

Travis County Emergency Services District No. 9
Westlake Fire Department
Standard Operating Guideline

Subject: Dangerous Weather and Hazardous Travel Plan

Effective Date: December 31, 2003

Authorized By: Chief Paul Barker

I. Purpose

To staff the District fire stations and respond to emergencies effectively during dangerous weather and restrictive or hazardous travel periods.

II. Policies

To effectively staff the fire stations with Department members and respond to incidents when traveling is considered hazardous, the following policies will be followed:

- A. When hazardous weather or emergency conditions exist, the Shift Commander on duty will contact his relief and determine if conditions warrant mobilizing the next shift before conditions become too hazardous for travel.
- B. Each station will be staffed to ensure a minimum of three personnel will be available to respond an engine if the Shift Commander determines it needed at an incident.
- C. Station 3 will be staffed with a minimum of two personnel unless the Shift Commander determines it is not needed.
- D. Engines will only be used for confirmed structure fires when increased pumping capacity is necessary. The response of an engine will be determined by the Shift Commander or IC (in the Shift Commander's absence).
- E. Brush Trucks will become initial response apparatus when road conditions are too dangerous for engines to travel on routine Still Alarms. This includes, but is not limited to, ice storms, snow, high winds, mud slides, road damage, tornadoes, earthquakes and other conditions which make travel difficult or more dangerous than normal.
- F. All stations will be staffed and supplied to become self-sufficient for a period of 48 hours or until the hazardous conditions pass.
- G. Support vehicles will be manned and used for the second choice for initial response during dangerous road conditions if available. Shift Commanders may consider configuring support vehicles for patient transport, if necessary.

- H. The Shift Commander will decide if automatic mutual aid response by CeBar for Regular Alarms will be continued after determining the conditions, call type and resources available. In general, CeBar will be cancelled during dangerous weather / restrictive or hazardous travel periods.
- I. Snow / Ice cables will be installed for ice or snow conditions. Four-wheel drive will be used for ice / snow or slippery conditions.

III. Procedure

- A. All vehicles will be topped off with fuel before the weather or dangerous condition event.
- B. Station generators will be checked for operation and fuel, including the Repeater Shelter.
- C. All response vehicles will be checked for medical and other equipment that might be needed for Still Alarms. This includes, but is not limited to, extra hose and nozzles for brush trucks, extra Oil Dry for traction, cold weather necessities such as blankets and hot packs, if needed.
- D. Cables / chains will be checked and laid out for easy deployment. Cables / chains will be installed on at least four wheels when it is determined by the Shift Commander that ice or snow conditions are significant enough to warrant their use. Checking of chains / cables must be done after the first ¼ mile. **The maximum speed when using chains / cables is 30 mph.**
- E. The Shift Commanders will contact the Chief or Assistant Chief for approval to mobilize the next shift.
- F. When the Chief Officers and Shift Commander have determined the hazard is of magnitude to necessitate additional staffing, alpha pages will be sent to all personnel advising them of the hazard.
- G. Shift Commanders will follow the Minimum Staffing Levels and Assignments listed in Section IV. Keep in mind; these personnel may be required to spend several days at these locations.
- H. Volunteer personnel will be utilized for additional staffing initially followed by paid personnel as per our Callback Policy.
- I. Shift Commanders will assess the need for water, food and equipment as dictated by the conditions. Shift Commanders will use whatever means necessary to ensure personnel are properly outfitted, fed and housed for the duration the event.
- J. Whenever personnel spend long periods of time at the stations responding, their mental condition may deteriorate to a point of not recognizing proper safety measures during operations. For this reason, when the event lessens to allow for personnel changes, the first personnel to be relieved will be those who have spent the longest amount of time at the stations. **There will be no exceptions to this policy.**

IV. Minimum Staffing Levels and Assignments

Below is a list of minimum staffing levels for transportation-limiting events. If extra Officers, Engineers, and EMTs are available, the Shift Commander will make substitutions as necessary.

- A. St. 1 – 5 personnel
 - B1 – Lt. & EMT (main response vehicle)
 - E1 – Eng., EMT & 1 FF

- B. St. 2 – 6 personnel
 - Cmd – 1 Shift Commander
 - B2 – Lt., EMT (main response vehicle)
 - E2 / 4 – Eng., EMT, FF

 - Optional:**
 - E2 / 4 – Eng., EMT, FF
 - Support 1 – LP/EMT, FF (outfitted for transporting a patient, if necessary)
 - U1 – EMT, FF

- C. St. 3 – 4 personnel
 - B3 – EMT / FF (main response vehicle – staff w/ Lt. if possible)

 - Optional:**
 - Support 2 – EMT, FF

- D. Headquarters – Optional
 - Cmd 2 - Chief Officer(s) as necessary.
 - Support 3 – EMT, FF

V. Initial Response Areas

The following guideline of Initial Response Areas to alarms shall be followed under dangerous weather or restrictive / hazardous travel periods. The Chief's and Shift Officers may change response protocols on an as-needed basis.

Station 1 Response Areas:

- 3300 – 4099 Bee Cave Rd.
- All of Yaupon Valley
- 1460 and lower on Red Bud Tr.

Station 2 Response Areas:

- 4100 Bee Cave Rd and higher
- All of Camp Craft and Westbank Dr.

Station 3 Response Areas:

- 3300 and lower Bee Cave Rd.
- All of Rollingwood
- Hill County Middle School

Considerations:

- Requesting mutual aid from AFD on North Bunny Run, Charles and Live Oak.
- Requesting mutual aid from Cebar on Riverhills and west of Lowell Ln and Bee Cave Rd.
- Staffing 2 EMT's at the Church at Barton Creek and Bee Cave Rd. Prior arrangements may be needed before implementing this staffing arrangement. No covered area is currently available at this location and could be a factor in determining its use.

VI. Response Protocol

Protecting our engines by keeping them in the stations due to hazardous travel unless absolutely necessary is our goal. Thus, the use of the Brush Trucks for primary response is necessary. The Brush Truck must be checked for extra equipment to ensure the proper primary tools are available.

The following Response Protocol to alarms shall be followed under dangerous weather or restrictive / hazardous travel periods.

The Shift Commander shall respond to calls in Command 1 at their discretion after considering the best need for the incident.

The Chief's and Shift Officers may change response protocols as needed to adjust the resources to the hazards.

MEDICAL:

P1, 2 & 3 Brush Truck

COLLISION:

P1, 2 & 3 Brush Truck (1 Engine if needed on P1)

STARFLIGHT:

2 Brush Trucks (as needed)

STILL ALARM:

Brush Truck

REGULAR ALARM:

1 Brush Truck & 1 Engine (second engine if the Shift Commander verifies confirmed fire or if needed).

Ce-Bar will not be requested until the IC or Shift Commander is on scene and can determine the resource needs.

RESCUE ALARM:

Brush Truck, 1 Engine

STILL BRUSH:

Brush Truck

REGULAR BRUSH:

2 Brush Trucks (Engine 4, Engine 1 or 2, if needed)

HAZ-MAT:

Brush Truck, Engine (if requested by Shift Commander or IC).

Haz-Mat Trailer (Secondary Response if requested by the Shift Commander or IC)

CONTRACT FIRE ALARM ACTIVATION: (code 1 per AFD)

Brush Truck

CONTRACT MEDICAL ALARM:

Brush Truck

HIGH RISE ALARM ACTIVATION:

2 Brush Trucks (at the Shift Commanders discretion)

Capital of Texas Hwy and Bee Caves Road west of Capital of Texas Hwy

Station 1 or 3 will not respond to collisions on Capital of Texas Hwy and west on Bee Cave Rd during hazardous travel conditions unless requested by the Shift Commander.