Managing the Crash:
How to Ensure Responders and
Motorists Get Home Safely

National
Traffic Incident Management
Responder Training

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Quantifying the Problem – Responder Safety

Average annual number of responders <u>struck and killed</u> nationally while working in or near moving traffic:

Fire/Rescue and EMS: 6 to 8/year

Law Enforcement: 10 to 12/year

Tow/Recovery: 50/year

Highway: 100/year + 20,000 injured

Source: Emergency Responder Safety Institute

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the Problem – Secondary Incidents

- Estimated 20-25% of all Incidents are secondary

- Estimated that the likelihood of a secondary incident raises 2.8% every minute

- Often more severe than the primary incident

Quantifying the Problem

- **Annual cost of traffic crashes:**
  $299.5 billion (+ 83% from 2008)
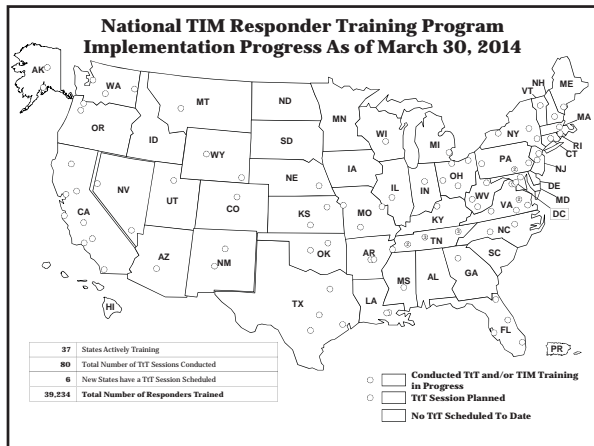 *Average cost per person ≈ $1,522*

Strategic Highway Research Program (SHRP2)

- Authorized by Congress to address some of the most pressing needs related to the nation's highway system

- Research areas: Safety, Renewal, Reliability, Capacity

- Administered by Transportation Research Board (TRB) :
  - Federal Highway Administration (FHWA)
  - America Association of State Highway and Trans Officials (AASHTO)

- FHWA leadership provided for state implementation

SHRP2 : National Traffic Incident Management Responder Course

- **Objectives:**
  - Improved responder safety
  - Improved reliability (reduced incident duration)
  - Improved motorist safety (reduced secondary crashes)
- **Approach:**
  - Researched core competencies
  - All disciplines participated every step
  - Development of multi-disciplinary training program for all responder stakeholders
  - Cross-training in TIM core competencies

National TIM Responder Training Program
Implementation Progress As of March 30, 2014

37	States Actively Training
80	Total Number of TtT Sessions Conducted
6	New States have a TtT Session Scheduled
39,234	Total Number of Responders Trained

Conducted TtT and/or TIM Training in Progress
TtT Session Planned
No TtT Scheduled To Date

National Unified Goal

- **Responder Safety**

- **Safe, Quick Clearance**

- **Prompt, Reliable, Interoperable Communications**

Audience

- Law Enforcement officers
- Fire and Rescue personnel
- Transportation Professionals
- Public works
- Emergency medical services
- Towing and recovery
- Hazmat responders
- Coroners/medical examiner
- Agency Training managers
- Safety Coordinators
- Miscellaneous responders

National TIM Responder Classroom Training

To the extent possible:
• Conduct multi-discipline sessions
• 2 instructors (police, fire, DOT) per session
• 4 hour curriculum is available

Other training options:
• Module specific
• Police, Fire, DOT specific
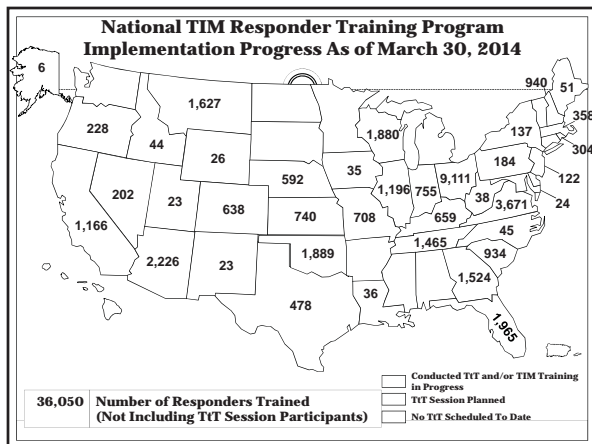• Academy curriculums, POST Certification

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Implementation Goals

• **By August 2014:**
  ○ Conduct 40-60 additional TtT sessions
  ○ Train 1000-1500 State/local responders to deliver classroom training
  ○ Deliver Classroom Training to 30K-70K responders

• **Within 5 Years:**
  ○ Train 4500 State/local responders to deliver classroom training
  ○ Deliver Classroom Training to 425K-900K responders
  ○ Deliver E-Learning to 1.2M responders

National TIM Responder Training Program Implementation Progress As of March 30, 2014

6	940	51
1,627	358	
228	1,880	137	304
44	26	184	122
202	592	35	9,111	24
1,166	23	638	740	1,196	755	38	3,671
2,226	23	1,889	708	659	45
478	36	1,465	934
		1,524
		1,965

		Conducted TtT and/or TIM Training in Progress
36,050	**Number of Responders Trained (Not Including TtT Session Participants)**	TtT Session Planned
		No TtT Scheduled To Date

Ingredients for Success

- Partnerships & Stakeholder involvement is critical
- Leadership with Implementation
- Implementation Plans in each area
- Provide experienced trainers
- Priority for firefighters and police to participate in some form of the training
- Your agency becoming a champion for participation and training
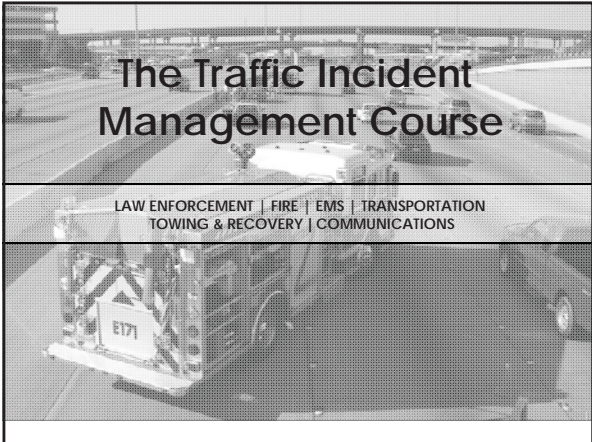
Local Implementation Plan

Sponsor agencies to coordinated and lead

- Agency Lead/overall
- Provide facility/logistics
- Facilitate Statewide or Regional Implementation Plan
- Outreach to all disciplines and partnering sponsors to identify 30 +/- trainers
- Provide Lead Instructors – qualified instructors can reach minimum of 100 responders per instructor
- Tracking of implementation
  numbers trainer
  type/amount of training

The Traffic Incident Management Course

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

Lesson 1:
Introduction

1-19

Congestion & Travel Reliability

- Traffic congestion costs American motorists $87.2 billion per year in wasted time and fuel costs—**more than $757 for every U.S. traveler.**

- The total amount of wasted fuel topped 2.8 billion gallons **24 gallons of gas for every traveler.**

- Americans spend 4.2 billion hours a year stuck in traffic.

- Nationally, in 2007, the average driver languished in rush-hour traffic for 36 hours—
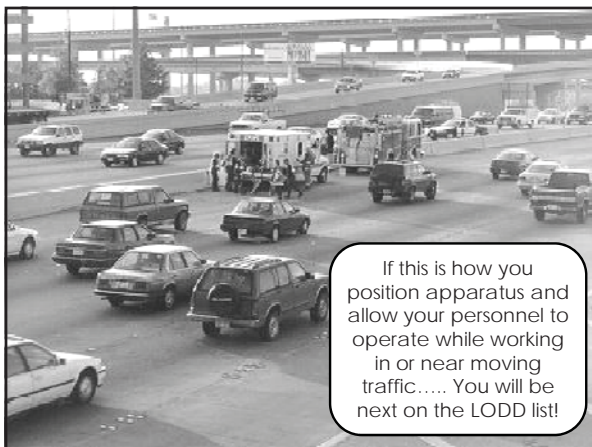 **nearly one full work week for every traveler.**

That's potentially 27 responders "working in or near moving traffic" every minute of every hour, 24/7/365!

Responder Struck-By Crashes

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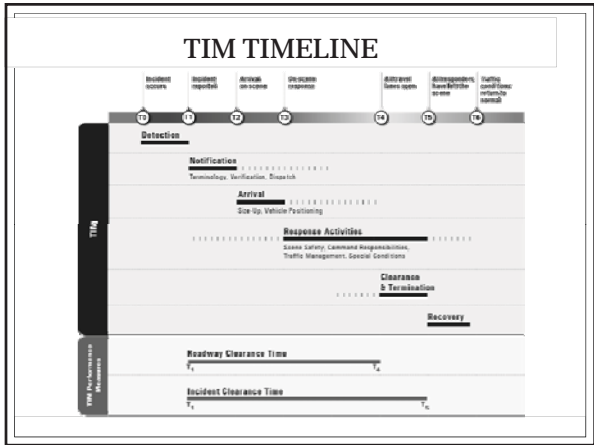If this is how you position apparatus and allow your personnel to operate while working in or near moving traffic….. You will be next on the LODD list!
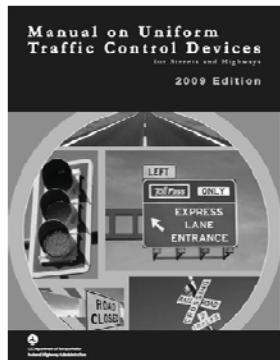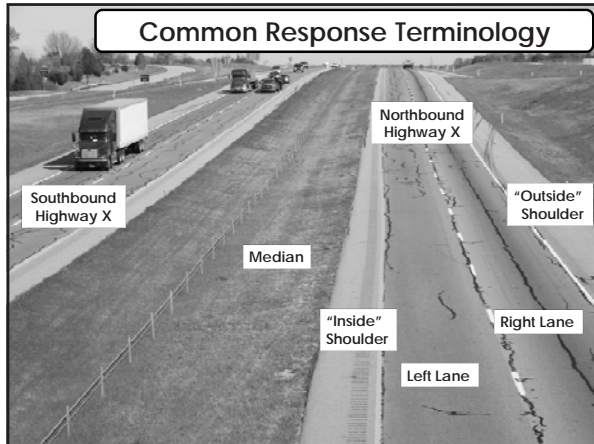
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Lesson 2:
TIM Fundamentals and Terminology

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TIM TIMELINE

- Federal guideline for all traffic control nationwide

- It also covers all "workers" on all streets, roadways, or highways

- This course addresses what is required to adhere to MUTCD standards

Manual on Uniform Traffic Control Devices
for Streets and Highways
2009 Edition

Common Response Terminology

Northbound Highway X

Southbound Highway X

"Outside" Shoulder

Median

"Inside" Shoulder

Right Lane

Left Lane

Accuracy and Detail

The more accurate and detailed the information obtained, the faster the response and quicker the clearance.

Were their actions safe?

Lesson 3:
Notification and Scene Size-up

1-31

Typical Windshield Size-Up Report

- Unit identification

- Exact location of incident

- Number and type of vehicles involved

- Degree of damage

- Number of lanes closed

- Hazards or problems

- Establishment of command

Move It or Work It?

Move It: This refers to moving vehicles involved in an incident to a secondary location before being worked.

Work It: This refers to a situation where the vehicles involved cannot be moved to a secondary location before being worked.

Linear/Block Tactical Positioning

Linear Positioning: This means that incident responder vehicles are positioned in a straight line at the incident scene.

Block Positioning: This means that incident responder vehicles are positioned at angles that create a protected work area for responders and vehicle occupants.
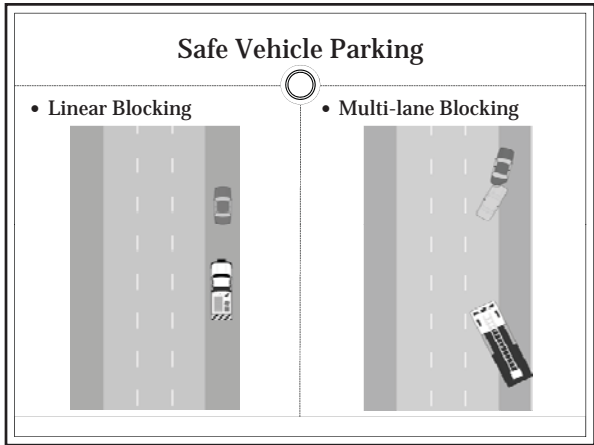

If you decide to "work it," then it's either 'Linear' or 'Block' Traffic Incident Management
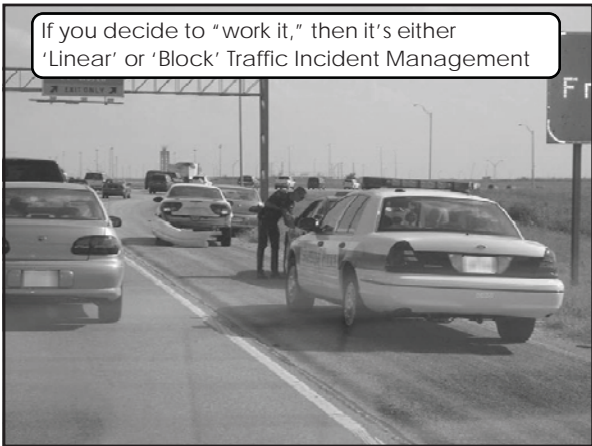
Lesson 4:
Safe Vehicle Positioning

1-37

Safe Vehicle Parking

• Linear Blocking   • Multi-lane Blocking

Lesson 5:
Scene Safety

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Vehicle Visibility

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Responder Visibility

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Lesson 6:
Command Responsibilities

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Command Structures

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
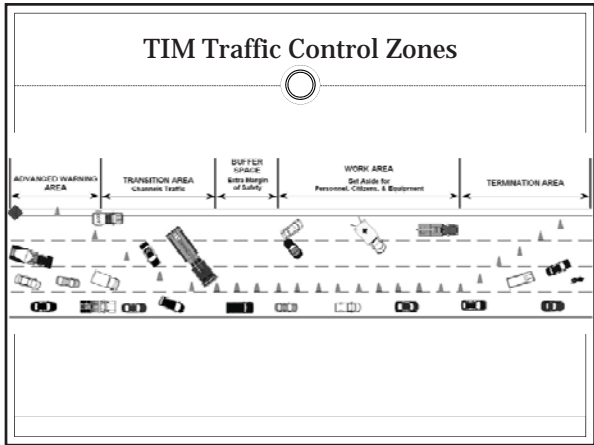

Unified Command must work together to implement an Incident Action Plan

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Lesson 7:
Traffic Management

TIM Traffic Control Zones

| ADVANCED WARNING AREA | TRANSITION AREA Channelic Traffic | BUFFER SPACE Extra Margin of Safety | WORK AREA Set Aside for Personnel, Citizens, & Equipment | TERMINATION AREA |

Advance Warning Signs

Emergency traffic control warning and guide signs should have:

Diamond shape
Black lettering and a black border
Fluorescent pink background

The signs come in two sizes:

36" x 36" – Low speed, low volume
48" x 48" – High speed, high volume

EMERGENCY SCENE AHEAD

BE PREPARED TO STOP

Lesson 8:
Special Circumstances

1-49

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Truck Rollovers Happen Every Day

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Opened almost **5 hours** sooner than if it had been up righted first

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Lesson 9:
Clearance and Termination

1-52

Systematic Reopening of Travel Lanes

TRAA Vehicle Identification Guide

- Vehicle Class
  - Light-Duty
  - Medium-Duty
  - Heavy-Duty

- Location

- Reason for tow

- Additional vehicle or crash details

Lesson 10:
Hands-on Activity

1-55

SCENARIO:

Two-Lane, Two-Way Traffic
Rural Road
Multi-Vehicle Injury Collision-
Lane Obstructed

NORTH

Lesson 11:
Situational Awareness

1-57

Awareness = Scene Safety

Partnerships + Interdisciplinary Training = Responder and Motorist Safety
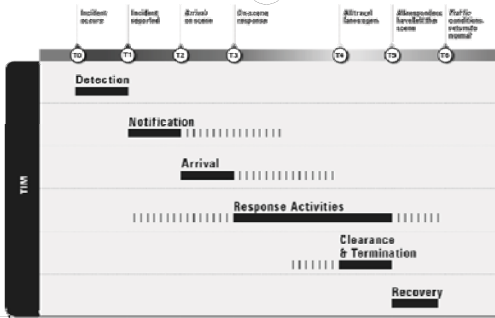
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