

## **Fire Police Operations**

### **A. General Provisions**

#### **Intent:**

Operating guidelines are established to standardize practices applicable to Fire Police operations. These guidelines are a distillation of those practices derived through experience and judgment. Personnel assigned fire police duties should adhere to these guidelines to the extent practicable and consistent with good judgment.

#### **Status & Authority:**

Fire Police are designated as sworn peace officers pursuant to section 209-c, article 10 of the New York State General Municipal Law and section 2.10, article 2 of the New York State Criminal Procedure Law. The extent and limits of Fire Police legal authority are specified in section 209-c, article 10 of the New York State General Municipal Law and section 2.20, article 2 of the New York State Criminal Procedure Law. In accordance with New York State Executive Law, Article 35, paragraph 845-a, a listing of those individuals accorded Peace Officer status within the Fire Police Unit of East Greenbush NY Fire District #3 will be maintained on the central registry of peace officers within the New York State Department of Criminal Justice Systems.

#### **Duties:**

Fire Police duties shall include, but are not limited to security and traffic control at an alarm, drill, parade or other functions directed by a Chief or Assistant Chief of the East Greenbush Fire District #3. Fire Police will perform these duties in accordance with applicable law and when deemed practicable, consistent with East Greenbush NY Fire District #3 Operational Guidelines. An Incident Commander may, as a need arises, assign Fire Police other supporting tasks at an incident, to the extent their training allows, and assign fire fighters to augment the Fire Police.

## **B. Incident Command & Control**

### **Purpose:**

To establish command & control guidelines for personnel assigned fire police duties at any incident to which the Fire Police have been dispatched.

### **Incident Fire Police Officer In Charge (OIC)**

1. All fire police operations at an incident, with the exception of fire apparatus providing a traffic control function, are directed by the Incident Fire Police OIC, under that authority delegated by the Incident Commander.
2. An Incident Commander may, at his discretion, assign the Incident Fire Police OIC function to an individual of his choosing.
3. Unless otherwise directed by the Incident Commander, the first fire police unit arriving at an incident shall assume the function of Incident Fire Police OIC.
4. A ranking Fire Police Officer, subsequently arriving at an incident, may if warranted, assume the function of Incident Fire Police OIC.
5. The ranking firefighter assigned to fire apparatus providing traffic control, shall assume the function of OIC of all fire apparatus, firefighters and fire police stationed at that particular traffic control location.

### **Command Structure**

1. An Incident Fire Police OIC shall report to the Incident Commander or to whomever an Incident Commander may designate.
2. All personnel providing a fire police function, with the exception of firefighters and fire police assigned to fire apparatus providing traffic control, shall report to and function, under direction of the Incident Fire Police OIC .
3. A ranking firefighter, functioning as a Traffic Control OIC, shall report to the Incident Commander or to whomever an Incident Commander may designate.

### **Communications**

1. Normal communications between the Incident Commander and Fire Police Operations are conducted through the Incident Commander/Incident Fire Police OIC communications channel or as otherwise designated by the Incident Commander.

2. A firefighter functioning as Traffic Control OIC shall communicate through his assigned chain of command and radio frequency using an assigned radio call sign. The Traffic Control OIC will coordinate activities with the Incident Fire Police OIC.
3. The radio call sign for an Incident Fire Police OIC is “Fire Police Operations”.
4. Radio communication between the Incident Commander or his designee and an Incident Fire Police OIC shall be conducted on the primary radio frequency 46.28.
5. Fire police units other than the Incident Fire Police OIC shall use their 11-xx designator as a radio call sign and firefighters assigned to augment the fire police function shall use their accountability designator as a radio call sign.
6. Radio communications within the fire police function at an incident shall be conducted on radio frequency 46.28 unless otherwise directed by the Incident Fire Police OIC.
7. All fire police personnel shall monitor radio frequency 46.16 at and enroute to an incident.
8. Fire police units, upon arrival at an incident shall:
  - Attempt to contact Fire Police Operations on radio frequency 46.28.
  - If fire police units upon arrival at an incident are unable to establish communications with Fire Police Operations, they should deploy consistent with good judgment based upon experience and if applicable, established protocols.

## **C. Incident Response**

### **General Provisions:**

1. Personnel assigned to the East Greenbush Fire District #3 Fire Police Unit will respond directly to the scene of an incident located within the East Greenbush Fire District #3 area of direct responsibility, excepting the restrictions listed in paragraph 2 of this section. When responding directly to an incident, Fire Police will deploy as directed by the Incident Commander or Fire Police Operations, or if applicable, in accordance with published contingency plans.
2. Fire Police personnel are to comply with the following restrictions when responding to an alarm.
  - Fire police personnel shall report to the nearest fire station for a signal 50 (bomb threat) alarm.
  - Fire police personnel are restricted from responding directly onto Interstate 90 unless specifically directed by the Incident Commander or the Captain of Fire Police.
  - Fire police personnel, when responding to a structure fire alarm, are restricted from entering the involved structure unless directed by the officer in charge.
3. Fire Police personnel shall not contact the dispatcher in order to determine the nature and location of an alarm. The location and nature of an alarm are to be obtained by monitoring applicable radio frequencies or from the nearest fire station.
4. Fire police personnel are not assigned to a specific geographic zone, excepting mutual aid calls, and are to respond to all alarms in accordance with the following guidelines.
  - On mutual aid calls, fire police personnel should respond directly their assigned East Greenbush Fire District #3 fire station, and there, to standby for assignment by the ranking Fire Police Officer present.
  - On alarms at the Rensselaer Port facility, all access will be via the Port Expressway from the South St. (Route 9J) in the City of Rensselaer. If the Tellers Crossing access road to the Rensselaer Port is open, fire police are to provide traffic control and security at that location.

5. Fire police personnel should use an authorized blue identification light on their private vehicle when responding to the scene of an incident.
6. On scene parking should be in a designated area, or off the roadway so as not to inhibit traffic flow nor create a dangerous situation. If no other option is available, park on the same side of the road as the incident.
7. Accountability of fire police personnel at an incident will be maintained by the Incident Fire Police OIC. A communications check with fire police posts removed from close proximity to the incident are to be conducted by the Incident Fire Police OIC at frequent intervals.
8. At the completion of an alarm, fire police personnel should return to the closest station to sign in for attendance credit.

**D. Vehicle Traffic Control:**

1. All fire police and firefighters conducting traffic control shall wear a reflective outer garment or turnout coat with a hat or helmet and footwear appropriate to existing conditions. The use of proper equipment is stipulated for safety and identification.
2. The Incident Fire Police OIC shall establish vehicle traffic patterns and detours, consistent with requirements imposed by the incident at hand or published contingency plans. Detour directions will be provided by Fire Police personnel manning a traffic control point to those vehicles requiring assistance.
3. A “Road Closure Order”, can be issued by the responsible Incident Commander, a responsible law enforcement agency or as directed by traffic contingency plans established for Phillips, Brookview and Michael Roads.

A “Road Closure” is defined as a directive prohibiting through traffic on any road made impassable by an emergency response incident. However, a “Road Closure Order” is only directed at through vehicular traffic. Residents, news media and other vehicular traffic shall be allowed beyond the traffic control point if their destination lies prior to the incident scene.

4. A “Block All Traffic Order”, can be issued by the responsible Incident Commander or law enforcement agency.

A “Block All Traffic Order”, is defined as a directive prohibiting all vehicular traffic, excepting emergency response vehicles, from proceeding beyond a designated traffic control point.

5. Fire Police shall, to the extent possible, provide timely and appropriate assistance to members of the news media and advise an Incident Commander or designated officer of their arrival at a traffic control point.

### **Contingency Response:**

There are several locations within the geographic area serviced by the East Greenbush Fire District #3 which warrant a contingency vehicle traffic control plan. When an alarm indicates a roadway, listed below, may be impassable, Fire Police units will respond in accordance with contingency plans detailed in attachments to this Standard Operating Guide. Implementation of a contingency plan shall be governed by the unique circumstances inherent to any incident and the experience and judgment of those responding to the alarm

- Phillips Road between Hayes Road and Brookview Road: (Attch. A)
- Brookview Road between Sunset Road and Pheasant Lane (Attch B)
- Michael Road between Elliott Road and Community Way: (Attch. C)
- Interstate 90 (Attch D)
- U. S. Route 4 (Attch E)
- Rensselaer Port Facilities (Attch F)

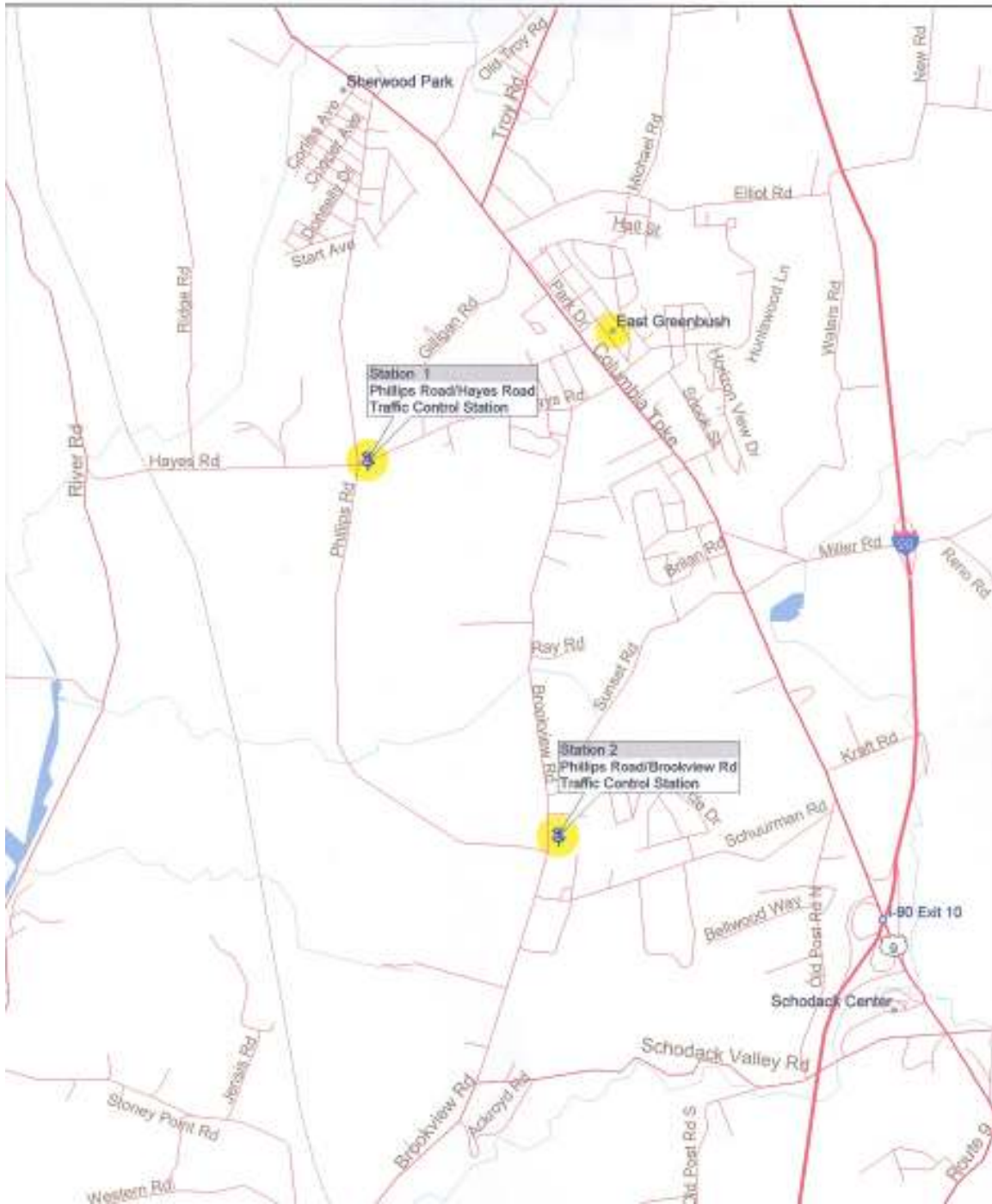
**Attachment (A.1)**

Phillips Road Between Hayes Road & Brookview Road

When responding to an incident which may bar through traffic on Phillips Road, between Hayes Road and Brookview Road, fire police personnel should deploy per the following guideline and execute a contingency “Road Closure Order”.

1. Initial arriving fire police are to establish a traffic control point at the intersection of Phillips Road & Hayes Road and at the intersection of Phillips Road and Brookview Road and so advise the Incident Commander.
2. Follow on fire police are to proceed to the incident location, establish a Fire Police Operations function and report to the Incident Commander.
3. In addition to emergency vehicles, only local vehicular traffic, not proceeding near or through the incident location, is allowed beyond the traffic control point.
4. The Incident Fire Police OIC will inform the Incident Commander that the intersections are closed to all but emergency & local vehicular traffic in accordance with a “Road Closure Order”, and standby for further orders.
5. During periods of darkness, if personnel are available, traffic control points at the intersections should be manned by two individuals.

### Phillips Road Incident





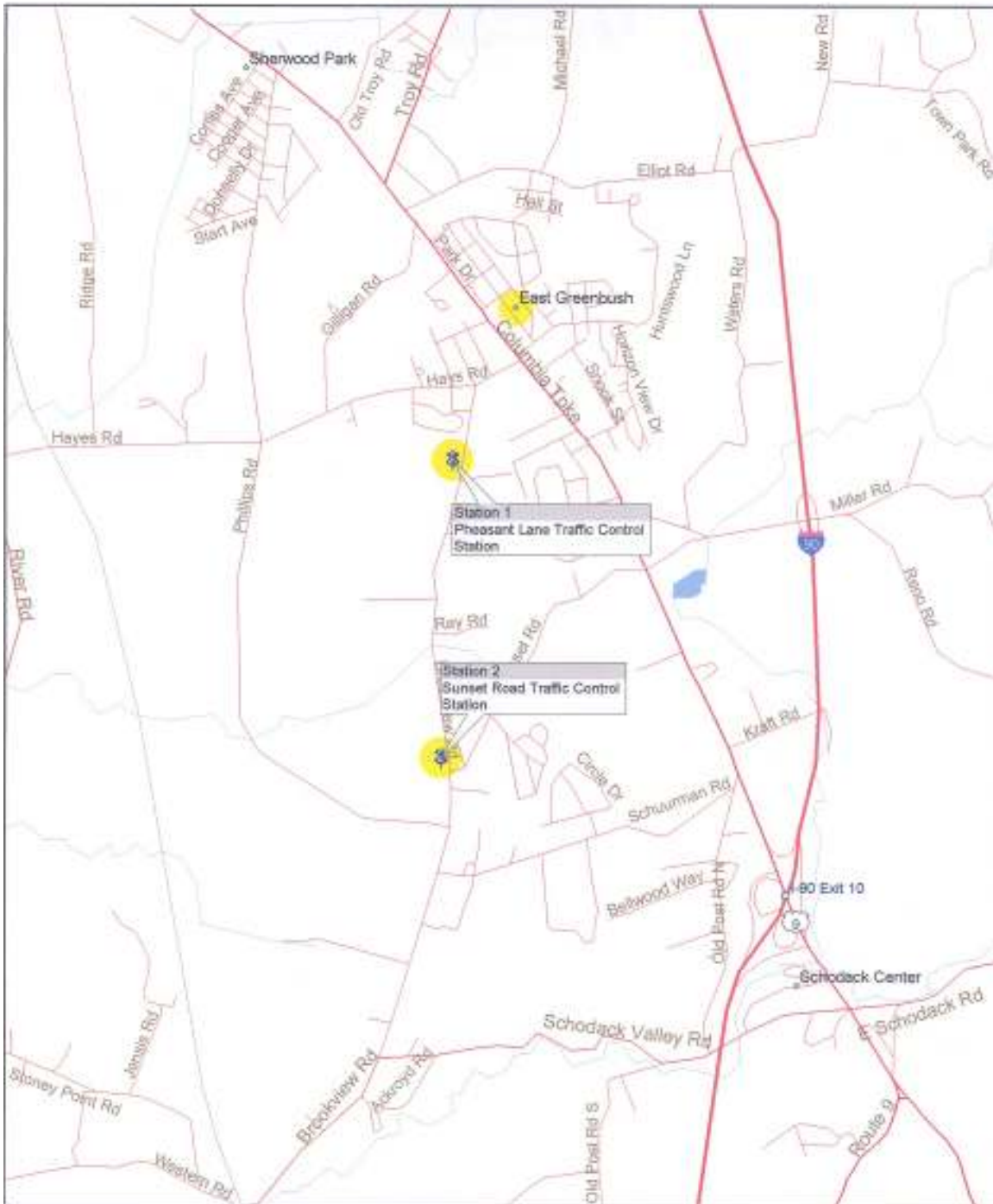
**Attachment (B.1)**

Brookview Road Between Sunset Road and Pheasant Lane

When responding to an incident which may bar through traffic on Brookview Road between Pheasant Lane and Sunset Road, fire police personnel should deploy per the following guideline and execute a contingency “Road Closure Order”.

1. Initial arriving fire police are to establish a traffic control point at the intersection of Brookview Road and Pheasant Lane and at the intersection of Brookview Road and Sunset Road, and so advise the Incident Commander
2. Follow on fire police are to proceed to the incident location and establish a Fire Police Operations function and report to the Incident Commander.
3. In addition to emergency vehicles, only local vehicular traffic, not proceeding near or through the incident location, is allowed beyond the traffic control point.
4. The Incident Fire Police OIC will inform the Incident Commander that the intersections are closed to all but emergency & local vehicular traffic in accordance with a “Road Closure Order”, and standby for further orders.
5. During periods of darkness, if personnel are available, traffic control points at the intersections should be manned by two individuals.

### Brookview Road Incident



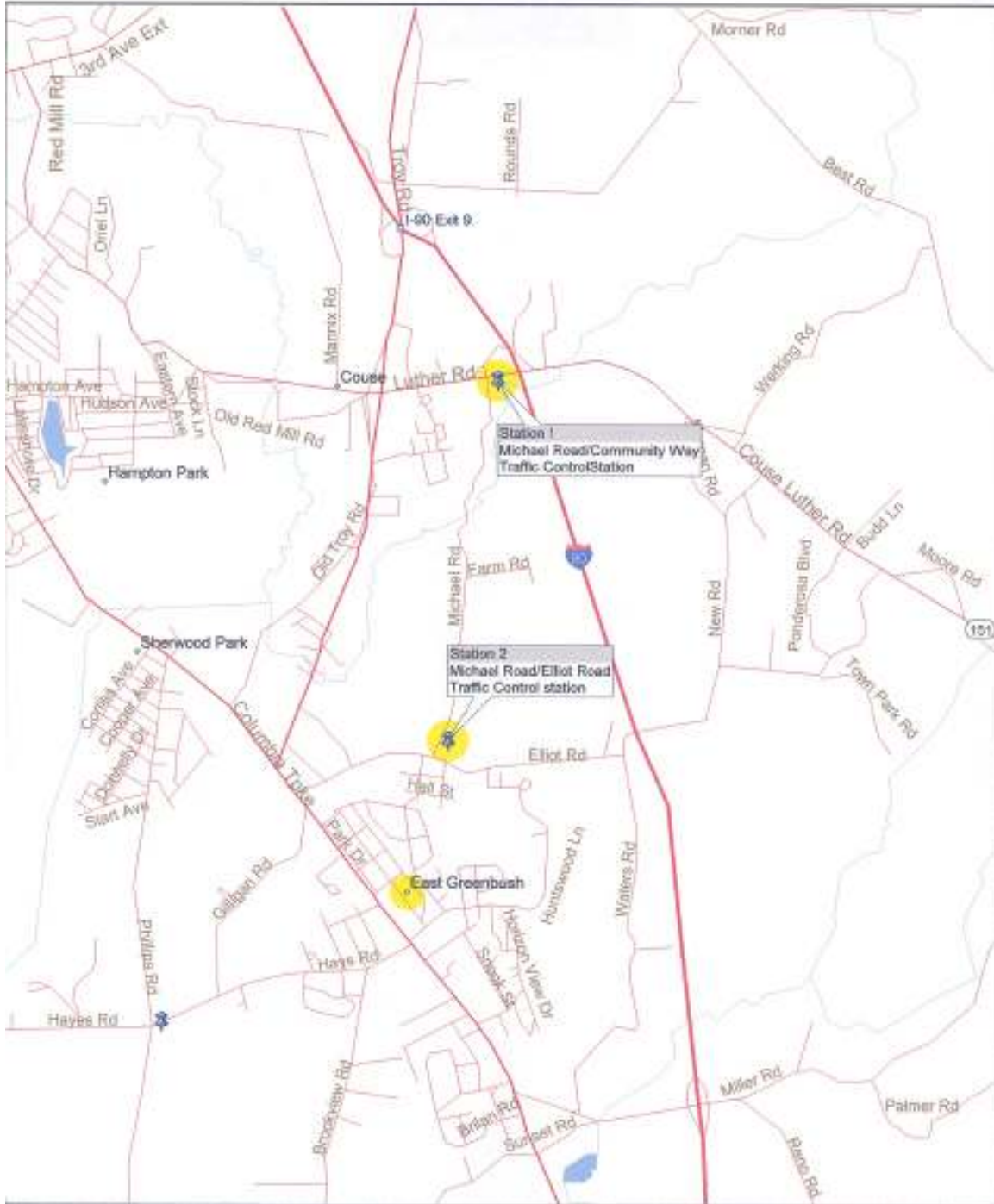
**Attachment (C.1)**

Michael Road Between Elliott Road and Community Way

When responding to an incident which may bar through traffic on Michael Road Elliott Road and Community Way, fire police personnel should deploy per the following guideline and execute a contingency “Road Closure Order”.

1. Initial arriving fire police are to establish a traffic control point at the intersection of Michael Road and Elliott Road and at the intersection of Michael Road and Community Way, and so advise the Incident Commander
2. Follow on fire police are to proceed to the incident location and establish a Fire Police Operations function and report to the Incident Commander
3. In addition to emergency vehicles, only local vehicle traffic, not proceeding near or through the incident location, is allowed beyond the traffic control point.
4. The Incident Fire Police OIC will inform the Incident Commander that the intersections are closed to all but emergency & local vehicular traffic in accordance with a “Road Closure Order”, and standby for further orders.
5. During periods of darkness, if personnel are available, traffic control points at the intersections should be manned by two individuals.

### Michael Road Incident



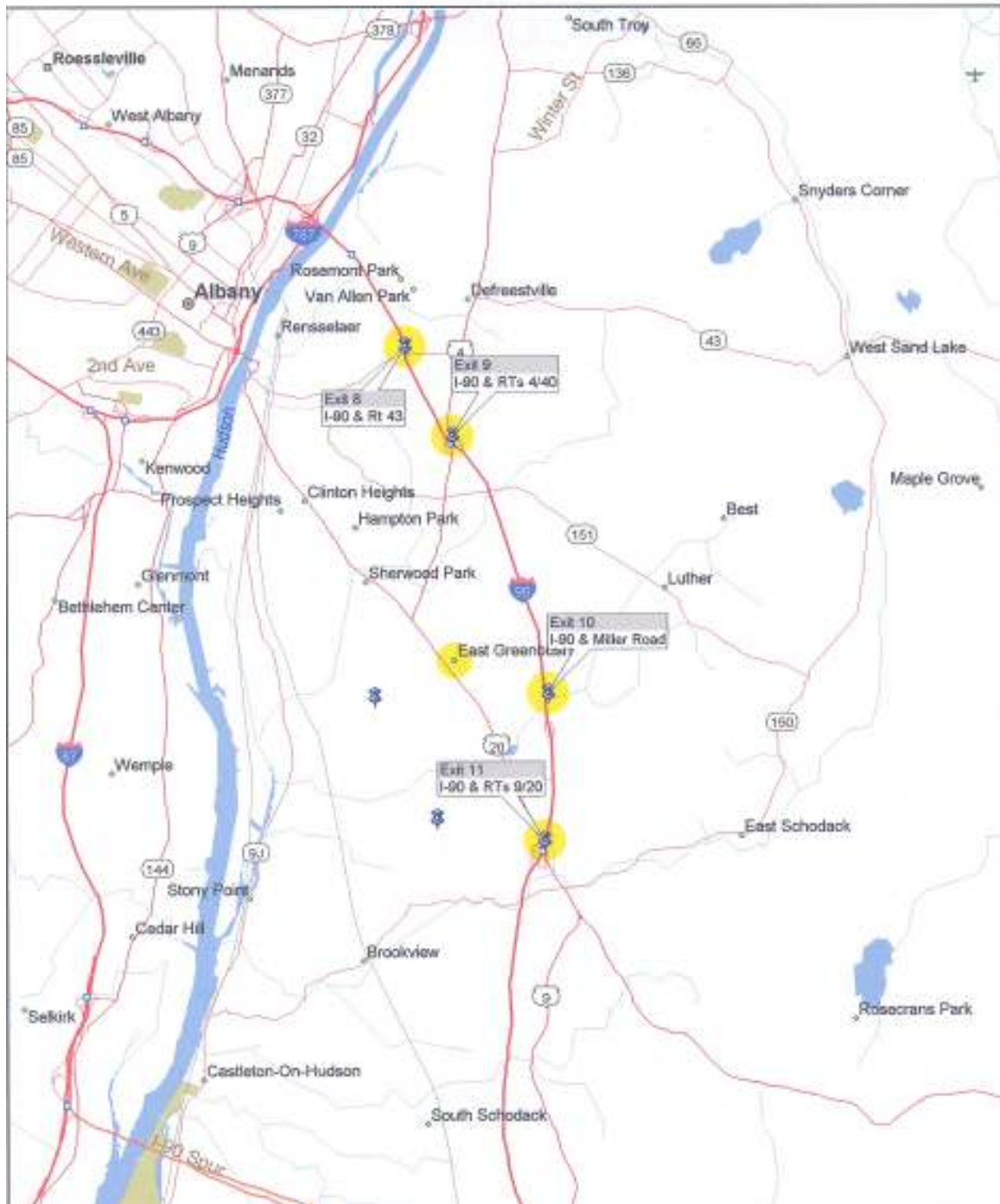
**Attachment (D.1)**

Interstate 90

Fire Police response to incidents on Interstate 90 is restricted per the limitations specified in section C, paragraph 2. Subject to those restrictions, fire police will proceed to the following locations when responding to an Interstate 90 (I- 90) alarm.

1. If the I- 90 incident location is between Exits 8 & 9, or between Exits 9 & 10, fire police will proceed to the vicinity of Exit 9 on U.S. Route 4, and stage in an area so as not to impede the flow of traffic or create a safety hazard.
2. If the I- 90 incident location is between Exits 10 & 11, fire police personnel will proceed to the vicinity of Exit 10 on Miller Road, and stage in an area so as not to impede the flow of traffic or create a safety hazard.
3. On arriving at the I- 90 staging area, fire police will standby for further orders from the Incident Commander. Communication between the Incident Commander and the I-90 Fire Police OIC will adhere to standard procedures. However, special circumstances associated with an incident on I-90 may include a multi-agency response. In that event, fire police should adapt to the unique requirements of the incident.

### I-90 Incident



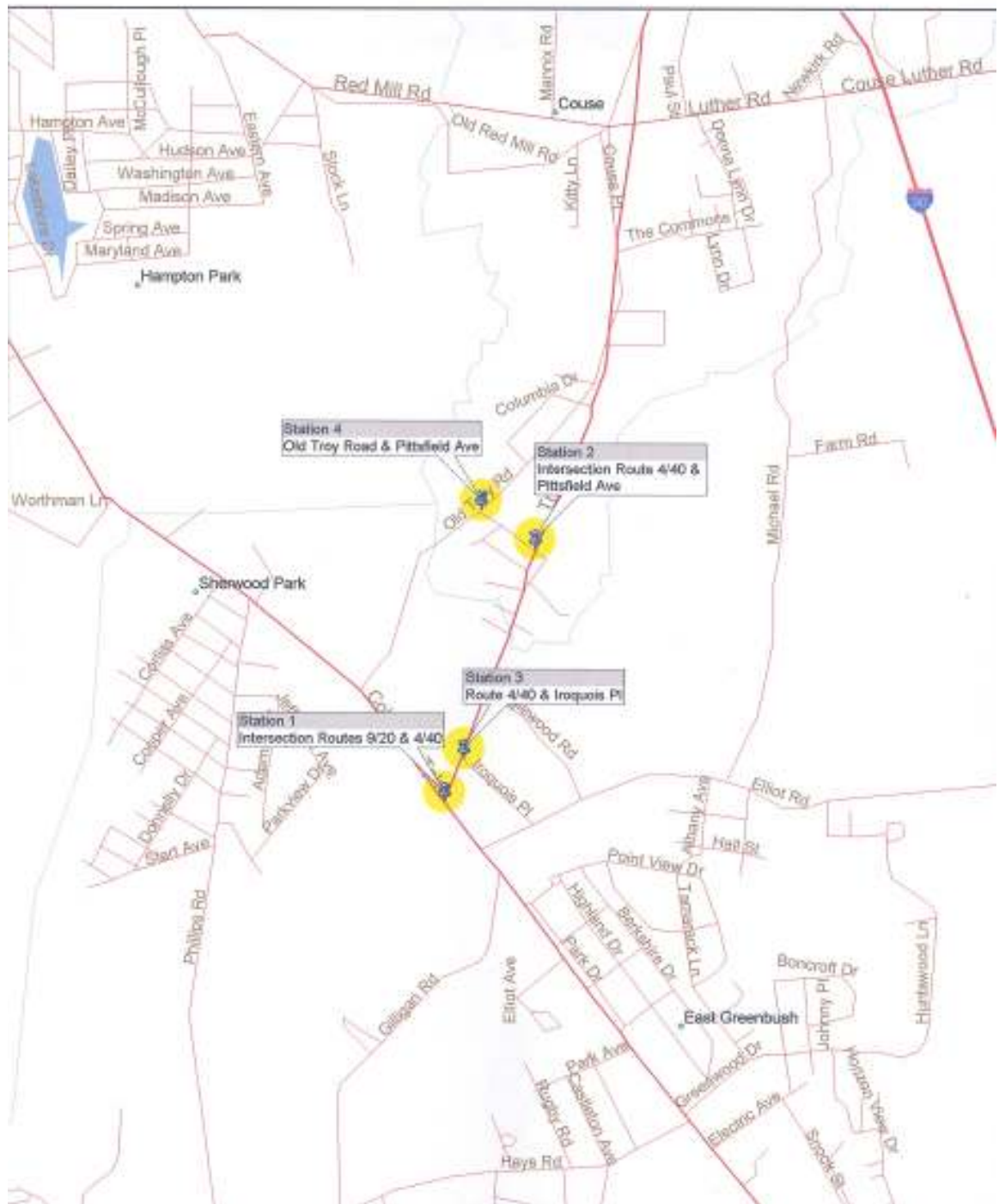
**Attachment (E.1)**

Route 4/40 Between Route 9/20 & Pittsfield Ave

When responding to an incident on Route 4/40 located between Route 9/20 and Pittsfield Ave., and the responsible Incident Commander or law enforcement agency has issued a “Block All Traffic Order”, fire police should deploy per the following guideline.

1. Fire Police are to block access to Route 4/40 at traffic control stations 1,2,3 and 4 as shown on the Rt 4 (A) Incident map.
2. Traffic control stations are identified in order of priority, station 1 being the highest priority.
3. Southbound Route 4/40 traffic will be diverted on to Pittsfield Ave. and then to proceed southbound on the Old Troy Road to intersect Route 9/20.
4. Large and heavy vehicles are restricted from proceeding southbound on the Old Troy Road due to overhead wires and a bridge along the route having a 5 ton weight restriction.
5. Large and heavy vehicles, restricted from the Old Troy Road are to be parked along Route 4/40.

Map Rt 4 (A)





**Attachment (E.2)**

Route 4/40 Between Pittsfield Ave & Columbia Dr.

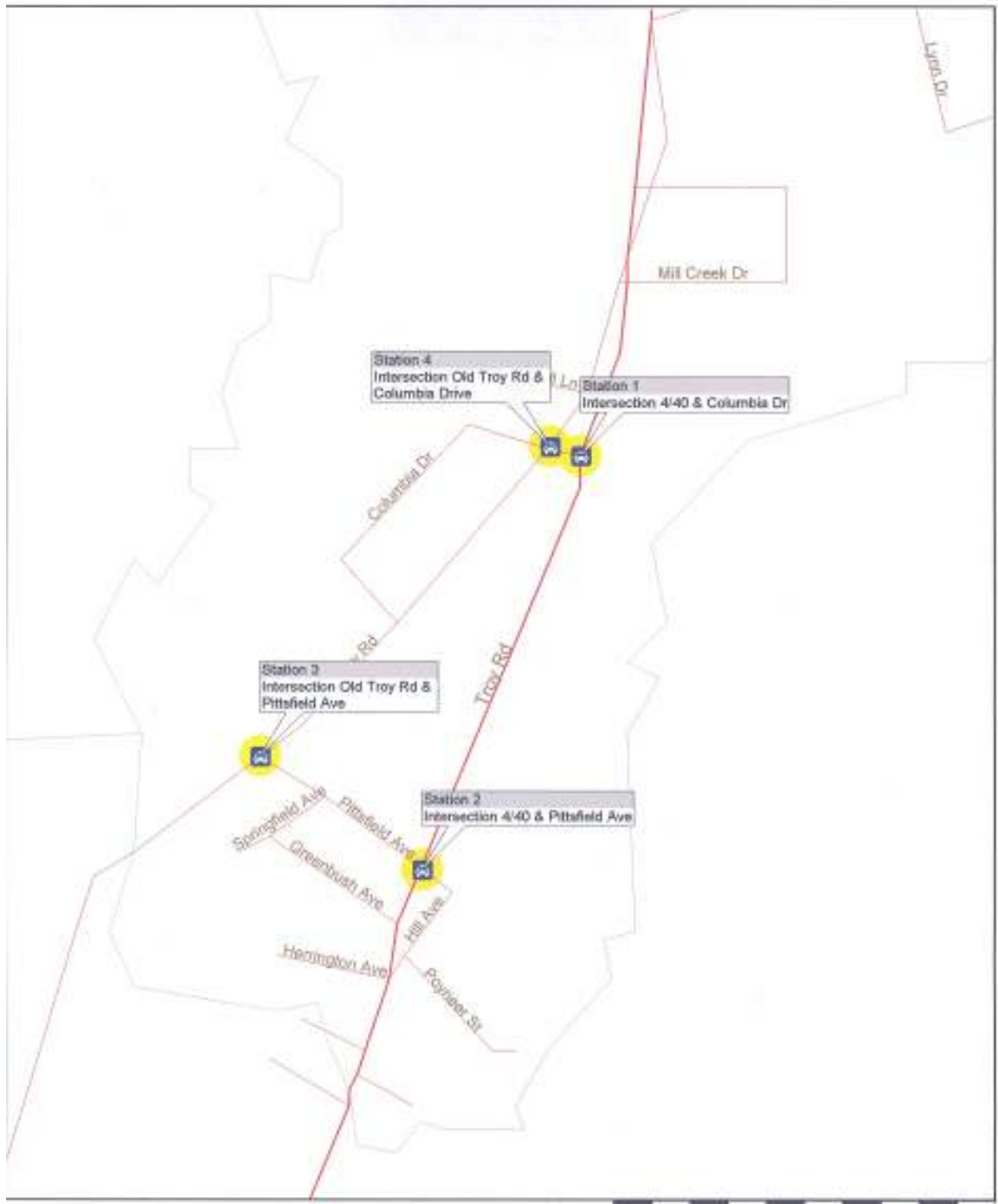
When responding to an incident on Route 4/40 located between Pittsfield Ave. and Columbia Dr., and the Incident Commander has issued a “Block All Traffic Order”, fire police should deploy per the following guideline.

1. Fire Police are to block vehicle access to Route 4/40 between Columbia Dr. and Pittsfield Ave. at traffic control points south of Columbia Dr. and north of Pittsfield Ave. Traffic control points are noted respectively as station 1 and station 2. (ref. Map Rt 4/B Incident)
2. Route 4/40 through traffic will detour through Pittsfield Ave, Old Troy Road and Columbia Dr. Fire Police positioned at traffic control points Station 3 and 4 (ref Map Rt 4/B) will guide vehicle traffic through the detour.

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Closure of Route 4/40 may require more fire police than are available. Under such circumstances, the Fire Police OIC should request the Incident Commander provide augmentee personnel.

**Map Rt 4 (B Incident)**



**Attachment (F.1)**

Rensselaer Port Facilities

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