Lesson 1: Introduction

Lesson Objective 1.1 - Describe the purpose of the Strategic Highway Research Program 2 (SHRP 2) National TIM Responder Training Program

The National TIM Responder Training Program was created as part of SHRP 2, which was authorized by Congress in 2005. SHRP 2 has four areas of focus -- safety, renewal, reliability, and capacity -- and the National TIM Responder Training Program was developed under the reliability focus area. The TIM training program was designed to establish the foundation for and to promote consistent training of all responders to achieve the three objectives of the TIM National Unified Goal (NUG):

- Responder Safety
- Safe, Quick Clearance
- Prompt, Reliable, Interoperable Communications

The National TIM Responder Training Program was developed and reviewed by professionals from all responder disciplines and those disciplines are the target audience for the training.

Lesson Objective 1.2 - Recognize the dangers encountered by emergency responders working in or near traffic

Responder Struck-By Fatalities:

- According to the National Law Enforcement Officers Memorial, over the past 24 years, an average of 12 officers were killed each year in struck-by incidents.
- The National Fallen Firefighters Memorial in Emmitsburg, MD indicated that statistics from 2010 are typical for firefighter struck-by deaths, about 5 per year.
- The International Towing and Recovery Hall of Fame and Museum in Chattanooga, TN tells us that about 60 tow operators are struck and killed each year.
- Aside from work zone deaths, transportation professionals are also killed at incidents, though the exact numbers are difficult to pin down.

Examples of Responder Struck-By Crashes

At the core of many responder deaths and injuries are drivers who are inattentive, impaired, or make poor driving decisions. According to the National Safety Council, using a mobile phone while driving is equivalent to driving impaired and texting while driving is equivalent to driving blindfolded.

D · Drivers

- ✓ **Drunk,**
- ✓ **Drugged,**
- ✓ **Drowsy,**
- ✓ **Distracted, or**
- ✓ **Just plain...Dumb**

Secondary Crashes – are those crashes that occur within the incident scene or within the queue or backup, including the opposite direction, resulting from an original incident.

Responders are not the only victims of secondary crashes. Motorists struck in traffic backups are also innocent victims.

Lesson Objective 1.3 - Define traffic incident management (TIM)

TIM consists of a planned and coordinated multi-disciplinary 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.

The TIM timeline lays out the events and activities that occur from the time when an incident happens to when traffic conditions return to normal. The color bar at the top of the chart represents potential traffic congestion along the timeline. The goal of TIM is to shorten the time duration between T0 and T6, recognizing that incremental improvements during each phase are typically easier to accomplish than drastically re-working any one aspect of TIM.

The bottom section of the TIM timeline illustrates two standard TIM performance measures:

- **Roadway Clearance Time (T4-T1)** – the time between the first recordable awareness of an incident by a responsible agency and first confirmation that all travel lanes are open.
- **Incident Clearance Time (T5-T1)** – the time between the first recordable awareness and the time at which the last responder has left the scene.

The number of secondary crashes is the third standard TIM performance measure identified by the Federal Highway Administration (FHWA).

TIM Timeline