

## **OR-OSHA Fire Fighters Advisory Committee Meeting Minutes for April 25, 2005**

### **Call to order:**

The meeting was called to order at 10:50 a.m., in the conference room of the Oregon Fire Chiefs Association, in Salem, Oregon. The meeting immediately followed the public hearing for the proposed new “Live-Fire Training” rules which the Committee has worked on for the last year. The attendance roster was circulated, the minutes from the last meeting read, and approved (as written).

### **Attendee**

Don Stauffer, Portland Fire/Rescue  
John Nohr, Portland Fire/Rescue  
Don Jenson, Bend Fire  
Jason Jantzi  
Jim Kusz, North Lincoln Fire/Rescue  
Earl Cordes, Jefferson Co. F.D. #1  
Daryl Rozendal, Tualatin Valley F/R  
Larry Goff, Lake Oswego Fire  
Mike Mitchell  
Mike Lulay (Guest)

### **Representing**

Career Departments  
Career Departments  
Oregon Fire Chiefs Association  
Oregon OSHA  
Combination Departments  
Combination Departments  
Oregon Fire Fighters Council  
Oregon Fire District Directors  
Oregon OSHA  
Oregon OSHA

### **Old Business:**

**Live-fire training:** Comments from those who attended the public hearing for the proposed Live-Fire Training rules were positive and supportive of the proposal.

**Committee charter:** The proposed Charter for the OR-OSHA Fire Fighters Advisory Committee was reviewed, with special attention given to the changes that were made. The terms “volunteer”, “career”, and “combination” departments” were clarified. Each name defines a kind of department. Current membership on the committee will remain the same since some represent departments, and some represent other organizations (and some members may be included in more than one classification). Earl Cordes moved to adopt the Charter, and Jim Kusz seconded the motion. The vote was taken, and the Charter was adopted unanimously.

### **New Business:**

**Wildland fire fighting:** Mike Lulay, Oregon OSHA Standards & Technical Section, was given the floor. Mike has been working on development of the new Forest Activities Standard, Division 7, for the past couple years and probably knows the standard, and its intent better than anyone. Don Jenson, on behalf of the Fire Chiefs Association, asked Mike to explain the application of Division 7 to structural fire fighting departments, especially regarding acceptable clothing and footwear (leather boots vs rubber). Mike explained that the requirements of the Forest Activities Standard are intended to apply to loggers who may be first responders, and to fire crews used to fight wildland fires. Structural fire fighters who find themselves fighting fire on uncultivated land (either as a result of a structure fire or accident, or in response to an alarm), and wearing turnouts, will find themselves adequately protected and outfitted (with the possible exception of footwear). Leather boots are better than rubber when working in timber. After a short time turnouts will probably become too taxing to the body, especially if handtools and long hoses are being used. The line between structural and wildland fire is often not clear, especially when dealing with urban interface issues located in many fire districts. The bottom line: (1) The appropriate clothing for the fire is the Incident Commander's decision; (2) The PPE requirements in Division 7 are the minimum, and can always be exceeded; and (3) If fire fighters are expected to get involved in fighting wildland fires, then their training must meet the requirements of Division 7. Mike Lulay invited anyone with questions to call him (503 947-7431) or e-mail him at [mike.lulay@state.or.us](mailto:mike.lulay@state.or.us).

**Short term traffic control:** Mike Mitchell announced that an ODOT subcommittee has been working on revising the Short Term Traffic Control Handbook. A portion of it will address police and fire emergency responses. Tim Dahl and Jim Davis represented the Fire Service at the last meeting and presented their ideas. The subcommittee members were receptive and proposed to leave room in proposed rules for fire and police responders to rely on their training, related to their particular needs and skills. Attached is a copy of a draft for "Incident & Event Traffic Control" that will be reviewed by the subcommittee at their next meeting.

### **Next Meeting:**

The next meeting will be on Wednesday, October 12, 2005, at 10:00 a.m., in the conference room of the Oregon Fire Chiefs Association, Salem.

## **Adjournment:**

The meeting adjourned at 12:30 p.m.

### **INCIDENT & EVENT TRAFFIC CONTROL**

Temporary traffic control measures can be required for any number of emergencies or incidents, including traffic effects of planned events. [Emergencies can be road-related, such as a traffic crash, or non-road-related, such as a wildfire. Planned events can be one time or periodically recurring special events.](#)

**Detours:** A combination of traffic engineering and enforcement operations is needed when a detour is used. The road authority and enforcement authority will:

- determine the detour route
- install signing to designate the route
- maintain the detour route
- remove temporary traffic control devices when the detour is no longer needed.

Consideration for large trucks must be made if they are being routed from a designated truck route onto a local highway or street network. It may be necessary for large trucks to follow a separate detour route.

[If traffic will be detoured onto roads under a different road authority than the original road, the road authority for the detour route and the road authority for the original road will work with enforcement to provide the detour route. Pre-planned detour routes and procedures are encouraged for high traffic roads and freeways.](#)

**EMERGENCY TRAFFIC CONTROL:** In emergency situations where immediate response must be taken to control traffic, the responder may use any available devices or equipment to secure the response scene and guide traffic through the incident area until proper equipment is available, and as long as the devices themselves do not create additional hazards. As soon as practical, devices and equipment that comply with the current MUTCD and this handbook should be used to control traffic.

A traffic incident can be, but is not limited to, any roadway or traffic-related emergency, a natural disaster, or other unplanned event that affects or impedes the normal flow of traffic.

A traffic incident management area is the area of highway where temporary traffic controls are placed by authorized officials in response to a traffic incident. The incident management area extends from the first warning device such as a sign or cone, to the last temporary traffic control device or to where vehicles return to their normal travel path beyond the incident.

An essential part of fire or rescue response, hazardous material clean-up, highway agency and enforcement activities is the safe and effective control of traffic through the incident management area. The main objective of the traffic control plan is to:

- protect responders, victims, and other personnel at the site
- provide reasonably safe traffic flow,
- prevent secondary traffic crashes, and
- manage the impact to the surrounding local road system.

The incident traffic control should follow as closely as possible the requirements and guidelines in this manual. Use the appropriate diagram in laying out the needed traffic control devices. In determining the appropriate layout, consider the expected duration of the incident response activity. Duration includes the removal of response vehicles and equipment and any clean-up activities needed before normal traffic can be restored.

The incident management area may include a staging area for arriving emergency response vehicles. This staging area may be set up in advance of or beyond the activity area. The staging area may include space for the storage of emergency vehicles, incident command, and/or an enforcement vehicle to monitor and respond to traffic violators. A buffer space is recommended before any staging area. No equipment or worker activity should be within the buffer space.

**Safety Apparel:** It is important that all personnel exposed to traffic be visible and recognizable as a person to road users as soon as possible. In addition, emergency response personnel are often acting in multiple roles and need to be identifiable as fire, EMT or enforcement officials as well as traffic control. When a fire or police officer is flagging, a uniform, coat or vest should be worn which maintains the official identify of the flagger and otherwise meets the ANSI/ISEA High Visibility Safety Apparel guidelines, or equivalent revisions, for standard performance for Class 2 risk exposure. Retro-reflective apparel that identifies the wearer as a person is recommended for all personnel exposed to traffic while working at night.

**Incident response needs** are classified into three general categories of duration. An initial assessment and communication of traffic control needs in an incident response should be made within 15 minutes of arrival on-scene. The incident duration categories are:

- A. Major Incident – expected duration of more than 2 hours;
- B. Intermediate Incident – expected duration of 30 minutes to 2 hours; and
- C. Minor Incident – durations under 30 minutes.

If the incident is anticipated to last more than 24 hours, a site specific assessment and traffic control layout should be implemented by the road authority.

The duration categories should be used as a guideline for mobilizing traffic control response for an incident. Other factors such as traffic volumes, speeds, roadway geometry or complexity of the response activities can affect the extent and type of traffic control needed. Consult the applicable diagram for options.

When flares are used to initiate temporary traffic control at emergency incidents, longer-term traffic control devices should replace them as soon as practical. Both the flare and any supporting device should then be removed from the roadway.

**Major Traffic Incidents** typically involve closing all or part of a roadway facility for a period exceeding 2 hours. [Contact the road authority that will be carrying the additional traffic as well as the road authority on the original road.](#)

Temporary traffic control for Major Incidents will often include:

- Adequate advance warning signs
- Additional advance warning for approaching traffic to anticipate the end of traffic queues
- Properly signed detour route(s)
- Proper shoulder and/or lane closures
- Standard traffic control devices to guide traffic past the incident area

If manual traffic control is needed, it should be provided by qualified flaggers or uniformed law enforcement officers.

**Intermediate Traffic Incidents** typically affect travel lanes for a time period of 30 minutes to 2 hours and usually require traffic control on-scene to guide road users past or around the incident. Full roadway closures can be needed for short periods during clearance operations. [Contact the road authority that will be carrying the additional traffic as well as the road authority on the original road.](#)

Temporary traffic control for Intermediate Incidents will often include:

- Adequate advance warning signs
- Advance warning for approaching traffic to anticipate the end of traffic queues
- Proper shoulder and/or lane closures
- Standard traffic control devices to guide traffic past the incident area
- upstream warning devices to alert traffic of the end of the queue. Attention should be paid to the end of the traffic queue so that adequate advance warning is given to approach road users.

If manual traffic control is needed, it should be provided by qualified flaggers or uniformed law enforcement officers.

**Minor Traffic Incidents** typically result in lane closures of less than 30 minutes if at all. On-scene responders typically include law enforcement, highway agency service patrol vehicles and towing companies. Diversion of traffic into other lanes is often not needed or is needed only briefly. It is not generally possible or practical to set up a lane closure with traffic control devices for a Minor Incident. Traffic control is the responsibility of on-scene responders.

**EVENT TRAFFIC CONTROL:** Events are planned activities that will impact the flow of traffic. They can be one time or recurring. The traffic impact of an event should be assessed as well as possible given the expected traffic volumes, ingress and egress locations and operation, and normal traffic characteristics. For events that will need traffic control for less than 3 days, the guidance and typical applications in this handbook may be used. Otherwise, Part 6 of the 2003 MUTCD shall be used.

Each road authority may have permit or other requirements for events with traffic impacts on their roads. The road authority should be contacted as part of the event planning for their assistance and approval of the temporary traffic control.

Safety apparel for all workers exposed to traffic for event traffic control for 3 days or less may conform to the standards and guidance in this handbook. Otherwise, Part 6 of the 2003 MUTCD shall be followed.

**Addendum:**

These minutes were approved at the 10/12/05 meeting.