National Traffic Incident Management
Responder Training

Changing Traffic Incident Management
by Training a Nation of Responders

June 15, 2016
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TRIMARC
Purpose of Today’s Briefing

- Increase awareness of the National TIM Incident Responder Training Program
- Outline the business case
- Present an overview of the training
- Identify course highlights, benefits, and support
- Offer options for engagement
New Emphasis on Operations

Optimizing Use and Operations of Our Highway Network

To Support the Traveling Public
A police officer is **18 times** more likely to die from being hit by a vehicle than being struck by a bullet. Mortality rates are staggering:

- 6 – 8 die each year: Fire/Rescue, EMS
- 10-12 die each year: Law Enforcement
- 50 die each year: Towing
- 100 die each year + 20,000 injured: Highway Personnel

Source: Emergency Responder Safety Institute, AAA
Making the Business Case

- Safety: Victims; Responders; Travelers
- Cost: Delays; Economy; Freight Movement; Supply Chain; Protecting our Investment
- Homeland Security: Emergency Operations; Terrorism Vulnerability

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<tr>
<th></th>
<th>Cost of Crashes</th>
<th>Cost of Congestion</th>
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<tbody>
<tr>
<td></td>
<td>Total</td>
<td>Average Per Person</td>
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<tr>
<td>2005 National</td>
<td>$164.2 billion</td>
<td>$1,051</td>
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<tr>
<td>2009 National</td>
<td>$299.5 billion</td>
<td>$1,522</td>
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National Traffic Incident Management Responder Training

LAW ENFORCEMENT | FIRE | EMS | TRANSPORTATION
TOWING & RECOVERY | COMMUNICATIONS
TIM Training Developed In SHRP2

Save lives. Save money. Save time.

- SHRP2 = Second Strategic Highway Research Program
- Collaborative effort of AASHTO, FHWA, and TRB
- Joint Federal and State research program to address critical transportation challenges:
  - Making highways safer
  - Fixing deteriorating infrastructure
  - Reducing congestion
- Advances innovative ways to plan, renew, operate, and improve safety on the Nation's highways
Incident Management Training

- **Train-the-trainer program** through FHWA and SHRP2
- **Multi-disciplinary training** with national curriculum
- Develops **cadre of emergency responders** who work together at an accident scene in a coordinated manner
- **Improves safety** to responders and travelers

- Developed **by responders for responders**
Who Needs This Training?

- Law Enforcement
- Fire and Rescue
- Transportation
- Public Works
- Emergency Medical Services
- Towing and Recovery
- HAZMAT Responders
- Coroners/Medical Examiner
- Communications/Dispatchers
- Miscellaneous Responders
How is the Training Delivered?

• **Train the Trainer Classes:**
  – Interactive training with case studies, tabletop role-playing scenarios, and field practicum
  – 2 instructors (police, fire, DOT) per session
  – 10-hour intensive course

• **Responder-Level Classes and Options:**
  – Multi-disciplinary sessions
  – 4-hour modified course
  – Single-lesson modules covering 9 topics
NATIONAL TRAFFIC INCIDENT MANAGEMENT (TIM) RESPONDER TRAINING PROGRAM

LAW ENFORCEMENT | FIRE | EMS | TRANSPORTATION TOWING & RECOVERY | COMMUNICATIONS

4-HOUR COURSE
Traffic Incident Management
Course Overview

1. Introduction
2. TIM Fundamentals and Terminology
3. Notification and Scene Size-Up
4. Safe Vehicle Positioning
5. Scene Safety
6. Command Responsibilities
7. Traffic Management
8. Special Circumstances
9. Clearance and Termination
   • Tabletop Exercise
   • Outdoor Situational Awareness Activity
Injury Crashes

Each injury crash can require...

- 2 Law Enforcement
- 4 Fire/Rescue
- 2 EMS
- 1 Towing & Recovery

= 9 Responders
That's potentially 27 responders rolling out to a new injury crash every minute of every hour, 24/7/365.
Lesson 1

Responder Struck-By Crashes
“D” Drivers are killing us…
- Drunk,
- Drugged,
- Drowsy,
- Distracted, or
- Just plain… Dumb
Secondary Crashes

Fatal crash on I-265 in Louisville, KY
TIM Defined

- TIM consists of a planned and coordinated multidisciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible.

- Effective TIM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims, and emergency responders.
NASCAR Pit Stop– TIM Team Analogy

Video Courtesy of the National Association for Stock Car Auto Racing (NASCAR)
Lane Designation Terminology
– Recommended Lane Numbering

Lane 1
Lane 2
Lane 3
Lane 4
Safe, Quick Clearance…

Second of the three main NUG objectives, it is the practice of rapidly, safely, and aggressively removing temporary obstructions from the roadway.

KRS 189.580 Duty in case of accident -- Movement of vehicle from roadway after accident -- Removal of vehicles obstructing roadway

- Driver Stop
- Driver Removal
- Authority Removal
- Authority Tow
- Cost Recovery

STATE   LAW
MOVE DAMAGED VEHICLES TO SHOULDER IF NO INJURIES
What is Safe, Quick Clearance?

- Working with a sense of urgency
- Utilizing Unified Command and incorporating safe, quick clearance into the incident objectives
- Completing tasks concurrently whenever possible
- Regularly assessing traffic control and on-scene activities to determine if additional lanes can be opened
- Utilizing all available resources for clearance activities
- Thinking outside of the box and considering how things could be done differently
Move Over Laws require drivers approaching a scene where emergency responders are present to either change lanes when possible and/or reduce vehicle speed.

KRS189.930  Right-of-way to emergency vehicles -- Blocking or following emergency vehicles
Lesson Objectives

At the conclusion of this lesson, participants will be able to:

1. Recognize the important role public safety communications centers play in incident response
2. Describe the notification and verification process
3. Recall the typical responsibilities of a Transportation Management Center (TMC)
4. List the key information that should be included in a scene size-up report
Progress Reports

• A detailed scene size-up should be provided within 15 minutes
• Additional progress reports should be provided at regular intervals
There are two ways an emergency response vehicle is commonly positioned on the roadway:

- Angled
- Parallel (straight)

Considerations for determining how to position a vehicle include:

- Current conditions, such as roadway geometry, sight distance, weather, etc.
- Safety of other responders, crash victims, and passing motorists
- Impact to vehicle visibility, including vehicle markings and emergency vehicle lighting
Lesson 4
Linear Scene – Ambulance Struck

Video Courtesy of the Ohio Department of Public Safety and the Ohio State Highway Patrol
Lesson 4

Lane +1 Blocking – Protected Incident Space
Lesson 4

Lane +1 Blocking
Lesson 4

Zero Buffer Struck-By

Video Courtesy of the Tennessee Highway Patrol
Lesson 4

Avoiding the Zero Buffer

- LE traffic stop with non-traffic side occupant contact to avoid the zero buffer hazard.
**Lesson 4**

**Typical Vehicle Positioning**

**Upstream**
- Law Enforcement
- Fire
- DOT or Safety Service Patrol Vehicle

**Downstream**
- Ambulance
- Tow Truck
- Other Support Units

Lane 1 ➔
Lane 2 ➔
Law Enforcement Vehicle Markings
– New Vs. Old

Lesson 5
Lesson 5

ANSI 107 vs. ANSI 207

ANSI 107 Class II Vest

Note shorter length to allow access to items on belt

ANSI 207 Public Safety Vest
Single Command

• Incident Commander has complete responsibility for incident management

Unified Command

• Utilized when incidents require multi-jurisdictional or multi-agency response

• Allows all agencies to:
  – Work together without affecting authority, responsibility, or accountability
  – Manage an incident together by establishing a common set of incident objectives and strategies
Traffic Incident Management
Area Components

- Advance Warning Area
- Transition Area
- Activity Area
- Incident Space
- Buffer Space
- Termination Area
Traffic Incident Management
Area Components

Lesson 7
Lateral Buffer Space

- If lateral buffer space requires part of a lane, close that lane – avoid partial closures
Lesson 8: Special Circumstances
Once the spill has been identified as a vehicle fluid that does not meet reportable quantity thresholds:

1. Stop leaking material at the source

2. Contain and limit the spill from spreading

3. Apply available absorbents (not sand)

4. Remove material from travel lanes

5. Gradually restore traffic flow
Lesson 8

Off-Site Landing Zones

- Use of an off-site landing zone is acceptable if there will be no delay to patient care
Lesson 8 Hazardous Materials (Hazmat) Identification

- Placards
  - Numbered placard
  - Placard with an orange panel
  - Warning or other placard
- Shipping papers or bill of lading
- Commodity names or markings
- Labels
Lesson 9

Off-site Extrication – Incident Cleared Much Sooner
Lesson 9

- Requested a “flatbed for a vehicle off the road”
• Final stage of incident response

• Termination includes:
  – Demobilizing and removing equipment, personnel, and response vehicles
  – Restoring traffic flow to normal or close to normal
Lesson 9

Termination Checklist

☑ Protect tow operators while they finish up

☑ Make sure all personnel are accounted for

☑ Check with Incident Commander/other responders prior to leaving

☑ Let the TMC know that lanes are open
Critical Link: Trainers Training Others

State PLAN

State Implementation Plan

Train the Trainer Session(s)

Responder Training
Sponsoring agencies develop a State or Regional Implementation Plan

• Plan identifies:
  - Overall Agency Lead (DOT, Fire, Patrol, EMS, etc)
  - Training facility/ and logistics
  - Outreach to all disciplines and partnering sponsors to identify 30 +/- trainers
  - Supply active trainers – each qualified instructor will need to reach minimum of 100 responders
  - Reporting
  - Encourage/require responders to attend

• Remains a living document
## State Plan Commitments

| WHO | • Has overall (or shared) responsibility for training implementation?  
|     | • Are the qualified, multidisciplinary trainers who will conduct the training?  
|     | • Are the multidisciplinary recipients (students) of the training?  
|     | • Can be contacted at FHWA for questions or more information? |
| HOW | • Will the training be promoted?  
|     | • Much time can the students commit to training (4 hours or 10 hours)?  
|     | • Will the students be tracked and documented? |
| WHEN and WHERE | • Will the training be conducted? |
National TIM Responder Training Program Implementation Progress

- As of April 4, 2016

Train-the-Trainer Sessions
- 219 sessions with 7,696 participants

In-Person Responder Training
- 6,288 sessions with 154,392 participants

Web-Based Training (WBT)
- 11,196 participants

Total Trained: 173,284
TIM Training Program Implementation Progress
Train-the-Trainer (TtT) Sessions
- As of April 4, 2016

Number of TtT Sessions Conducted

219
TIM Training Program Implementation Progress
TtT Session Participants
- As of April 4, 2016

7,696 Number of Trainers Trained
TIM Training Program Implementation Progress
Responder Training: In-Person and WBT
- As of April 4, 2016

Number of Responders Trained:  
In-Person - **154,392**  
Web-Based Training (WBT) - **11,196**
TIM Training Program Implementation Progress
Total Trained
- As of April 4, 2016

173,284 Total Trained
TIM Training Program Implementation Progress

Total Responders to Be Trained

SIP 16 Goal of 20% - As of April 4, 2016

14.0% Percent Trained

(1,236,323) Total Responders To Be Trained
Objectives:
- Reduce or eliminate responder and motorist injuries and fatalities
- Promote rapid incident clearance, thereby reducing traffic congestion and vulnerability
- Reduce costs associated with traffic incidents

Outcomes:
- Develop or enhance local TIM Programs that ultimately benefit corridors, regions, and states
- Measure performance that demonstrates improved TIM responses and programs over time
- Emphasize TIM as a system operations “core mission” for all responders
“The whole idea is to get responders to play in the sandbox together again. We have trained well in years past but always in our own little silos. We must break down these self-imposed barriers to provide better service to our constituents and a safer work area for ourselves at the incident scene.”

- Indiana State Police Major (Ret.) Thomas E. Melville
What’s the pay off?
Benefits of National TIM Training

Arizona

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<tr>
<td><strong>Non-Injury</strong></td>
<td><strong>Non-Injury</strong></td>
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<tr>
<td>– Roadway Clearance: 45 min</td>
<td>– Roadway Clearance: 32 min (-29%)</td>
</tr>
<tr>
<td>– Incident Clearance: 84 min</td>
<td>– Incident Clearance: 40 min (-52%)</td>
</tr>
<tr>
<td><strong>Injury</strong></td>
<td><strong>Injury</strong></td>
</tr>
<tr>
<td>– Roadway Clearance: 54 min</td>
<td>– Roadway Clearance: 46 min (-14%)</td>
</tr>
<tr>
<td>– Incident Clearance: 94 min</td>
<td>– Incident Clearance: 54 min (-42%)</td>
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Indiana

A multi-vehicle crash on I-70 west of Indianapolis in a driving snow storm was cleared in 5.5 hours – eliminating six additional hours of road closures because of the TIM training
High-Level Endorsements

- American Public Works Association (APWA)
- International Association of Chiefs of Police, State and Providential Divisions (IACP)
- International Association of Directors of Law Enforcement Standards and Training (IADLEST)
- International Association of Fire Chiefs (IAFC)
- International Municipal Signal Association (IMSA)
- National Association of Emergency Medical Services (NAEMT)
- National Sheriffs Association (NSA)
- National Volunteer Fire Council (NVFC)
- Towing and Recovery Association of America, Inc. (TRAA)
- Federal Highway Administration (FHWA)
- American Association of State Highway and Transportation Officials (AASHTO)
- Cumberland Valley Volunteer Firemen’s Association
FHWA Support and Follow-Up

- State Implementation Plan
- HELPDesk
- Trainer Mentoring Program
- SharePoint Site
- Quarterly State-Specific Conference Calls
- Professional Development Hour (PDH) Coordination
- Newsletter
Your Partnership and Help Are Critical. We need you!

- Seek your agency’s support
- Become a leader in the state or regional implementation effort
- Provide training opportunities for your staffs
- Ensure the key people are engaged and informed
- Partner with other agencies in your responder community
- Contact us for more information!
Always Remember:

PASSING LANE
KEEP RIGHT, EXCEPT TO PASS
Working in Traffic is Dangerous Don’t get so caught up in what your are doing you lose focus on Safety
Questions/Comments

For more information, please contact:

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