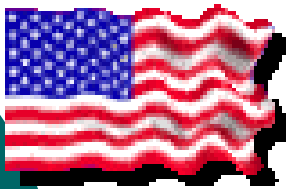


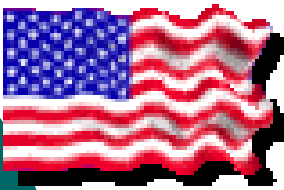
Scarborough Fire Department Flagging and Safe Vehicle Positioning Orientation



Goals and Objectives

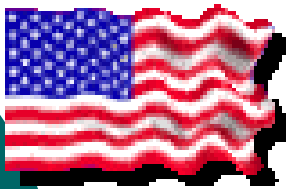


-
- Understand safe vehicle positioning and traffic flagging (SOP 3020 Safe vehicle positioning & NFPA 1901)
 - Introduce Department safety equipment
 - Recognize the dangers encountered by emergency responders working in or near traffic & improve responder safety



BLS Mandates Responder Safety

- **Training**– all responders directing traffic shall be trained.
- **Worker Clothing** – Responders working on and around roadways must wear hi-visibility safety apparel (Class2 vests or full gear) meeting ANSI 107-2004.
- **Speed reduction** – Emergency Traffic signs, cones, transition areas and lane restrictions.



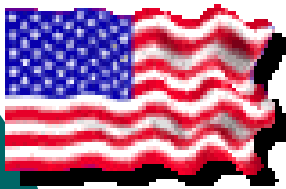
Flagger



- A responder assigned to monitor and control approaching traffic by conforming to uniform traffic control measures.
- Protected by Tort Law.
- May have registered owner summoned.
- May not be a junior firefighter

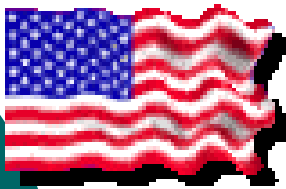
We have an active Fire Police Team which handles most flagging duties with SPD.





Scope

- All personnel should understand the high risk that personnel are exposed to when operating on or near roadways.
- Responders should attempt to operate within a protected environment at any roadway incident.
- Consider any moving vehicles as a threat to your safety.
- High risk areas: Turnpike & Rte. 1
Speeds of 50 to 80 MPH are common

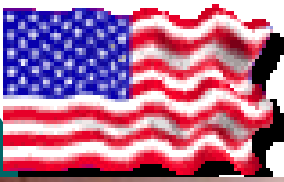


Facts

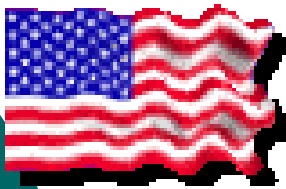


In a typical year, the following number of responders are struck and killed:

- 12 Law Enforcement Officers
- 5 Fire and Rescue Personnel
- 60 Towing and Recovery Professionals



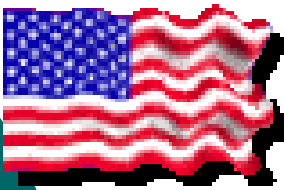
- There are three injury crashes occurring every minute on average across the U.S.



Policy



- It shall be the policy of the Scarborough Fire Department to position apparatus and other emergency vehicles at any scene on any street, road, highway, hill, or curve in a manner that best protects the incident scene and the work area.(NFPA 1901)



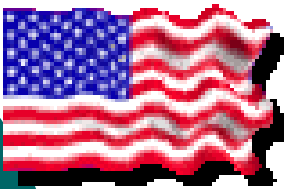
Position Emergency Vehicles (Block) in an attempt to:

1. Protect the responders performing their duties
2. Protect road users traveling through the incident scene
3. Minimize, to the extent practical, disruption of the adjacent traffic flow



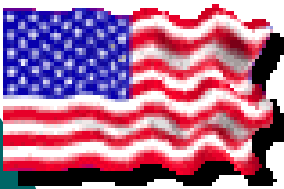
Blocking

The action of positioning a responder vehicle in advance of an incident to obstruct the flow of moving traffic in one or more lanes.



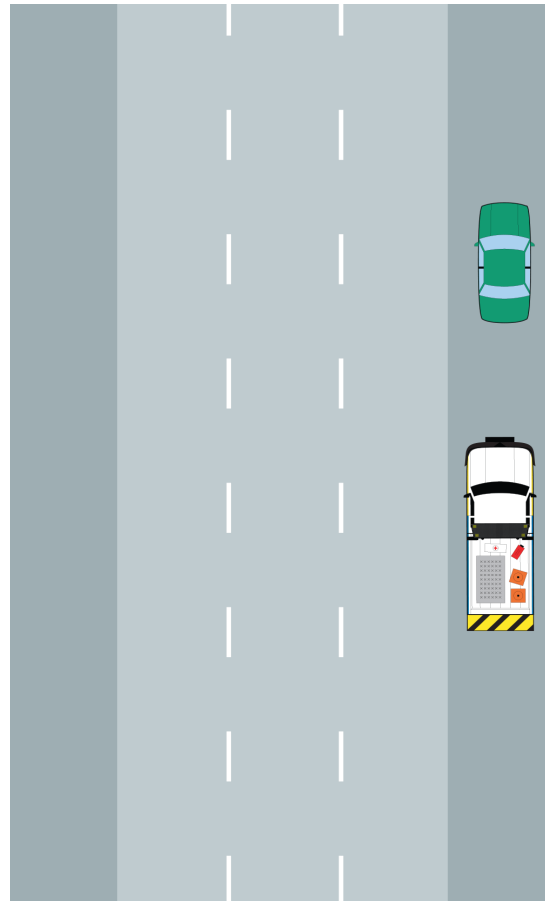
Example: Blocking Left

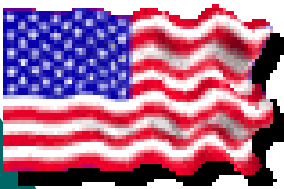




Definitions:

Linear Block – occurs when the responder positions the vehicle to block a single lane or the shoulder.



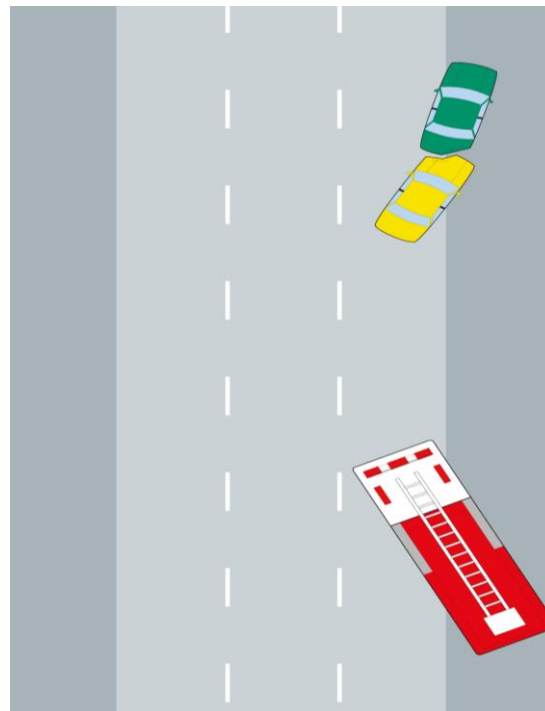


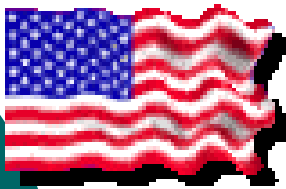
Definitions:

Multi-Lane Block – occurs when the responder positions the vehicle to block multiple involved lanes.

Block left - occurs when a responder positions the vehicle to block with the left side of the truck

Block right - occurs when a responder positions the vehicle to block with the right side of the truck

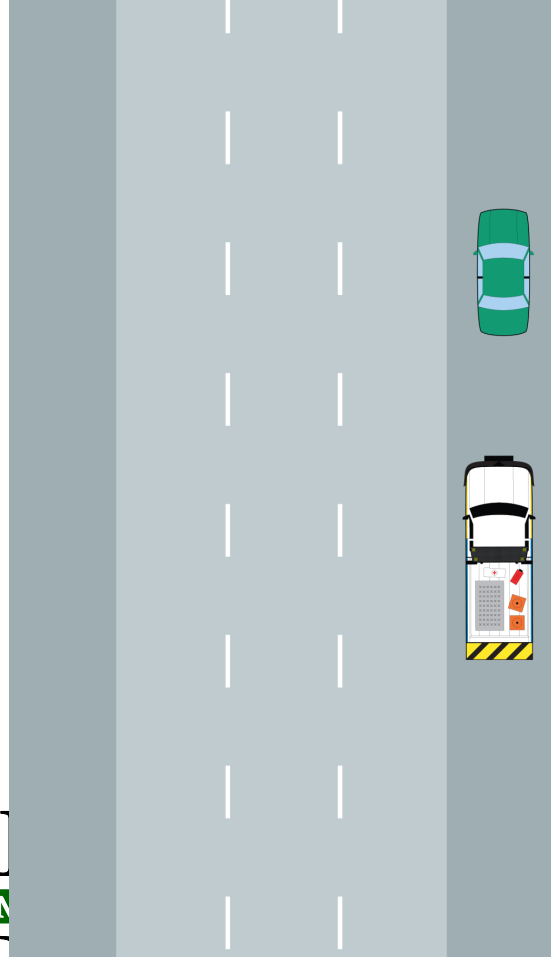




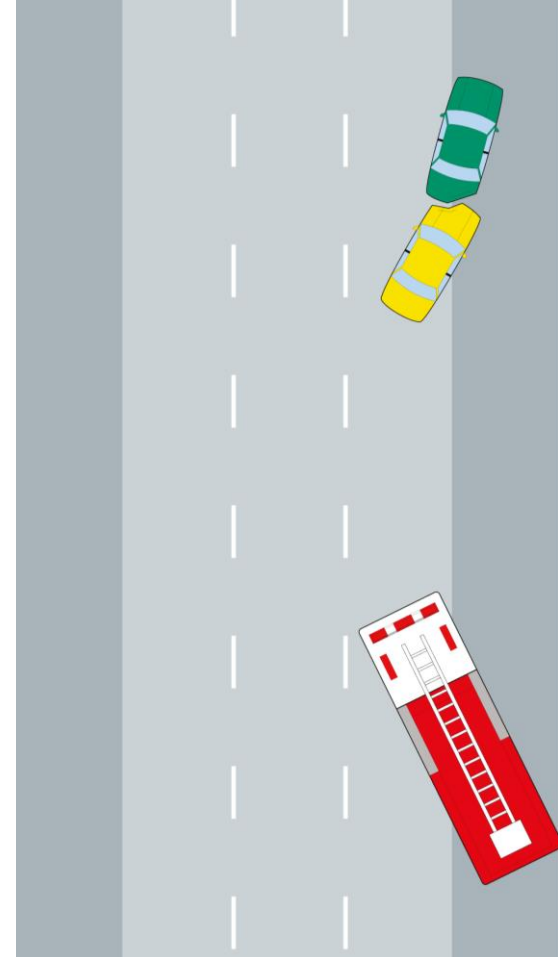
Linear vs. Multi-Lane Blocking

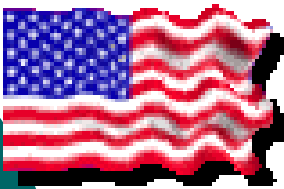


Linear Blocking



Multi-Lane Blocking

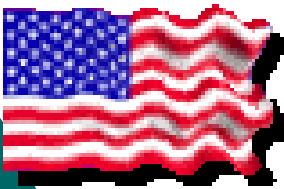




Upstream

- The direction that traffic is traveling from as the vehicles **approach** the incident scene. (ex. Block left)

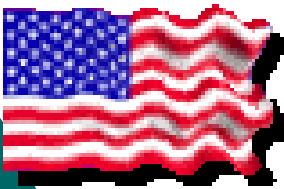




Taper/Transition zone

- Action of removing a travel lane by either shifting, merging, or stopping traffic



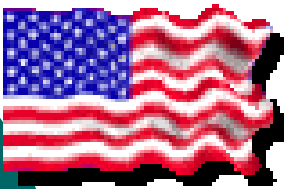


Benchmarks Taper



- Traffic cones should be deployed from the rear of the blocking apparatus toward approaching traffic
 - Personnel shall place and retrieve cones while facing oncoming traffic
 - Cones should be deployed at 15-foot (depending on speed limit) intervals upstream of the blocking apparatus



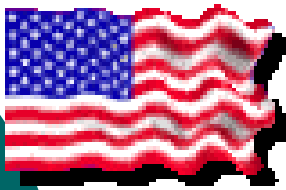


Benchmarks Taper



- Emergency Scene Ahead signs should be deployed at all roadway incidents, at least 100 ft prior to first cone.....more if hills or curves



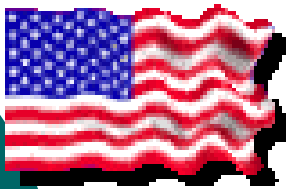


Shadow / Temporary Work Zone



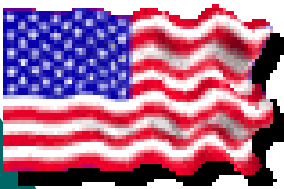
- Protected area at a roadway incident that is shielded by the block from apparatus. This is the area which emergency personnel perform their tasks at a vehicle related incident.





Benchmarks Shadow

- When blocking with apparatus to protect the scene, establish a sufficient size work zone(Shadow)that includes
 - **Roadway debris**
 - **Damaged vehicles**
 - **Patient triage and treatment area**
 - **Operating personnel, equipment and patients**
- Primary blocking unit ***may*** need to be moved after incident safety has been established.

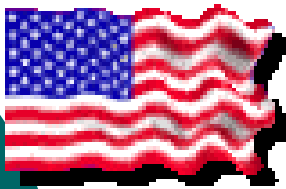


Benchmarks Shadow

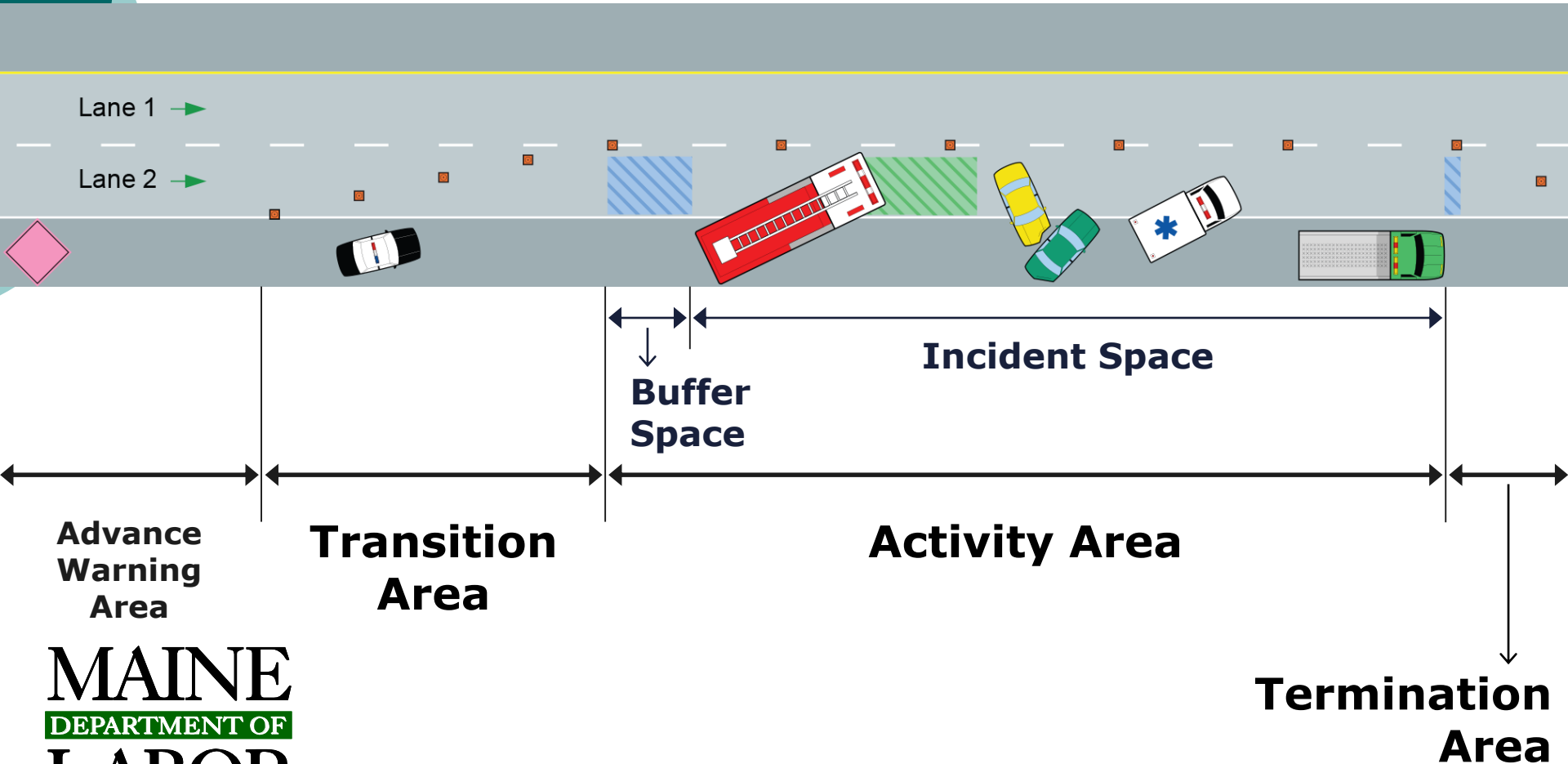


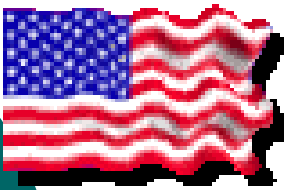
- Ambulances should be positioned within the protected work area with their rear patient loading door area angled away from the nearest lanes of moving traffic
- Command shall stage unneeded emergency vehicles off the roadway or in a staging area





Traffic Incident Management Area



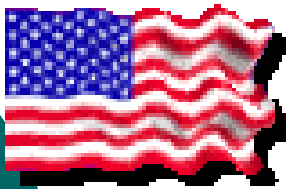


Initial Sizeup

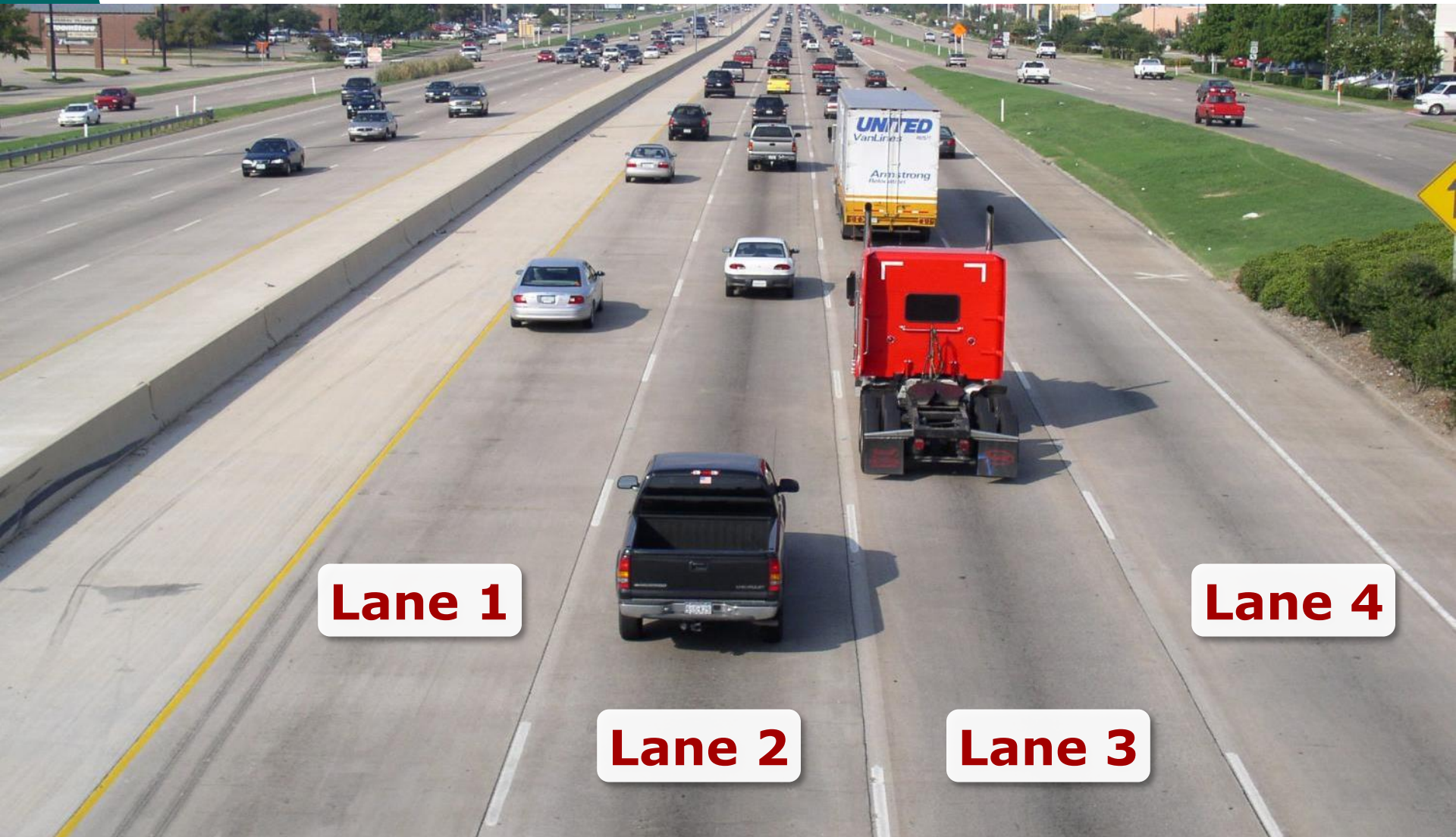


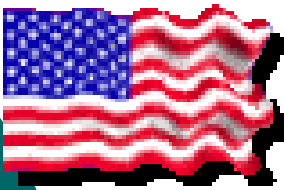
Typical Windshield Size-Up Report

- Unit identification
- Exact location of incident
- Number and type of vehicles involved
- Degree of damage
- Number of lanes closed
- Hazards or problems
- Establishment of command



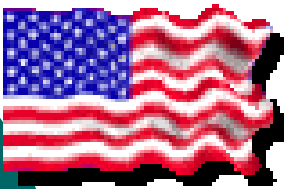
Lane Designation Terminology





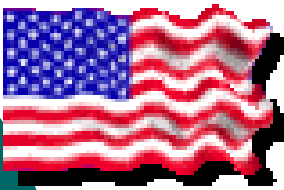
Emergency Crew Benchmarks

- Always maintain an acute awareness of the high risk of working in or near moving traffic
- Never trust moving traffic
- Always look before you move(look both ways)
- Avoid turning your back to moving traffic.
- Exit & enter crew cabs from the protected side (shadow), away from traffic



Emergency Crew Benchmarks

- Always look before opening doors and stepping out of apparatus or emergency vehicles.
- Be alert when walking around apparatus.
 - Stop at corner of the unit, check for traffic
 - Stay on protected side when possible
 - Maintain reduced profile when moving through any area where a minimum buffer zone exist.



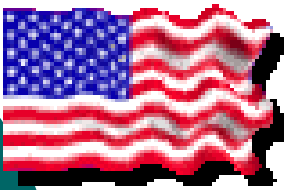
Roadway Operations

- Establish liaison with Town or State Police as soon as possible to jointly coordinate a safe work zone (Unified Command)
- Termination of the incident, removal of crews, apparatus and equipment must be done promptly to reduce exposure to moving traffic and minimize traffic congestion.
- Turnpike-Units attempt to clear at the same time.



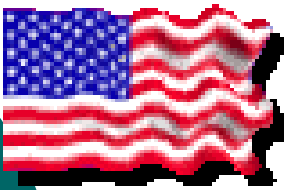
Roadway Operations

- Police and DOT have a desire to keep the traffic moving on roadways.
- When in the judgment of the IC it becomes essential for the safety of operating personnel and patients, any or all lanes can be shut down.
(COMMUNICATE this need 1st w/ PD!)
- This should rarely occur and should be for a short period of time as practical



Progressively Open Lanes

Take only as many lanes as you need for as long as you need them – as the incident is cleared, lanes can be progressively opened



Summary



- Protect Yourself (do not trust moving traffic)
- Protect your Scene (block)
- Provide positive guidance to drivers (flagging)
- Use provided safety equipment, signs ,cones and vests