

## National Unified Goal & Roadway Incident Scene Safety

### Core Elements of a comprehensive Roadway Incident Safety Program

Use the following list to evaluate the current program elements for your agency:

#### 1) Roadway Incident Safety training for all personnel

- a. Initial orientation for new employees before they respond to any roadway incident
  - i. SOP/SOGs used as core competency
- b. Annual (minimum!) in-service training session for all personnel
  - i. Review agency SOP/SOGs
  - ii. Discuss strategies & tactics, practices & procedures
  - iii. Review lessons from any previous incidents
  - iv. Tabletop exercises and scenarios
- c. All training in line with standard operating procedures and national standards, rules, regulations and “best practices”
- d. Resources:
  - i. Emergency Responder Safety Institute - [www.respondersafety.com](http://www.respondersafety.com)
  - ii. FHWA On-scene Traffic Incident Management Operations  
[http://ops.fhwa.dot.gov/eto\\_tim\\_pse/about/onscene.htm](http://ops.fhwa.dot.gov/eto_tim_pse/about/onscene.htm)
  - iii. I-95 Corridor Coalition Quick Clearance Toolbox  
<http://i95coalition.org/i95/Training/QuickClearanceWorkshop/tabid/188/Default.aspx>

#### 2) Roadway Incident Safety Response Procedures (SOP/SOG)

- a. Standard Operating Procedure documented, authorized and published
  - i. Essential Components
    1. Terminology & Communications
      - a. Lane designations
      - b. Upstream/downstream
      - c. Block right/Block left
      - d. Unit designations
      - e. Tac channel ops, radio procedures
    2. Incident Command
    3. Safety of Personnel (PPE, work areas protected)
    4. Vehicle Placement (Proper blocking procedures, safe parking)
    5. Operations
      - a. Roadways
      - b. Highways (high-speeds!)
      - c. Bridges & Tunnels
- b. Fire Service: Compliance with NFPA 1500 (2007) Section 8.7 on Traffic Incidents
- c. Compliance with the Manual Of Uniform Traffic Control Devices (MUTCD) Chapter 6I – Control of Traffic through Traffic Incident Management Areas
- d. Resources:
  - i. SOP/SOG Template For Fire Department “Safe Positioning While Operating or Near Moving Traffic” - [www.respondersafety.com](http://www.respondersafety.com) or <http://tinyurl.com/5oz8nk>
  - ii. Source for NFPA 1500 (2007) – 8.7 Traffic Incidents - [www.nfpa.org](http://www.nfpa.org)
  - iii. MUTCD Chap. 6I - <http://mutcd.fhwa.dot.gov/hm/2009/part6/part6i.htm>

### 3) Proper PPE for all personnel

- a. OSHA compliant PPE Hazard Assessment documented (<http://tinyurl.com/59nkct>)
- b. Fire Service: NFPA compliant turnout gear (NFPA 1500, 1901, 1971)
- c. ANSI compliant high-visibility garments
- d. Resources:
  - i. <http://tinyurl.com/yzz4js> – OSHA 1910.132 – Personal Protective Equipment, General requirements
  - ii. <http://tinyurl.com/7s5dbw> – NFPA 1971: Standard on Protective Ensembles for Structural Fire Fighting and Proximity Fire Fighting
  - iii. <http://www.safetysafetyequipment.org/hivisstd.htm> – ANSI 107 (2004) Standard
  - iv. <http://www.safetysafetyequipment.org/207std.htm> – ANSI 207 (2006) Standard

### 4) Multi-agency & multi-jurisdictional cooperation, collaboration & communication;

- a. All responding agencies attend and participate regularly in local and/or regional Traffic Incident Management Committees.
- b. Multi-agency planning and training on roadway incident response procedures
- c. Multi-agency review and critique of traffic incidents with the goal of improving strategies and tactics at future incidents
- d. Resources:
  - i. <http://tinyurl.com/76h7cf> - USFA & DOT Traffic Incident Management Systems
  - ii. <http://www.respondersafety.com/Training/Downloads.aspx>

### 5) Proper positioning of emergency vehicles & traffic control equipment at incidents

- a. Large fire apparatus parked at an angle upstream of the incident work area
- b. Front wheels turned away from incident scene and units properly chocked when parked
- c. Proper deployment of advance warning devices
  - i. Flares - <http://www.ncjrs.gov/App/Publications/abstract.aspx?ID=246237>
  - ii. MUTCD compliant high-visibility signs
  - iii. DOT cones – 28"+, orange with reflective stripes - not lime-green!
  - iv. Variable message signs
- d. Ambulances positioned downstream with the loading area doors angled away from moving traffic whenever possible
- e. All emergency equipment parked on one side of the road
- f. Effective placement of police cars for traffic control and scene safety
- g. Effective use of any available safety service patrol apparatus
- h. Resources:
  - i. <http://tinyurl.com/5oz8nk> - SOP/SOG Template For Your Fire Department “Safe Positioning While Operating or Near Moving Traffic”

### 6) Emergency vehicle enhanced visibility design features.

- a. Emergency warning lights designed for on-scene protection
  - i. Effective lighting when unit parked at an angle
    1. Mounted high with 360 degree capability
    2. Side-mounted traffic control lights
- b. NFPA 1901 (2008) compliant high-visibility (reflective and florescent) chevrons on the rear of fire apparatus, road cones and PPE
- c. Resources:
  - i. <http://tinyurl.com/9hsd8l> - NFPA 1901: Standard for Automotive Fire Apparatus

- ii. USFA Emergency Vehicle Visibility and Conspicuity Study - <http://www.usfa.dhs.gov/fireservice/research/safety/vehicle.shtm#f>
- iii. USFA Study of Emergency Vehicle Warning Lighting <http://www.usfa.dhs.gov/fireservice/research/safety/vehicle.shtm#c>

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