So, What Are We Doing?

- Training
- Public Outreach
- Increased Situational Awareness
- Meet with your fellow responders!
- Joint SOP/SOG

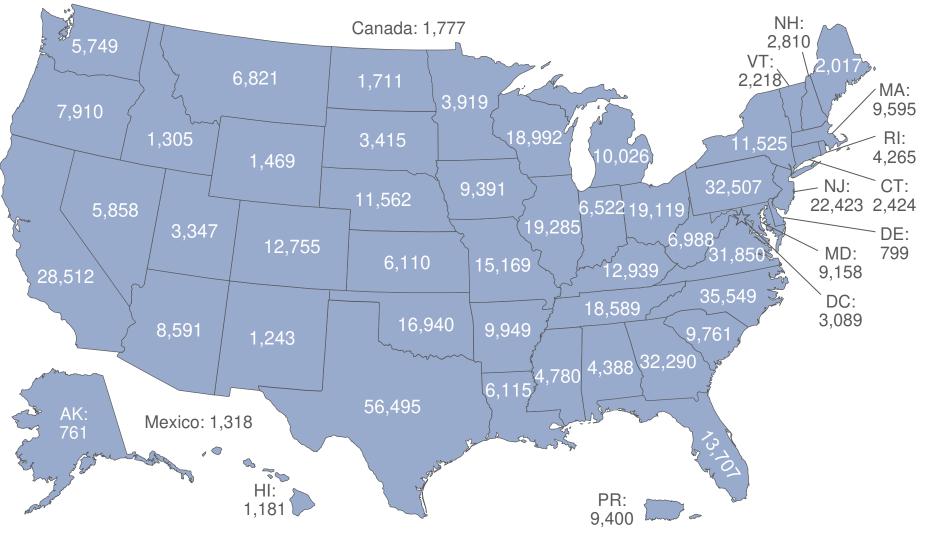
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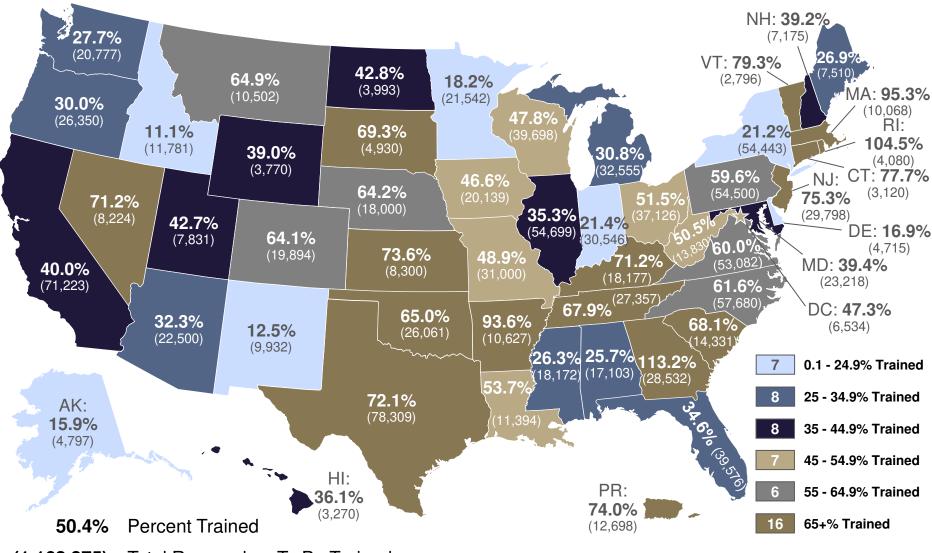


TIM Training Program Implementation Progress Total Trained - As of May 23, 2022



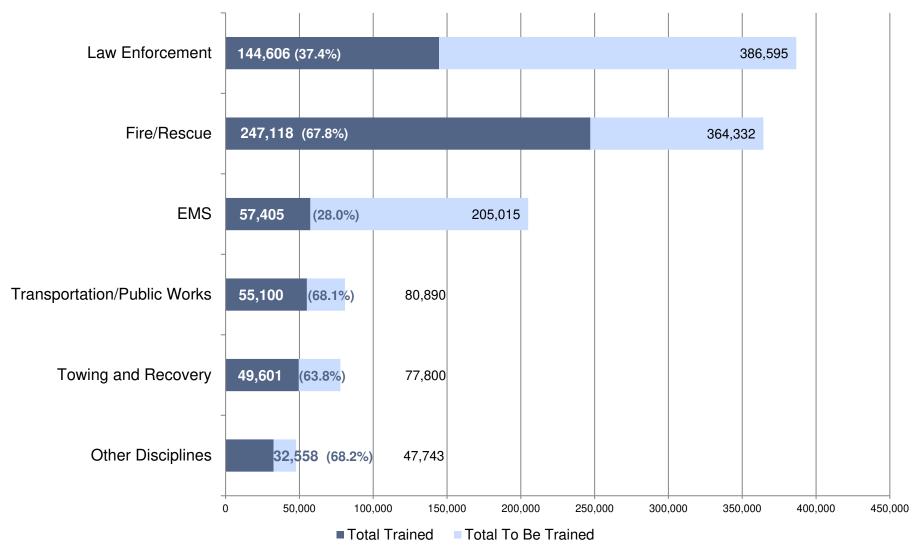
586,388 Total Trained

TIM Training Program Implementation Progress Percent Trained – Goal of 55% - As of May 23, 2022



(1,162,375) Total Responders To Be Trained

TIM Training Program Implementation Progress Total Trained By Discipline - As of May 23, 2022



* The NHI WBT total for the time period between 10/01/14 and 09/30/16 is reported as "Other Disciplines"

Cumberland Valley Volunteer Fireman's Association





Parent Organization of the Emergency Responder Safety Institute



www.respondersafety.com

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ResponderSafety.com



The Emergency Responder Safety Institute of the Cumberland Valley Volunteer Pleamen's Association , provides the Responder Safety Learning Retwork to further the National United Geal fair Traffic Incident Management by providing FREIT, voted, multidecipienary training and resources to all readway emergency responders — fire, police, EMS, Fire Police Units, DOT, and thering and recovery.

The Responder Safety Learning Notwork uses text, audio, video, graphics, and animation to deliver the plactical training content that all responders can use to atay safe when operating on the readways.

Training Module: Automore Vehicles Bernen Working Emiline Projections at Readware Institutes **Contentied Vehicles** Firs Inverse Collaboration with Disarray & Recording Contailing righ stall for how spring tomore for First Security on Paiettic Countriest Productional Into Enforcement and Math Vaciation 1993. Manual and Uniferry's Staffe, Constant Demons Shid More Flat Work # Surgional Untilled Goal for Treffix Inchinist Macagement Parissing hat the Long Term Loant Become restant Practices for TMA 2007 Paultery Schladt Operatorial Infate for 1978 Provideri Investment Jockferst, Safeta, Consulag, Guildiance, Nor, Dire Millionta Syle Fire Service Traffic Contrar Practices Schetz Springe Patrols' An Violand Blaid Partner Internal Local Auf Ine and Ro Scient Conceptions (Upbelling Ammonian Setting the s Traffic bickbook Management 2148 Subraty Christante Saleta have by Chromitaly of Safe Operations has yoknike Blog Revolution and Meriles and Justicipits x TIM Countilities Taxonation The Fort () Minutes at Biology Andrew Title For The Name General States Traffic Incident Management et Banal Roads Earth Andrew Management Responses in HPA 2000 Tooffic publicst Microground: Jacobics Conversed & Margaren an and Staffic included, Alternationet, Modal Practices & Proceedings Tadita incident Minesenergy, Statistica for Public Sciences Vesterativening MAPA 2021 Within to Charget all Providence Heldoort Sciences **Upcoming Programs** the Public Safety Talesconcentering Role in Roadway, Safety

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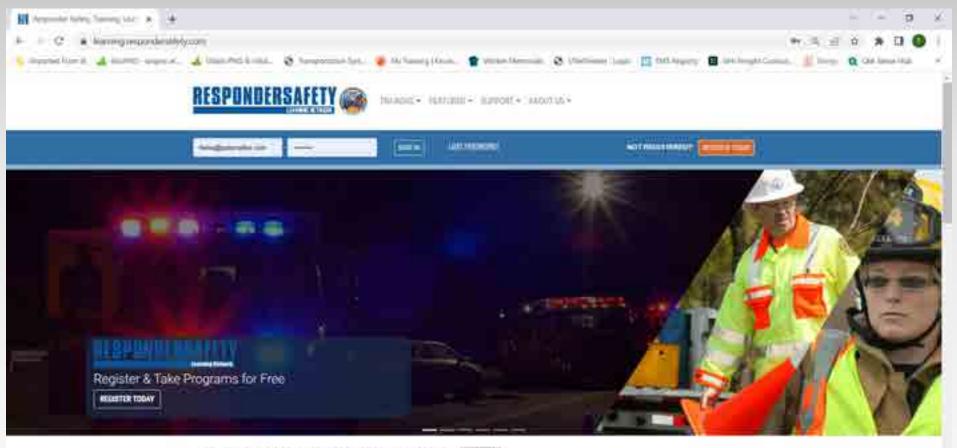
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Visit Our Website: Respondersafety.com

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Responder Safety Learning Network – RSLN.org



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National TIM Certificate – Respondersafety.com

Through a special agreement with the Federal Highway Administration, the Responder Safety Learning Network (RSLN) offers a National TIM Training Certificate for registered users who complete ten specific RSLN online self-paced programs.

To earn credit for each program, you must view the program in its entirety and pass the Skills Challenge test. Once you earn credit for all ten programs, you will be able to download a special certificate that is the equivalent of completing the National Traffic Incident Management Responder Training Program.



Advance Warning

This module discusses the concept of advance warning, its benefits, and how to Implement a range of advance warning devices.



Blocking Procedures at Roadway Incidents

This module discusses the concept of blocking, why it is important, how to determine whether linear positioning or block positioning is appropriate at a given incident.



High Visibility Innovations

It is widely known that the visibility of responders is a key factor in safe emergency operation on the roadways



Manual on Uniform Traffic Control Devices (MUTCD)

This module highlights and explains in plain language the portions of the Manual on Uniform Traffic Control Devices (MUTCD) that apply to first responders working roadway incidents.

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Move It or Work It

The module relates the Move It Work It decision to safe, quick clearance and the National Unified Goal.



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See and Be Seen: Emergency Lighting Awareness

This module presents best practices in deploying emergency optical warning devices, called here "emergency lighting "



Page 1 Circumstance

Special Circumstances: Safe Operations for Vehicle Fires

This module discusses the safety and traffic incident management challenges of vehicle fires and options for responding to these challenges.



Special Hazards

This self-paced program discusses the traffic incident management impacts of several special circumstances. HAZMAT, medical helicopters, vehicle extrication, and crash investigation



Termination

This self-paced program begins with a review of foundational knowledge about the definition of the termination phase and quick clearance strategies Then, the program covers best practices for typical tasks in the



Traffic Incident Management: Incident Command & Management

This module discusses the use of the Incident Command System (ICS) to manage the response to a roadway Incident, both in the context of the Traffic Incident Management (TIM) Team and implementation at the

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Additional Law Enforcement Training Resources



Who's in Charge at Roadway Incident Scenes?

This sell-paced program exeminive the question. "Who's in Charge at Roadway Incidents?"



Autonomous Vehicles

In this program, you will learn the basics of autonomous vehicle technology, the challenges and opportunities it presents to emergency responders, the current state of technology development



Connected Vehicles

In this program, you will learn the basics of connected vehicle technologies, the challenges and opportunities they present to emergency responders, the current state of technology development.



Traffic Incident Management on Raral Roads

This self-paced program presents information on how to tailor score roadway response best practices to the characteristics of rivel roads.



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Professionalism and Leadership in Roadway Incident Response

This program delives into the topic of professionalism at the organizational and personal level to give both leadership and boots on the ground responders



The Public Safety Telecommunicator's Role in Roadway Safety

This module presents ways to better integrate public safety talecommunicators into the rawiway incident response team



Who's in Charge at Roadway Incident Scenes?

This self-paced program examines the question, "Who's In Charge at Roadway Incidents?"



Traffic Incident Management: Strategies for Public Outreach

This module sets forth a series of vettad test practices for drivers to follow when encountwing emorgoncy scenes on the coadway.

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In-Person Training



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Coming Soon – VR TIM/UIC Training



Jacobs









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Be Seen at the Scene!!!



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New Technologies in Emergency Vehicle Lighting

This program examines the history of emergency lighting technology, current trends vs. research, problems with current lighting technologies, and potential solutions to address these problems.



COMPLETED

See and Be Seen: Emergency Lighting Awareness

This module presents best practices in deploying emergency optical warning devices, called here "emergency lighting "



COMPLETED

Law Enforcement and High Visibility PPE

This program summarizes the federal regulations with regard to high visibility safety apparel, examines the objections of law enforcement officers to wearing this apparel.



Innovative Temporary Traffic Control Devices & Methods

This program raises awareness about these new devices, technologies, and methods so departments can evaluate whether these options can be adopted in their communities.

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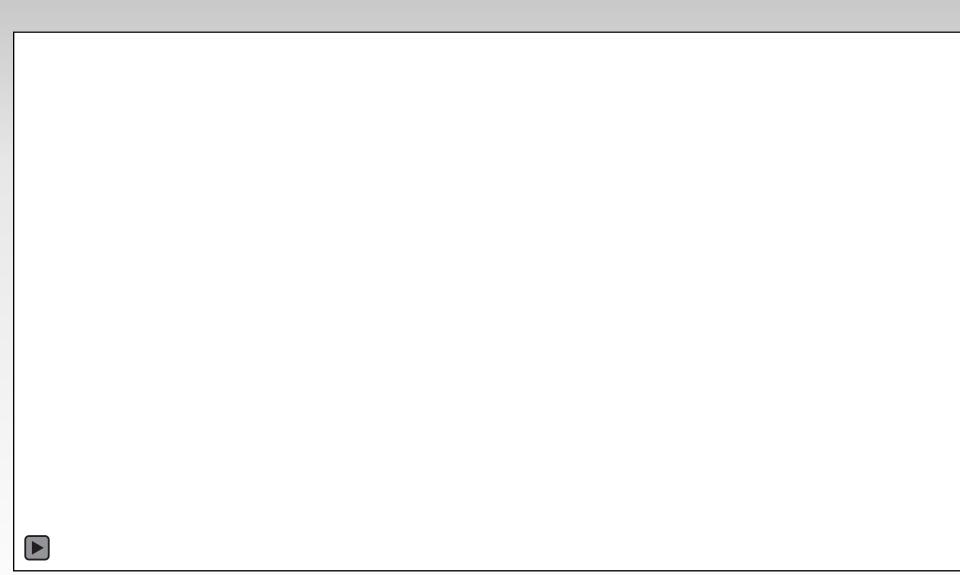
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2021 Emergency Vehicle Lighting Study

In December 2021, an emergency vehicle lighting study was published through a contract with the U.S. Fire Administration and the Emergency Responder Safety Institute.

Effects of Emergency Vehicle Lighting Characteristics on Driver Perception and Behavior

Study Report

Emergency Responder Safety Institute



December 2021

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Lighting Study Key Points

Based on the results of this study, it can be seen that higher intensity lights present more glare, but those higher intensities do not necessarily make lights more visible at night.

Lower intensity lights in this study provided practically the same level of visibility as the higher intensity lights, under the nighttime conditions used in the experiment.

Thus, when vehicles are stationary and used in nighttime blocking mode, they should be sufficiently visible with reduced intensity lights.

Using lower intensities at night will reduce discomfort glare without reducing their visibility.

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Lighting Study Key Points

The perceived level of visibility of the lights is related to the color of the lights. Blue and red lights have the greatest perceived saturation and were judged as brighter than white and yellow lights of the same intensity.

The level of discomfort glare also differs between colors; blue and white lights were judged as more glaring, and red and yellow lights were least glaring at the same intensity.

This suggests that red lights for stationary blocking operations would be judged as most visible but produce the least amount of glare, compared to the other colors tested in this study.

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Advance Warning/Temporary Traffic Controls

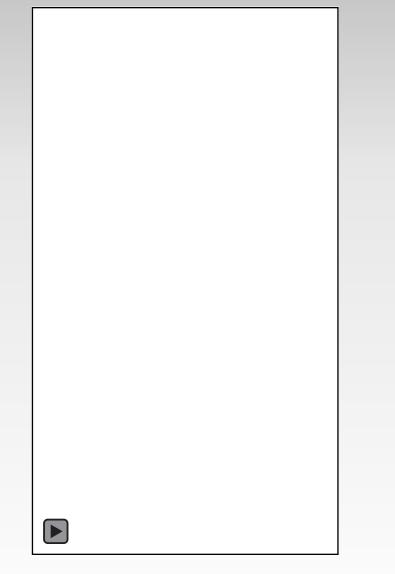
Setting up advance warning for those approaching the emergency scene is critical!



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Advanced Technology



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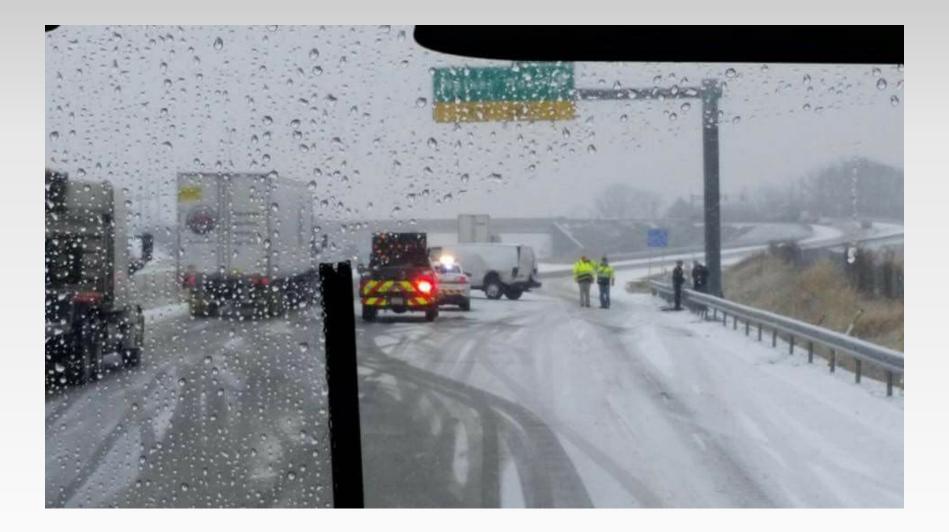
Advanced Technology



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Who's More Visible?



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Be Seen at the Scene



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Set the Example - Be Professional!



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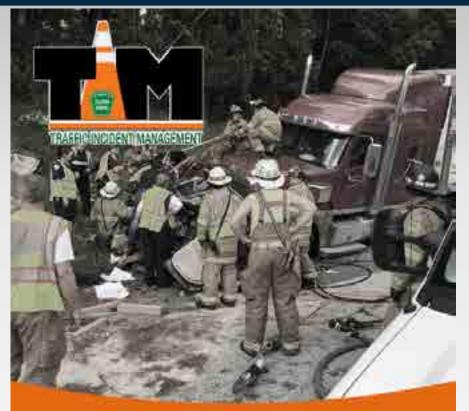
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Be Seen at the Scene



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Vehicle Crash with Entrapment June 6, 2017 T252 Westbound Post-Incident Hot Wash Report





Vehicle Crash with Entropment & Hazardous Materials Incident Mile Post 281.6 Westbound September 25, 2018

Post-Incident Hot Wash Report Denver Fire Company October 2, 2018



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Fatal Multi-Vehicle Crash January 5, 2020 T85.1 Westbound

After Action Review Report

Presented Dec Permitteners Nationale Diseases



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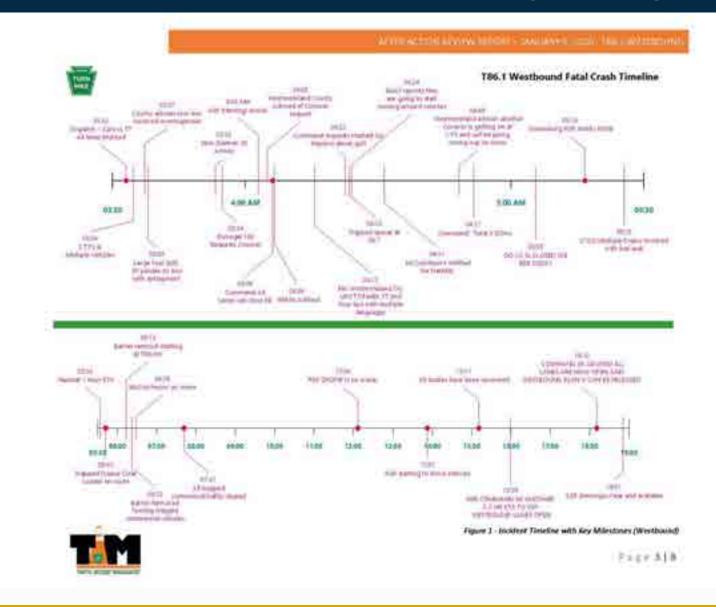
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Pennsylvania Traffic Incident Management Enhancement

AFTER ACTION **REVIEW REPORT**



L.O.D.D. Incident Interstate 76 West Mile Marker 335 July 24, 2021

> **Prepared for:** Lower Merion Township Fire Department March 15, 2022



Atte: Acoon Revetwilliport 1000 section - July 24, 2021

The Lowder Maximir Township Net Department (LMT70) in Montgomery County, Perentyhereis is completered to an advector for appartments reveals a geographic status approximately 25 moves mine which includes internative PUSchwillië Experiment, Orlandary5, 2032, tepresentatives have makiple agendational to participate # 4 After Active Naview for a multiplications which accorned at unite marker 385 on 176 (Schuellall Experiments) Westbaseric on July 24, 2023 and resulted in the clear of Sciences Hills Herefighter Tank Asym. Mille responders once working the primate: has seen and, a recorderport it courred with same location resulting at instance to well gloring precises and the muth of Resignee React. Mor to the AAI area ting, a runner with dividing to a proop of respondents to identify large tools error undtopics to only the discussion. This report will summarize the focustor and the length represented moving both provider and outline suggestions emirationmentiations consisting from both the moving and the AAI meeting to set all responses an optimally approving 114% poisses Management greenics.

Meeting Facilitators

Eric Rickenback (Tentus Tech/PerintTMA) Rich Cadlert Retour Yesh/Nenn714H Dave Welfer FocelT1MB

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It Takes All of Us



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In Conclusion...

- Communications is KEY! Don't forget to listen & breathe.
- Train & Coordinate the response BEFORE emergencies occur.
- Establish Incident Command for every incident!
- Use Unified Command on complex incidents.
- Work TOGETHER & Communicate!
- Be Professional.
- Don't be afraid of change, adapt if you need to in order to better manage an incident.

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- Be the Voice
- Good Enough is the Enemy of Your Best
- There are No Shortcuts to Safety

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THANK YOU!

Todd A. Leiss Traffic Incident Management Coordinator Pennsylvania Turnpike Commission 717-525-3650

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PennTIME – <u>www.PennTIME.org</u>

PennSTART – www.PennSTART.org

Respondersafety.com

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