In 2015, MCFRS answered 116,424 incidents

Nearly every incident requires operators to position for:
  - Operational efficiency
  - Crew safety

Operational efficiency
  - EMS equipment
  - Hoseline deployment
  - Ground and aerial ladder deployment
  - Master stream reach

Crew safety
  - Between 2000 and 2013, 61 firefighters have been killed when struck by vehicles
  - Nearly half of the deaths were on non-fire incidents
January 6, 2016 @ 1615hrs – AT719 struck while blocking

February 15, 2015 @ 0015hrs – A711 struck while on the shoulder
“…we stopped and were hit within 30 seconds.”
A traffic incident is defined as any non-recurrent event, (vehicle crash, vehicle breakdown, special event) that causes a reduction of roadway capacity or an abnormal increase in traffic demand or congestion.

Maryland Manual on Uniform Traffic Control Devices – Section 6I
Work Zone

• **Every** incident requires establishing a work zone to some degree
• Focus is traditionally on vehicle crashes or on highways
• Upon approach to a scene the apparatus operator must assess how best to protect their crew and the scene from oncoming traffic
• Any time apparatus will impede or effect open traffic lanes some form of work zone must be established
ROADWAY TERMS

• Lane Identification
  o Number left to right
**ROADWAY TERMS**

- “CD” or “Local” lanes
  - Collector distributor
  - Local lanes
- “Main” lanes
  - Through lanes
‘Upstream’ or ‘downstream’ refers to the direction of normal vehicle travel on the road, street or highway.
CONTROLLING THE EXPOSURE

• Time
  o Clear the scene efficiently
  o Reduce the assignment

• Distance
  o Use a space buffer between you and traffic
  o Provide advanced notice downstream

• Shielding
  o Blocking apparatus
  o Traffic control devices
• DOT and PD want the road open
• Citizens want the road open
• Operational goals should include:
  o Minimize time on scene
  o Open lanes to return traffic to normal
  o Reduce the potential for secondary crashes downstream
TEMPORARY TRAFFIC CONTROL ZONE

• TTC zone is created by the blocking apparatus
• All response activities must occur within this protected zone
Work Zone Terms

Advance Warning

Transition Zone

Buffer Zone

Work Area

“Shadow”
PRIORITIES OF THE FIRST ARRIVING UNIT

• Block
• Prioritize the moving traffic hazards
• Set out traffic control devices
“Blocking” is the action of positioning an apparatus or vehicle at an angle to halt or divert the flow of moving traffic in one or more lanes. Blocking apparatus may be a unit with other duties or solely dispatched for traffic control.
Blocking Apparatus

- Blocking apparatus should not be occupied
- Avoid blocking partial lanes
- Beware that gaps behind or in front of the apparatus allow cars to enter your work area
A “Shadow” is the area immediately downstream of any apparatus or vehicle that blocks moving traffic.

Work within this “shadow” area for greatest degree of safety and protection from moving traffic.
If moving traffic occupies this lane, is there an adequate “buffer”?
The patient “loading area” at the rear of the ambulance must be within the protected area.

Ambulances may be parked at an angle that puts the loading area deep in the shadow.
Use flares to illuminate cones at night or bad weather.

MUTCD provides standards for cones – size and reflectivity.
Advance Warning

- Beware of short sight distances
- Curves, hills, access ramps, vegetation
- Position apparatus, traffic control devices, and/or warning signs ahead of the scene
Advance Warning

• Familiarize yourself with known dangerous locations
  o I-495 b/n River Road and Wisconsin Ave
  o Any other examples?
• May require placing apparatus further from the scene than normal
SCENE LIGHTING

• Pro’s
  o Makes the scene and personnel visible
  o Identifies the work area
  o Augments apparatus warning lights

• Con’s
  o Blinding to oncoming motorists
  o Makes the scene visible
**Bad Weather**

Anything that impacts visibility or traction increases the need for traffic control.
GOOD WEATHER

Sun glare impacts visibility in good weather!!
You Are a Soft Target

- Drunk,
- Drugged,
- Drowsy,
- Distracted
- Dumb
- Disoriented

Traffic vests and turnout gear do not stop the “D” Drivers...

Cones and flares do not stop the “D” Drivers...

Here lies the subject of a NIOSH report
2007 - One firefighter was struck by a vehicle and killed. He was at the scene of a vehicle fire shortly after 4:00 am, loading hose back onto fire apparatus in the right-hand lane on an interstate highway when he was struck by a bus traveling approximately 65 mph. The driver of the bus had not noticed the emergency lights of fire apparatus parked on the shoulder and in the right-hand travel lane or traffic cones set up near the fire scene, and was traveling in the right-hand lane. When he belatedly tried to change lanes, he sideswiped the first apparatus and struck the firefighter. The fire department had declined traffic control on the highway during their operations at the vehicle fire because there was no traffic on the road.
2010 - A firefighter who was directing traffic at the scene of a motor vehicle crash was struck by a vehicle whose driver drove over traffic cones that had been set out to close the road. A flare had been placed near the cones. The victim was wearing coveralls with some reflective material and a high-visibility hat, and was using a flashlight with a traffic wand. However, he had his back to oncoming traffic and had positioned his vehicle, with emergency lights operating, beyond the point where the road was closed. Factors in the death included no advance warning to drivers, inconspicuousness of the victim and careless driving.
2011 - A firefighter directing traffic at a motor vehicle crash on a highway was struck while trying to keep the left-hand lane closed to traffic. A driver came over the hill, tried to maneuver around slowed traffic and struck the victim, who was wearing personal protective equipment and a reflective vest. Speed and alcohol were not factors in the incident.
2012 – The firefighter was killed at the scene of a motor vehicle crash when another driver deliberately struck him and two other emergency responders. The victim was wearing a high visibility vest, was standing close to traffic and was not protected by the positioning of the emergency apparatus.
2006 - The victim was spray painting markings on a highway to indicate the location of hydrants. He stopped his brush truck in the passing lane of the roadway, leaving the hazard lights operating, and worked in front of the truck. A vehicle approaching at close to the speed limit in the same lane rear-ended the truck, which crushed the firefighter.
GAP ANALYSIS

• Where can another vehicle come through to the scene?
• Is this a good blocking position?
Southbound ambulance crew stops and jumps the median for a patient on the northbound shoulder....

Should NOT be permitted!!
Policy forbids turning around at median crossings or breaks in the center barrier when traffic is uncontrolled.
Median Crossings
PGFD Experience

- E828 used a break in the median
- Returning to quarters
- I-495 near Route 50
- Struck from behind by a tractor-trailer
- 4 FF injured; one severely
You arrive first on a crash on the interstate. Where do you park and why? What are your priorities?
Apparatus position does not eliminate the need for personal situational awareness.

Personnel are exposed when:
- Getting out of the unit
- Walking around the unit
- Retrieving equipment from the unit
- Getting into the unit
- Spotting for the unit

Don’t forget the civilians!
ROADWAY SURVIVAL

• Give consideration for protecting the most people most of the time
  o Which side(s) of the apparatus contain the equipment you will need?
  o Protect the patient compartment entrance door
• The driver should check side mirrors just before people dismount – look for incoming vehicles
Roadway Survival

• Stop, look, and listen…..before you walk around the corner of an apparatus
• Try to position yourself to face oncoming traffic when getting equipment from the apparatus
• Always avoid placing yourself between oncoming traffic and your apparatus – the rock and the hard place
• Consider angling the apparatus every time you park on a roadway, even at the curb
ROADWAY SURVIVAL
EXITING THE CAB

Maintain a “Low Profile”
Do NOT open door fully
Do NOT walk around end of open door

Drivers and Officers cannot choose the side they exit
Maintain “Low Profile”
Do NOT open door fully
Do NOT walk around end of an open door
Minimize your time in the doorway
Protect the rear of EMS Transport Units. If the rear loading area is not within the shadow of another unit, consider positioning at an angle or in a protected area.
ROADWAY SURVIVAL
PERSONAL VISIBILITY

• MCFRS Policy 26-07AM – Use of Traffic Vests
  o incident scenes on arterials/highways/streets
  o All personnel on scene must wear a:
    ▪ traffic safety vest ; or
    ▪ structural firefighting coat ; or
    ▪ sector/command vest

• Flashlights
  o Attention grabber
  o Be cautious not to blind drivers
Do you see all of the responders?

Open sided vests offer limited protection on roadways
Who can you see?
(e) Unless otherwise directed by a police officer or a traffic control device, when an emergency vehicle using any visual signal is stopped, standing, or parked on a highway, the driver of a motor vehicle approaching the emergency vehicle from the rear shall:

(1) make a **lane change** into an available lane not immediately adjacent to the emergency vehicle; or

(2) **slow to a reasonable** and prudent speed that is safe for existing weather, road, and vehicular or pedestrian traffic conditions.
Position yourself and your apparatus for maximum visibility and protection.

Do not rely upon traffic cones or flares to stop a vehicle.

Treat the roadway like an IDLH atmosphere.

Every time you are in the road – not just on calls.