

	<b>Terryville Fire Department Best Practices</b>	
	<u>Subject</u> <b>Emergency Vehicle Operation</b>	BP# 3-16 <hr/> Initiated 3/1/2023
	<u>Authority</u> <b>Chief of Department</b>	Revised 3/7/2023

**A. PURPOSE**

1. To address driving behavior, use of warning devices, roadway operations (traffic laws, etc.) and other operational issues.

**B. DRIVER QUALIFICATION**

1. All qualifications will be conducted as set forth in Chiefs Policy # 2-11, Apparatus Driver Qualification.

**C. DRIVER BEHAVIOR**

1. Emergency Response

- Apparatus shall be operated in a manner that provides for the safety of all persons and property. Safe arrival shall always have priority over unnecessary speed and reckless driving enroute to an emergency incident.
- Prompt, safe response shall be attained by the following:
  - a. Leaving the station with all personnel on board, seated and belted.
  - b. Ensuring the bay doors are fully opened before exiting the station.
  - c. Driving defensively and professionally at reasonable speeds.
  - d. Knowing where you are going.
  - e. Using warning devices to move around traffic and to request the right-of-way in a safe and predictable manner.
- It is the responsibility of the driver of each apparatus to always drive safely and prudently. Vehicles shall be operated in compliance with the New York State Vehicle and Traffic Law. This law provides for specific legal exceptions to regular traffic regulations, which apply to Terryville Fire Department vehicles only when responding to a true emergency. Emergency response does not absolve the driver of any responsibility to drive with due caution.

- Intersection management requires the undivided attention of the driver and officer. The officer should assist the driver with lane clearance, pedestrian traffic and announce if it is clear or not to proceed.

#### **D. USE OF WARNING DEVICES**

1. The use of lights and sirens does not automatically give the right-of-way to the emergency vehicle. These devices simply request the right-of-way from other drivers, based on their awareness of the emergency vehicle presence.
2. Emergency vehicle drivers must make every possible effort to make their presence and intended actions known to other drivers and must drive defensively to be prepared for the unexpected inappropriate actions of others.

#### **E. ROADWAY OPERATIONS**

1. Apparatus are authorized to exceed posted speed limits only when responding to an emergency under favorable conditions, such as light traffic, good roads, good visibility, and dry pavement.
2. When apparatus must travel in the center of the roadway or in oncoming traffic lanes, the vehicle speed should be reduced so as to navigate the roadway with extreme caution.
3. Intersections present the greatest potential danger to emergency vehicles. When approaching and crossing an intersection with the right of way, drivers shall reduce their speed.
4. When approaching a negative right-of-way intersection (red light, stop sign, etc.), the vehicle shall proceed only when the driver can account for all oncoming traffic in all lanes yielding the right of way.
5. Emergency response is authorized only in conjunction with emergency incidents. In order to avoid any unnecessary emergency response, the following should be adhered to:
  - Upon a Signal 4 (under control) being transmitted, all responding apparatus shall, as soon as practical, turn off all warning devices and proceed to the incident location under normal driving conditions. Any apparatus not already responding will remain in the station.

#### **F. VEHICLE BACKING**

1. All backing should be conducted as set forth in BP# 1-11, Vehicle Backing.

#### **G. PARKING**

1. When stopped at an incident scene, unless engaged in fire suppression activity, apparatus should generally be placed to protect personnel who may be working in the street and warning lights shall be used to make approaching traffic aware of the incident. Vehicle mounted scene lighting should be illuminated at nighttime.
2. If it is not necessary to park apparatus in or near traffic lanes, the apparatus should be pulled off the road onto the shoulder, parking lot, etc., when possible.

3. When operating at a roadway incident, attempt to position apparatus in a way which will protect the scene, personnel, patients, and the work area. Where possible, angle apparatus approximately 45° angle away from curbside. This will direct other motorists around the scene. Apparatus positioning must also allow for adequate parking of other apparatus, if needed.