTICES

Reading Intersections
INTERSECTION PRACTICES
INTERSECTION PRACTICES
INTERSECTION PRACTICES

BLIND INTERSECTIONS

IF YOU CAN’T SEE THEM, THEY CAN’T SEE YOU!
TRAFFIC LANES

• Traffic Travel Lanes are not created equally

12 ft.
TRAFFIC LANES

- Traffic Travel Lanes are not created equally

9'8”
TRAFFIC LANES
TRAFFIC LANES
TRAFFIC LANES

Turn Lanes are often smaller in width than travel lanes.
TRAFFIC LANES

8’1”

9’
Traffic Lanes

What do you do when there is no room for your unit?

STOP
TRAFFIC LANES
Use caution on sloped driveways
Going in and departing
Due to the size of our apparatus, sloped driveways pose a risk of the undercarriage dragging.
The more the overhang of the body from the rear axle; the greater the risk of dragging the undercarriage.
ANGLE OF DEPARTURE
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