

SAFETY BULLETIN

Roadway Incident Safety

According to the United States Fire Administration firefighters struck by a vehicle was the second leading cause of firefighter deaths in 2017. Incidents on roads and highways are extremely dangerous, high frequency events that place our members at risk for injury/death. The Safety Office has identified two trends that increase the vulnerability of our members:

⇒ **Cancellation of the second suppression apparatus**

The second suppression apparatus provides advance warning to other drivers approaching the scene. The second apparatus should not be cancelled based upon a patient's priority or the severity of the accident. Stopping apparatus in the opposite travel lane places members at extreme risk when a "blocker" is not in place and should be avoided. Officers should use good judgement when cancelling the second apparatus (i.e.: standstill or extremely slow-moving traffic).

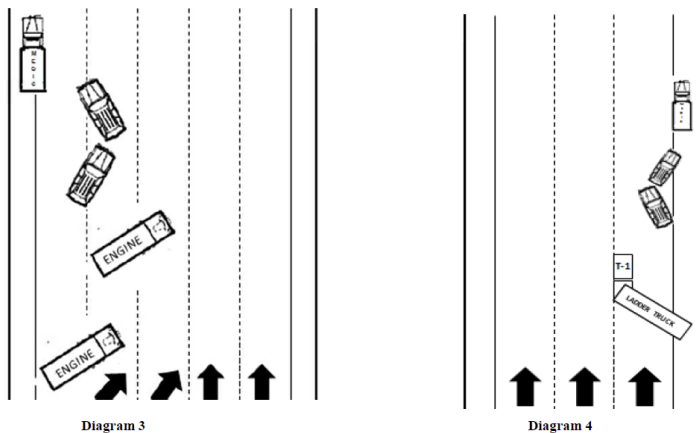
⇒ **Length of time spent on the scene evaluating/treating patient(s)**

EMS transport units should perform a rapid assessment of their patient and move off of the road or highway as soon as possible to a secondary road or parking lot to continue patient care. Officers should conduct a risk assessment when determining when it is appropriate to move patient care to a safer location (i.e.: EMS protocols, traffic, route of travel to the hospital, scene protection, etc.).

Officers are encouraged to review SOP 400-21A-Roadway Incident Safety Procedures and discuss proper apparatus positioning, PPE, and to have a "plan" for response to these incidents.

S.O.P. #: 400-21A

SUBJECT: Roadway Incident Safety Procedures



Proper apparatus positioning for highway incidents



Engine 2, I-695 in 2015

Resources

[SOP 400-21A \(BCNet\)](#)

[Traffic Incident Management Training](#)

(CEU's available for MIEMSS)

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