

U.S. Fire Administration

Emergency Vehicle Safety Initiative

February 2014

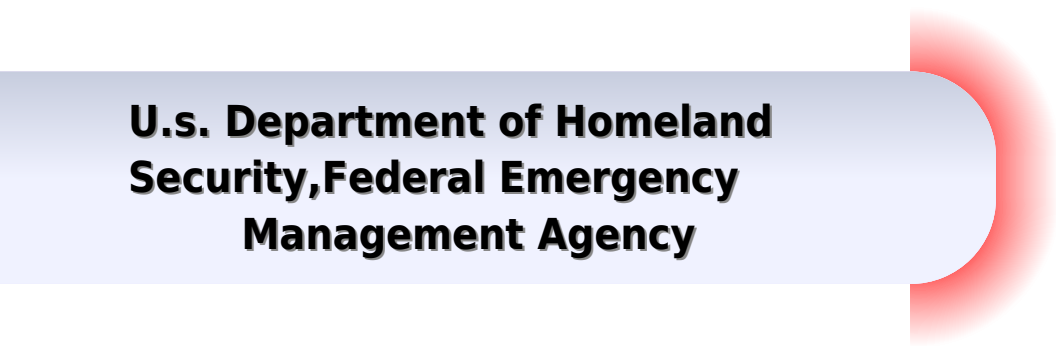


FEMA



Emergency Vehicle Safety Initiative Us Fire Administration

**U.s. Department of Homeland
Security, Federal Emergency
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Emergency Vehicle Safety Initiative U.S. Fire Administration:

Emergency Vehicle Safety Initiative , Emergency Vehicle Safety Initiative U.S. Department of Homeland Security, Federal Emergency Management Agency, 2013-10 As traffic volume increases and the highway and interstate system becomes more complex emergency responders face a growing risk to their personal safety while managing and working at highway incidents The purpose of this report is to identify practices that have the potential to decrease that risk as well as to reduce the number of injuries and deaths that occur while responding to and returning from incidents The consistently high annual percentage of emergency worker fatalities related to response prompted the Fire Service Emergency Vehicle Safety Initiative EVSI a partnership effort among the U S Fire Administration USFA the U S Department of Transportation DOT NHTSA and the DOT Intelligent Transportation Systems ITS Joint Program Office One of the primary functions of the EVSI was to sponsor the National Forum on Emergency Vehicle Safety which brought together representatives of major national level fire and emergency service associations and other individuals and organizations with an interest and expertise in emergency vehicle safety These representatives met to identify the major issues related to firefighter fatalities that occur while responding to or returning from alarms and while operating on highway emergency scenes develop and prioritize recommendations to reduce firefighter response and highway scene fatalities identify organizations that had made progress in improving firefighter responder safety in these areas based on mitigation techniques and technologies and review and approve the findings of the research done for this report *Emergency Vehicle Safety Initiative* ,2004 From Book s Introduction As traffic volume increases and the highway and interstate system becomes more complex emergency responders face a growing risk to their personal safety while managing and working at highway incidents The purpose of this report is to identify practices that have the potential to decrease that risk as well as to reduce the number of injuries and deaths that occur while responding to and returning from incidents **Emergency Vehicle Safety Initiative** ,2004 From Book s Introduction As traffic volume increases and the highway and interstate system becomes more complex emergency responders face a growing risk to their personal safety while managing and working at highway incidents The purpose of this report is to identify practices that have the potential to decrease that risk as well as to reduce the number of injuries and deaths that occur while responding to and returning from incidents Emergency Vehicle Approaching Kajsa Weibull, 2024-10-17 Driving an emergency vehicle can be difficult The driver of the emergency vehicle must navigate communicate with emergency services often drive at high speeds and take surrounding traffic into account Civilian drivers are required by law to give way to emergency vehicles with lights and sirens activated Despite this they sometimes fail to move over One reason is not noticing the emergency vehicle in time This dissertation aims to understand how technology can support civilian drivers in their interactions with emergency vehicles One form of technology used to make drivers move over is emergency vehicle lighting The results of this dissertation show that alternative designs of

emergency vehicle lighting can affect driver behavior and that the current designs are not always suited to promote the most desirable driver behavior. Another technological approach to supporting drivers in their interactions with emergency vehicles is the use of Cooperative Intelligent Transport Systems (C-ITS). One C-ITS service is the Emergency Vehicle Approaching (EVA) warning. An EVA warning is an early in-car warning sent out to the driver before being overtaken by an emergency vehicle, providing more time to move over. Three driving simulator studies with EVA warnings were conducted in this dissertation. The results indicate that EVA warnings make drivers move over more quickly and thereby decrease delay time for emergency vehicles. Furthermore, there is a learning effect when receiving multiple EVA warnings, implying that drivers move over more quickly once they are familiar with the system. One of the simulator studies used eye tracking and showed that EVA warnings make drivers scan mirrors earlier compared to when not receiving an EVA warning. An EVA warning is distributed based on the most probable path of the emergency vehicle. If the driver of the emergency vehicle decides on another route, there is a risk of false EVA warnings. Therefore, this dissertation explored how false alarms and false expectations of EVA warnings affect drivers. Receiving false alarms makes drivers move over more slowly in future interactions and negatively affects attitudes toward the EVA system. Furthermore, wrongly expecting an EVA warning makes drivers less attentive to the road ahead. In conclusion, both emergency vehicle lighting and EVA warnings can support civilian drivers in their interactions with emergency vehicles. It can decrease the risks of both collisions and delays. However, to implement a large-scale deployment of C-ITS, Sweden needs digital infrastructure to support secure data exchange.

Att framföra ett utryckningsfordon är utmanande. Utryckningsfordoren förväntas navigera, kommunicera med larmcentralen, framföra utryckningsfordonet i inte så långa hastigheter och samtidigt ta hänsyn till omgivande trafik. Bilister enligt lag tvungna att lämna fri väg för utryckningsfordon med blåljus och sirener. Trots det misslyckas ibland förare med att lämna fri väg. En anledning är att de inte hinner uppfatta utryckningsfordonet i tid. Syftet med denna avhandling är att först hur teknik kan stödja förare vid interaktioner med utryckningsfordon. En form av teknik som används för att förare att lämna fri väg är blåljus. Resultaten av denna avhandling visar att alternativa designlösningar för blåljus kan påverka förarnas beteende och att de nu varande utformningarna inte alltid är optimala för att förare ska det mest nödvändiga förarbeteendet. En annan metod för att stötta förare i deras interaktion med utryckningsfordon är uppkopplad fordonsteknik så kallat Cooperative Intelligent Transport Systems (C-ITS). En typ av C-ITS tjänst är Emergency Vehicle Approaching (EVA) varningar. En EVA varning är en tidig varning som skickas ut till bilisten innan utryckningsfordonet kommer ikapp vilket ger föraren mer tid att lämna fri väg. Tre förarsimulatorstudier med EVA varningar genomfördes inom ramen för avhandlingen. Resultaten visar på att EVA varningar kan förare att lämna fri väg snabbare och därmed minska förseningar för utryckningsfordon. Dessutom finns det en inlärningseffekt med EVA varningar som innebär att förare lär sig snabbare när de bekanta med EVA systemet. I en av simulatorstudierna användes kontrollseminarie som visade att EVA varningar förare att skanna av speglarna i bilen tidigare jämfört med när de inte fick någon EVA varning. En EVA

varning distribueras baserat på den mest sannolika versionen för utryckningsfordonet. Om förekomsten av utryckningsfordonet varierar, en annan version finns det risk för falska EVA varningar. I den här avhandlingen undersöks därför hur falska larm och en falsk version om EVA varningar påverkar förekomsten av falska larm påverkade förarnas framtida interaktioner och inställning till EVA systemet. Dessutom gjorde en felaktig version på en EVA varning till att förarna var mindre uppmärksamma på version framför dem. Sammanfattningsvis kan både bländljus och EVA varningar störa civila förekomst i interaktionen med utryckningsfordon. Varningssystemen kan minska riskerna för både kollisioner och förseningar. För att genomföra en storskalig utbyggnad av C-ITS behöver Sverige dock en digital infrastruktur för att stödja säkert datautbyte.

Fire Service Operations for the Southeastern Tornadoes - April 2011, **Traffic Incident Management Systems** Federal Emergency Management Agency, U.S. Fire Administration, 2012-03 With full color photographs and other illustrations **Leading Recommendations for Preventing Fire Fighter Fatalities, 1998-2005** Marilyn Ridenour, 2010-03 Each year in the U.S. approx 100 fire fighters die in the line of duty. In 1998 Congress appropriated funds to NIOSH for a fire fighter safety initiative. NIOSH developed and implemented the Fire Fighter Fatality Investigation and Prevention Program (FFFIPP) the goal of which is to reduce the number of fire fighter fatalities. NIOSH conducts investigations of line of duty fire fighter deaths to identify contributing factors and to generate recommendations for prevention. This document is a synthesis of the 1,286 individual recommendations from the 335 FFFIPP investigations conducted from 1998 to 2005. The fire service should use this document to develop, update and implement policies, programs and training to prevent fatalities among fire fighters. Charts and tables.

Emergency Vehicle Safety Initiative Judy Janing, United States. Office of Justice Programs. National Institute of Justice, Oklahoma State University. International Fire Service Training Association, United States Fire Administration, 2014. The original Emergency Vehicle Safety Initiative report 2004 reviewed fatality data related to fire departments. This report expands the data to include injuries and fatalities for fire departments, law enforcement and EMS and covers data available for the years 1992 to 2012 where available.

Fire-Related Firefighter Injuries In 2004 U. S. Fire Administration, 2013-03-08. Fire Related Firefighter Injuries in 2004 relies on data from the Nation's largest fire incident database NFIRS and on independent research from a variety of public and private organizations including the National Fire Protection Association (NFPA).

Annual Report - Federal Emergency Management Agency, U.S. Fire Administration United States Fire Administration, 1994.

Fire Service Law Lawrence T. Bennett, 2017-01-10. The frequency of lawsuits in the private and public sectors is proliferating and the fire service is not immune. The protections afforded by Sovereign Immunity have eroded and fire departments are rightfully being held to quality standards. They face an increasing number of responsibilities that expose them to litigation. Given his legal background and ongoing active role in the fire service, the author is in a unique position to provide expertise on how to avoid legal problems by learning from the experiences of others. The second edition of *Fire Service Law* continues to provide much needed coverage of the key areas in which a firefighter or

fire department is likely to encounter litigation The fundamental legal principles presented will serve as an excellent foundation for proper decision making and protocol in a fire service organization The real life case studies and relevant examples taken from today s headlines are valuable tools in the study of fire and EMS law End of chapter review questions correspond to the case studies and Expand Your Learning exercises are included for student and group assignments Readers of this authoritative guide can stay abreast of the latest court decisions affecting fire department operations by accessing the author s Fire EMS Safety Law Newsletter website

Introduction to Fire Protection and Emergency Services Robert Klinoff,2025-02-18 Meets and exceeds the National Fire Academy s Fire and Emergency Services Higher Education FESHE course objectives and outcomes for the Associate s Core course Principles of Emergency Services C0273 Addition of new chapter on building construction CH 5 **USFA Publications Catalog** United States Fire Administration,2008

Firefighter Fatalities in the United States in 2002 , Occupational Safety and Health for Public Safety Employees Tom LaTourrette,David S. Loughran,Seth A. Seabury,2008 Police officers firefighters and other public safety workers face exceptionally high rates of injury and fatality relative to the general workforce This document provides an analysis of the risk factors associated with different aspects of public safety occupations to help policymakers in their efforts to improve the health and safety of these employees **The United States Fire Administration Reauthorization** United States.

Congress. House. Committee on Science and Technology (2007). Subcommittee on Technology and Innovation,2008 **Fire Department Incident Safety Officer** Dodson,2015-08-21 The third edition of Fire Department Incident Safety Officer has been thoroughly updated to cover the latest trends information and best practices needed by current and aspiring Incident Safety Officers ISO s Developed in partnership with the Fire Department Safety Officer s Association and based on the 2015 Edition of NFPA 1521 Standard for Fire Department Safety Officer Professional Qualifications this authoritative resource focuses uniquely on the roles responsibilities and duties for fire service officers assigned to the incident command staff position of safety officer From smoke reading to alternative energy sources to green construction buildings Fire Department Incident Safety Officer Third Edition is loaded with up to date information needed to keep fire department members safe including A new chapter dedicated to the Incident Safety Officer at Training Drills and Special Events Entire chapters devoted to important topics like reading smoke reading buildings **Morbidity and Mortality Weekly Report** ,2006

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