RT-154*e*

D I V I S I O N O F F I R E

OFFICIAL INTRA-DIVISIONAL COMMUNICATION

DATE: 3/30/22

TO: CHIEF JEFFREY M. HAPP **SUBJECT:** Williams Rd Train Crossing

Chief Timothy Moore,

We consistently have difficult issues at the Williams Rd. train crossing. We have researched 3 alternate routes, none of which are much better. We can go through a nearby neighborhood, through the warehouses off Williams Rd. (if the gate is unlocked), or detour all the way down to the Alum Creek/ Groveport roundabout. Using those alternate routes also require us to know prior to reaching the tracks that they are being used as turning around can be very difficult, especially as traffic rapidly builds up. These alternate routes increase our response time by as much as 10-15 minutes. Waiting on the train isn't a viable option either as it could potentially add 20 or more minutes if the trains are changing over. None of these alternate routes are desirable as they greatly increase our response times. On multi-company responses, it is common for us to alert other companies via radio of our delayed response when we encounter a train.

As far as documentation when the delayed response is a problem, that will be difficult as I believe we would only typically document the issue in the event that it had a direct measurable impact on the call. For instance, if the call was a cardiac arrest and we were the first arriving unit, that delay would need to be documented as the patient's outcome was possibly directly negatively affected by an increased delay. To my knowledge, this type of documentation wouldn't be flagged in a way that we could gather it as it would mostly be documented in the narratives. As far as requesting other trucks to replace us and take the call, I don't know that we do that often as we are ultimately able to get around the tracks. It just increases our response time greatly. Calling another truck likely wouldn't save much time either as they would be coming from farther out, there would be a time delay for them to be dispatched and get to the truck, and the responding truck might also be from a station dispatched from the same side of the tracks. If they dispatched Hamilton to replace E22 for instance, E171 might potentially run into the same issue if the "stopped train" message isn't immediately relayed. In saying all this, as a long-time firefighter and officer at station 22, I can confidently say this has always been a problem for us, as well as Hamilton Twp., and station 4 most commonly.

Respectfully,
Lt. Douglas Brown
L22, 1-unit

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