

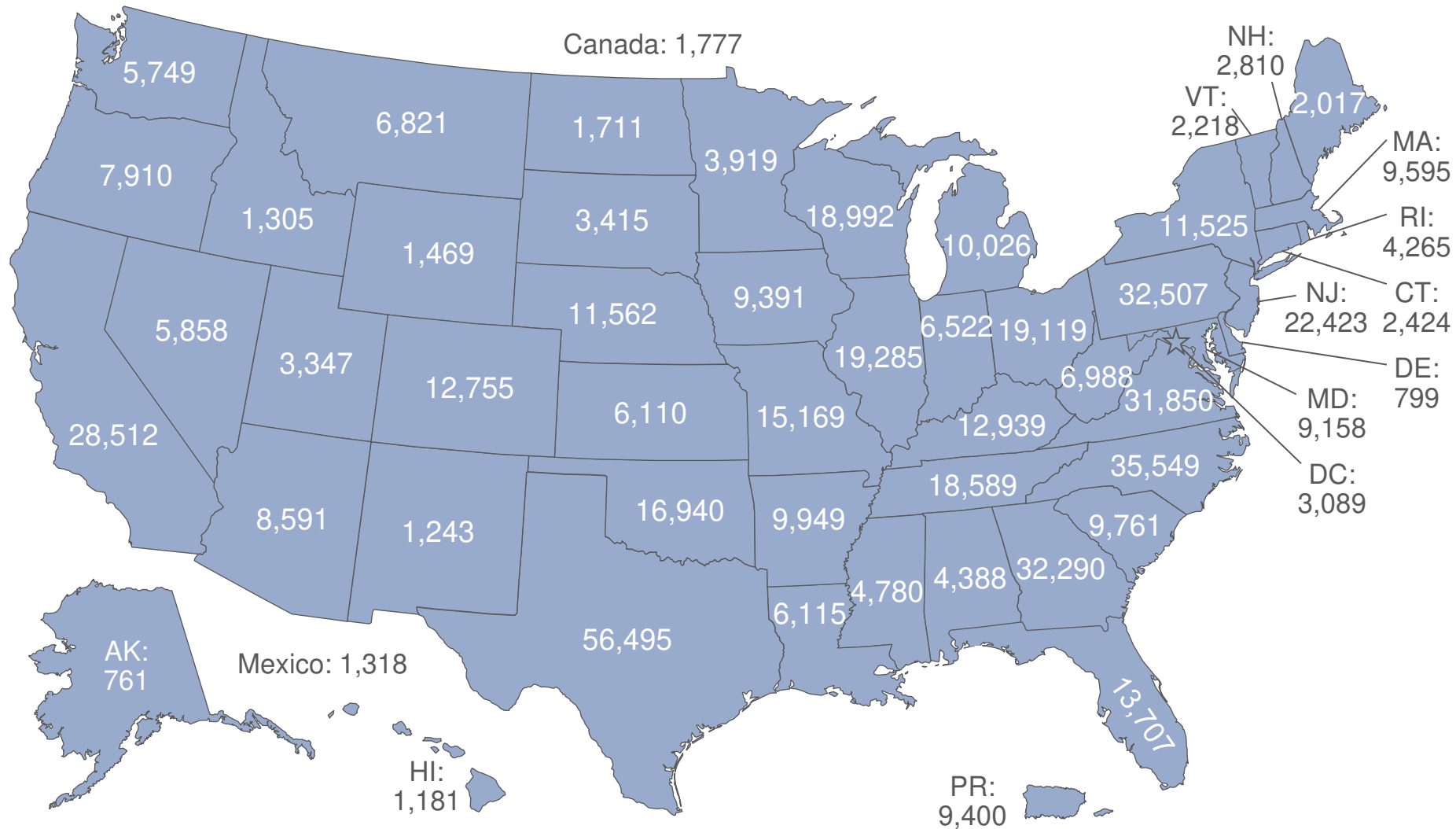
So, What Are We Doing?

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

TIM Training Program Implementation Progress

Total Trained

- As of May 23, 2022

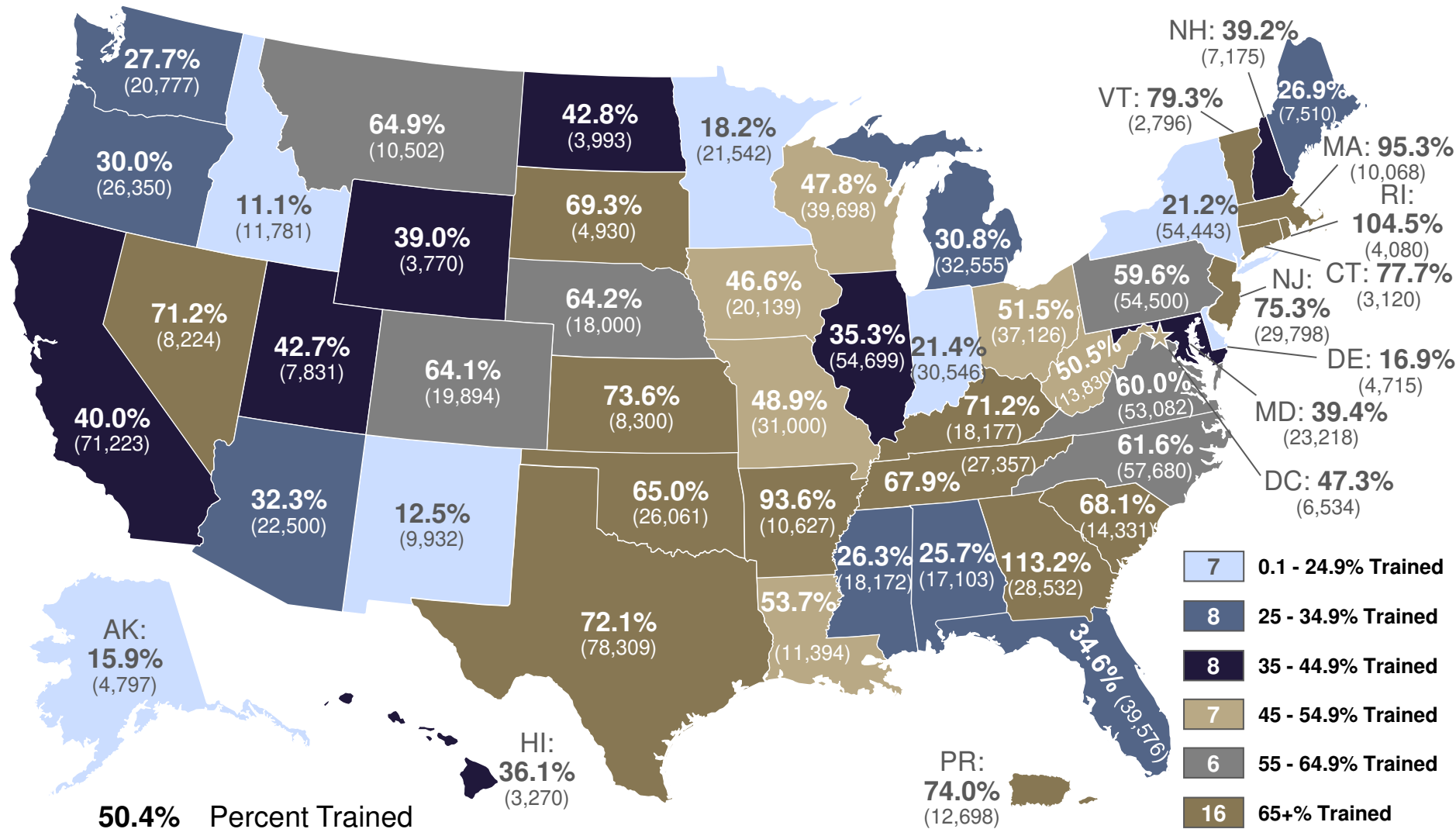


586,388 Total Trained

TIM Training Program Implementation Progress

Percent Trained – Goal of 55%

- As of May 23, 2022



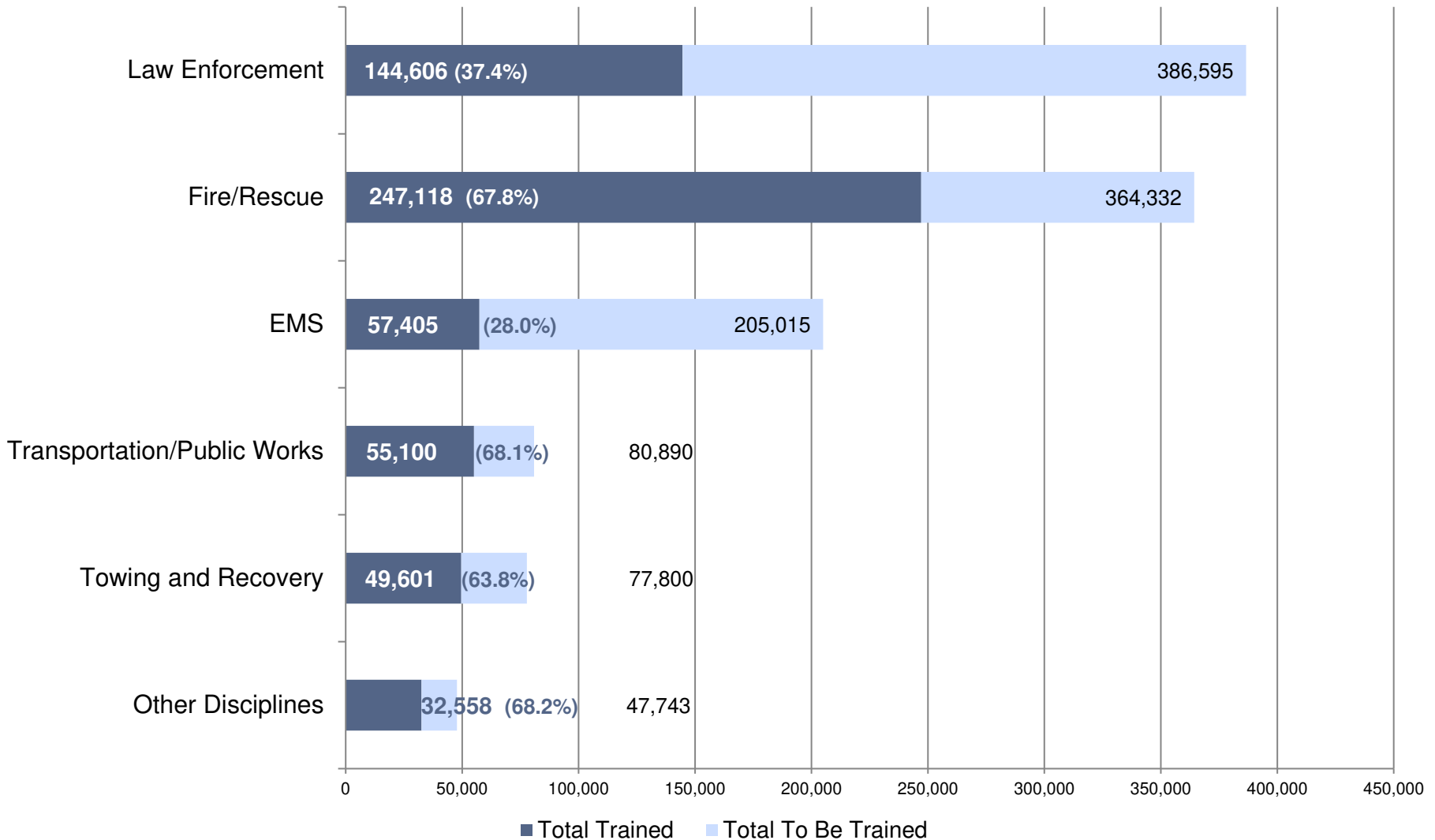
50.4% Percent Trained

(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



Cumberland Valley
Volunteer Firemen's Association

Parent Organization of the Emergency Responder Safety Institute



www.respondersafety.com

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ResponderSafety.com



RESPONDERSAFETY

Learning Network



The Emergency Responder Safety Institute of the Cumberland Valley Volunteer Firemen's Association provides the Responder Safety Learning Network to further the National Unified Goal for Traffic Incident Management by providing **FREE**, vetted, multidisciplinary training and resources to all roadway emergency responders — fire, police, EMS, Fire Police Units, DOT, and towing and recovery.

The Responder Safety Learning Network uses text, audio, video, graphics, and animation to deliver the practical training content that all responders can use to stay safe when operating on the roadways.

Training Modules

Autonomous Vehicles
Impaired Driving
Bundled Procedures at Roadway Incidents
Connected Vehicles
Fire Service Collaboration with Law Enforcement Operations
High Visibility Operations
Intro to Fire Section Traffic Control Procedures
Law Enforcement and High Visibility PPE
Manual vs. Vehicle Traffic Control Demos (Video)
Move It or Lose It
National Unified Goal for Traffic Incident Management
Procedure for the Lane Shift Lane
Recommended Practices for IAD-500's
Roadway Incident Operations Before the IAD-500
Roadway Incident Safety Training Guidelines for Fire Officers
Safe Fire Service Traffic Control Practices
Safety Service Patterns: An Unverified Pattern
Scene Control
One and Two Lane Operations (Lighting Awareness)
Setting Up a Traffic Incident Management and
Incident Checkpoint Safety
Incident Checkpoint Safety Operations for Vehicle Stop
Incident Checkpoint
Incident and Sustained Traffic Control
Incident
The First 15 Minutes at Roadway Incidents
Toll For The Lost Generation
Traffic Incident Management on Rural Roads
Traffic Incident Management Requirements in IAD-500
Traffic Incident Management: Incident Command &
Management
Traffic Incident Management: Mutual Practices & Procedures
Traffic Incident Management: Strategies for Public Incidents
Understanding IAD-500
What's At Stake at Roadway Incident Scenes
Upcoming Programs
The Public Safety Takeaway: A New Roadway Safety

Resource Categories

Advanced Vehicles
Bundled 2 Safe Practices
Bundled PPE
Bundled Lane Operations
Incident Command: Section IAD-500
Intro to Traffic Section IAD-500
National Unified Goal: 2024
Professional Qualifications/Performance Standards
Public Education
Reports
Safety Education Material
State Laws, Model Laws
IAD-500's
Roadway Incidents
Traffic Incident Management
Training
Vehicle Emergency Lighting and Marking
White Flares

Video Segments/Public Service

Announcements

Event II
State Law Enforcement
Public Safety Officer
Best Practices for Incident Site Operations and Ambulance
Threats to Safety
Announcing the Challenge to All Public
to Safety, to Rights
Blocked and Seen

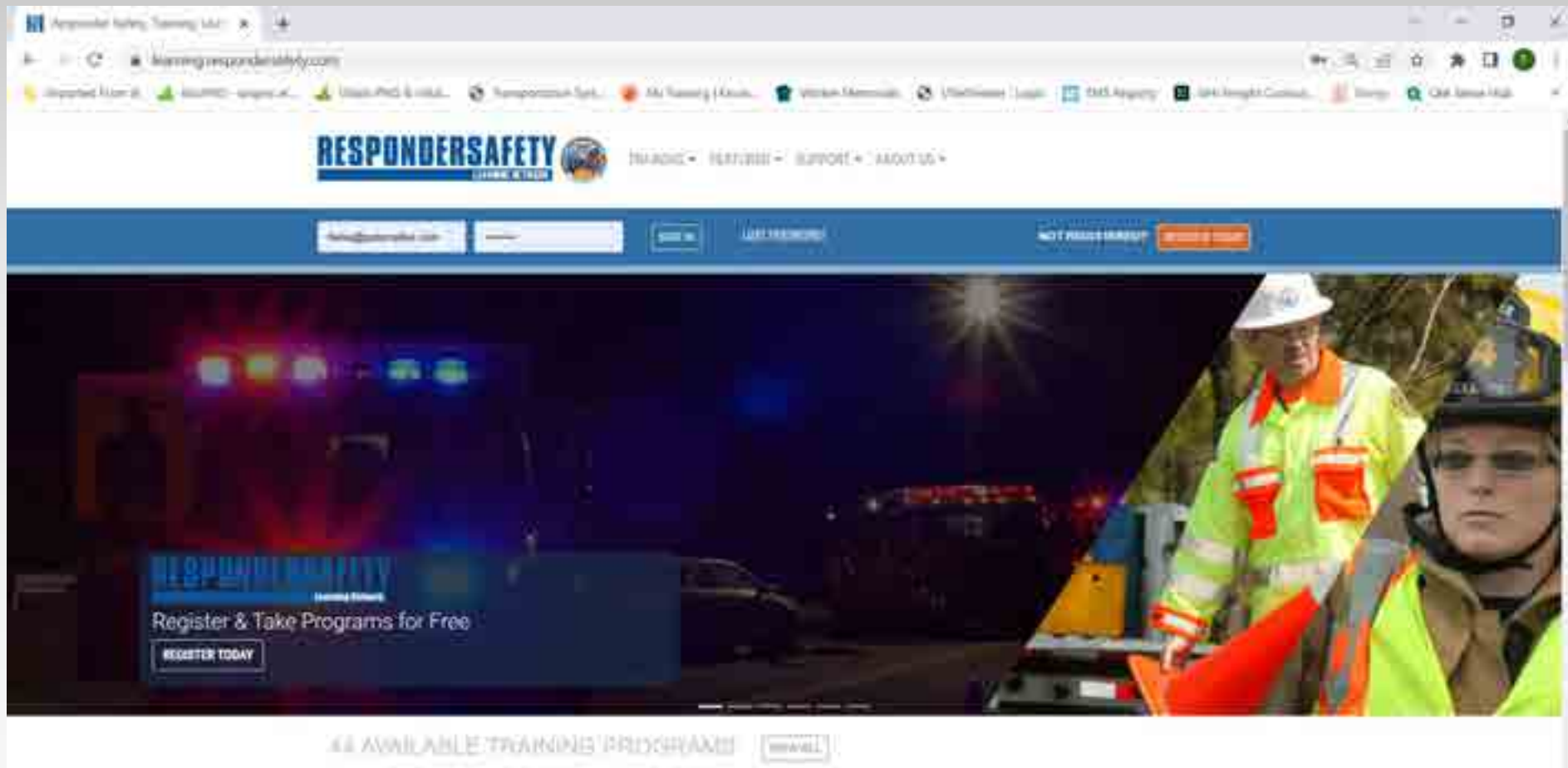
Visit Our Website: [Respondersafety.com](https://www.respondersafety.com)

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Responder Safety Learning Network – RSLN.org



Free Online Training!

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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.



COMPLETED

Advance Warning

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



COMPLETED

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.



COMPLETED

High Visibility Innovations

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



COMPLETED

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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COMPLETED

Move It or Work It

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



COMPLETED

See and Be Seen: Emergency Lighting Awareness

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



COMPLETED

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.



COMPLETED

Special Hazards

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



COMPLETED

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



COMPLETED

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



COMPLETED

Who's In Charge at Roadway Incident Scenes?

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



COMPLETED

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.



COMPLETED

Traffic Incident Management on Rural Roads

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



COMPLETED

Professionalism and Leadership in Roadway Incident Response

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



COMPLETED

The Public Safety Telecommunicator's Role in Roadway Safety

This module presents ways to better integrate public safety telecommunicators into the roadway incident response team.



COMPLETED

Who's In Charge at Roadway Incident Scenes?

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



COMPLETED

Traffic Incident Management: Strategies for Public Outreach

This module sets forth a series of vetted best practices for drivers to follow when encountering emergency scenes on the roadway.

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In-Person Training



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Coming Soon – VR TIM/UIC Training



Jacobs



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COALITION



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Be Seen at the Scene!!!



COMPLETED

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.



COMPLETED

Innovative Temporary Traffic Control Devices & Methods

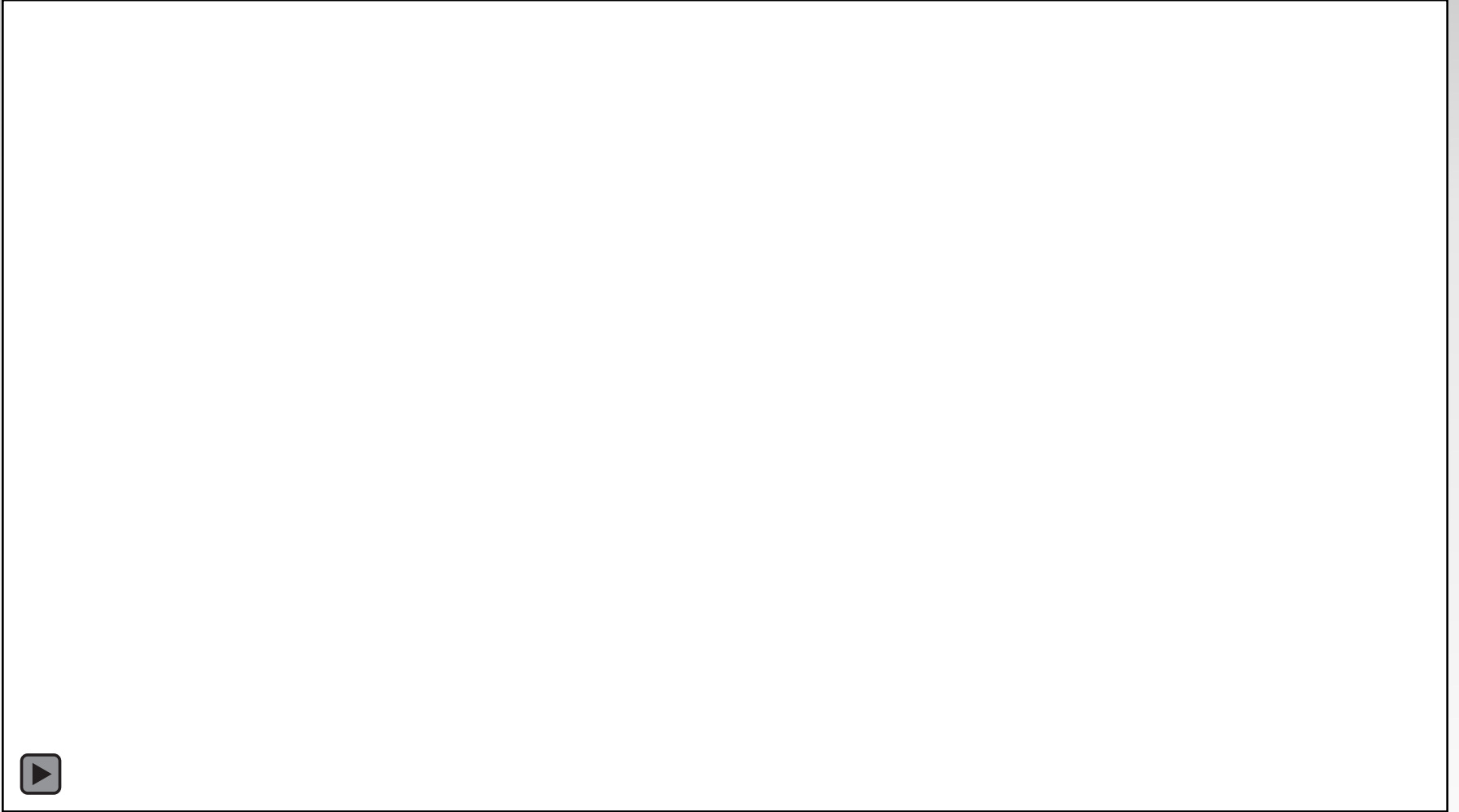
This program raises awareness about these new devices, technologies, and methods so departments can evaluate whether these options can be adopted in their communities.

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Emergency Vehicle Lighting



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Emergency Vehicle Lighting

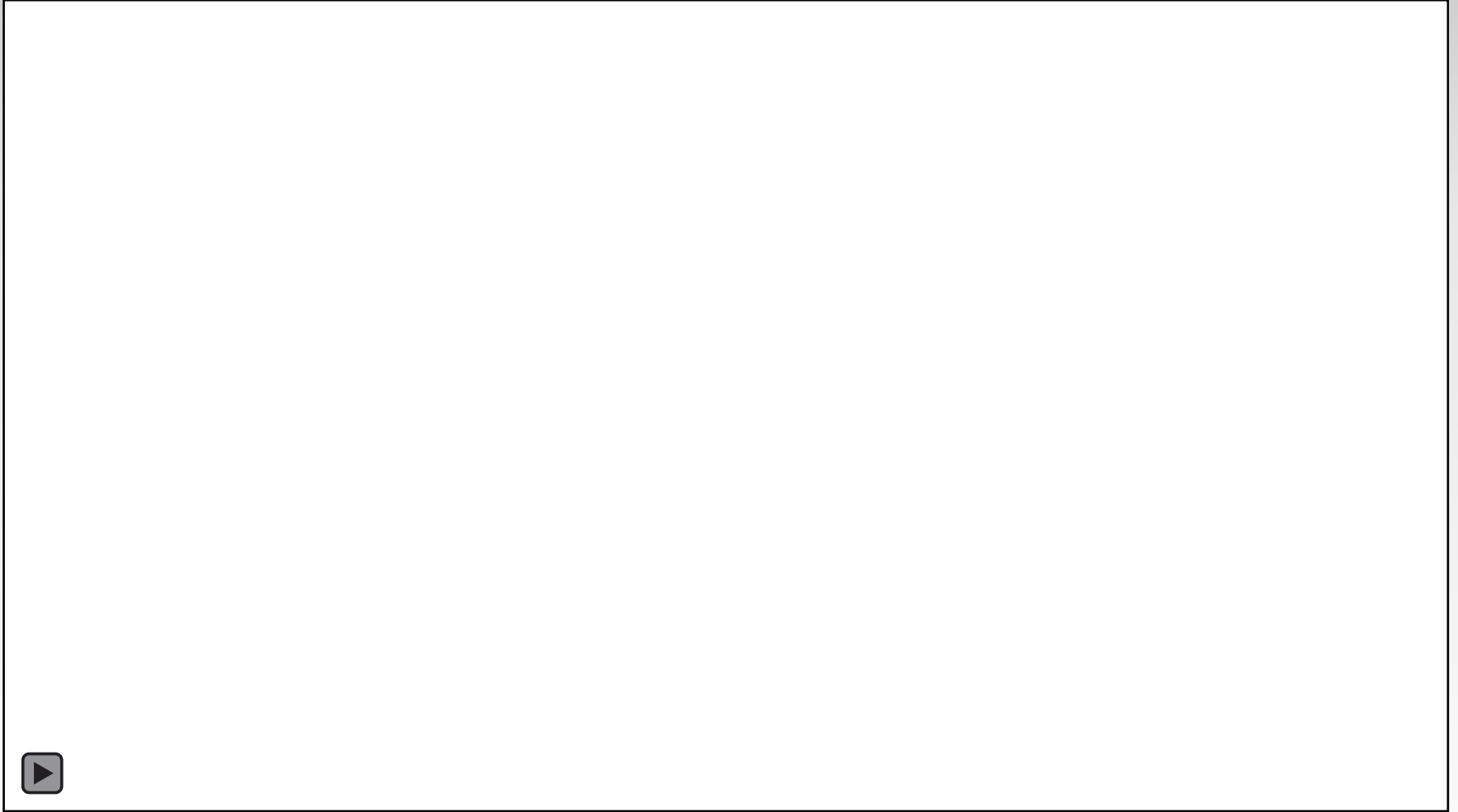


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Emergency Vehicle Lighting



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Emergency Vehicle Lighting



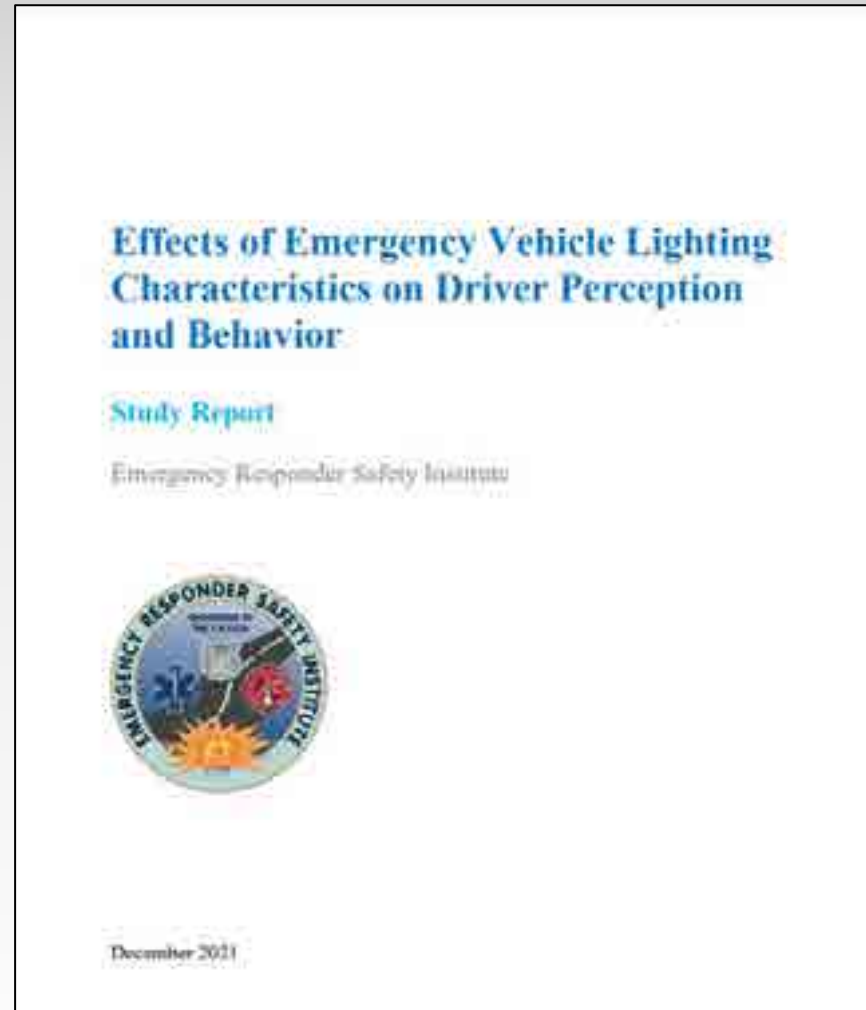
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2021 Emergency Vehicle Lighting Study

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.



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.

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.

Advance Warning/Temporary Traffic Controls

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



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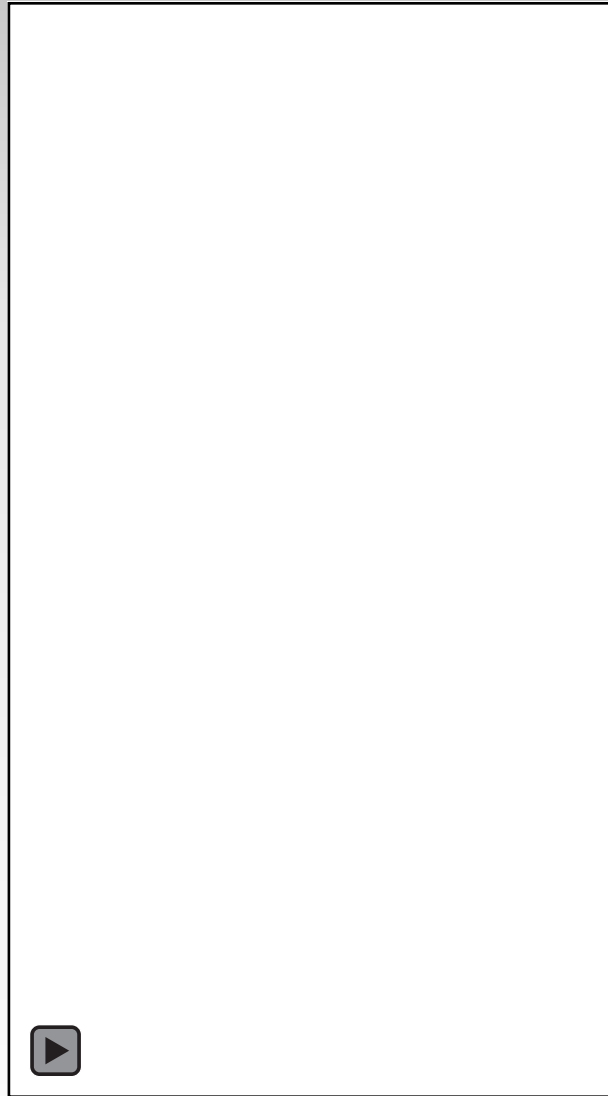
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Advanced Technology



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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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Be Seen at the Scene

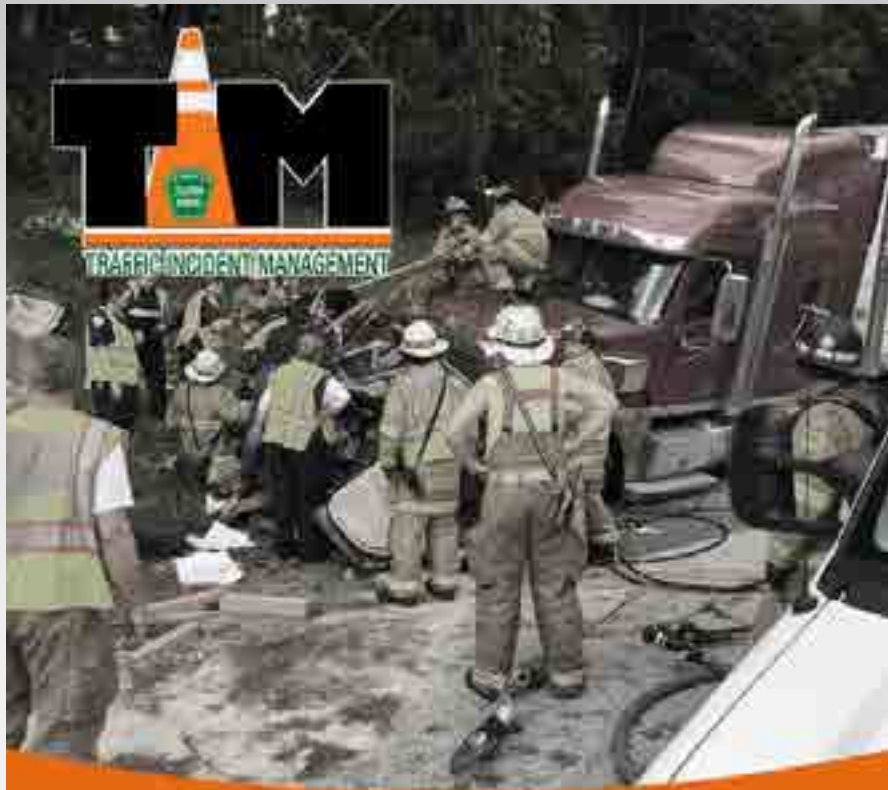


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After-Action Reviews (AARs)



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



Vehicle Crash with Entrapment &
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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After-Action Reviews (AARs)



Fatal Multi-Vehicle Crash
January 5, 2020
T86.1 Westbound

After Action Review Report

Prepared For: Pennsylvania Turnpike Commission
MVA-24, 2020



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Attendees

Stephen Adamczyk, Pennsylvania State Police
Michael Davidson, Pennsylvania Turnpike Commission
Sgt. DeRocco, Pennsylvania Turnpike Commission
Cpl. James DePaolo, Pennsylvania State Police
Brian Felix, McCutcheon Enterprises
Gene Good, Westmoreland County EMS
Scott Graham, Mutual Aid EMS
Cory Grimm, Michael Baker Inst.
Cpl. Jason Harrell, Pennsylvania State Police
Sgt. Hekman, Youngwood Fire Company
William Howard, Pennsylvania Turnpike Commission
Nathan Keel, Pennsylvania Turnpike Commission
Ron Koser, Pennsylvania Turnpike Commission
Todd Less, Pennsylvania Turnpike Commission
Amy Lucia, Mt. Pleasant Fire Company
Caleb McCutcheon, McCutcheon Enterprises
Bud Mertz, Westmoreland County EMS
Kenneth North, Pennsylvania Turnpike Commission
Michael Park, Pennsylvania Turnpike Commission
Christopher Parker, Pennsylvania Turnpike Commission
John Patrick, Pennsylvania Turnpike Commission
Lt. David Ripek, Pennsylvania State Police
Lt. Hankens Raj, Pennsylvania State Police
Cpl. David Roland, Pennsylvania State Police
Dave Roland, Pennsylvania State Police
Timothy Summum, Pennsylvania Turnpike Commission
Craig Shook, Pennsylvania Turnpike Commission
Todd Smith, Pennsylvania Turnpike Commission
DHS Sponster, State
John M. Steacy Jr., Youngwood Fire Company
Todd Tison, Pennsylvania Turnpike Commission
Brian Toback, Pennsylvania Turnpike Commission
Dave Wolfe, Drive Engineering

Introduction

On April 13, 2020, representatives from multiple agencies met to participate in a post-incident After Action Review for a Major Casualty Incident (MCI) which occurred at mile post T86.1 on the westbound lanes of the Pennsylvania Turnpike on January 5, 2020. A MCI is generally defined as an event in which the number of casualties overwhelms the resources normally available to local responders. Due to the ongoing COVID-19 pandemic, all participants met in a virtual environment via Zoom WebEx. This report will summarize the successes and challenges experienced during the incident, and outline the lessons and recommendations resulting from the AAR to help to respond to continuity across Turnpike Incident Management practices.



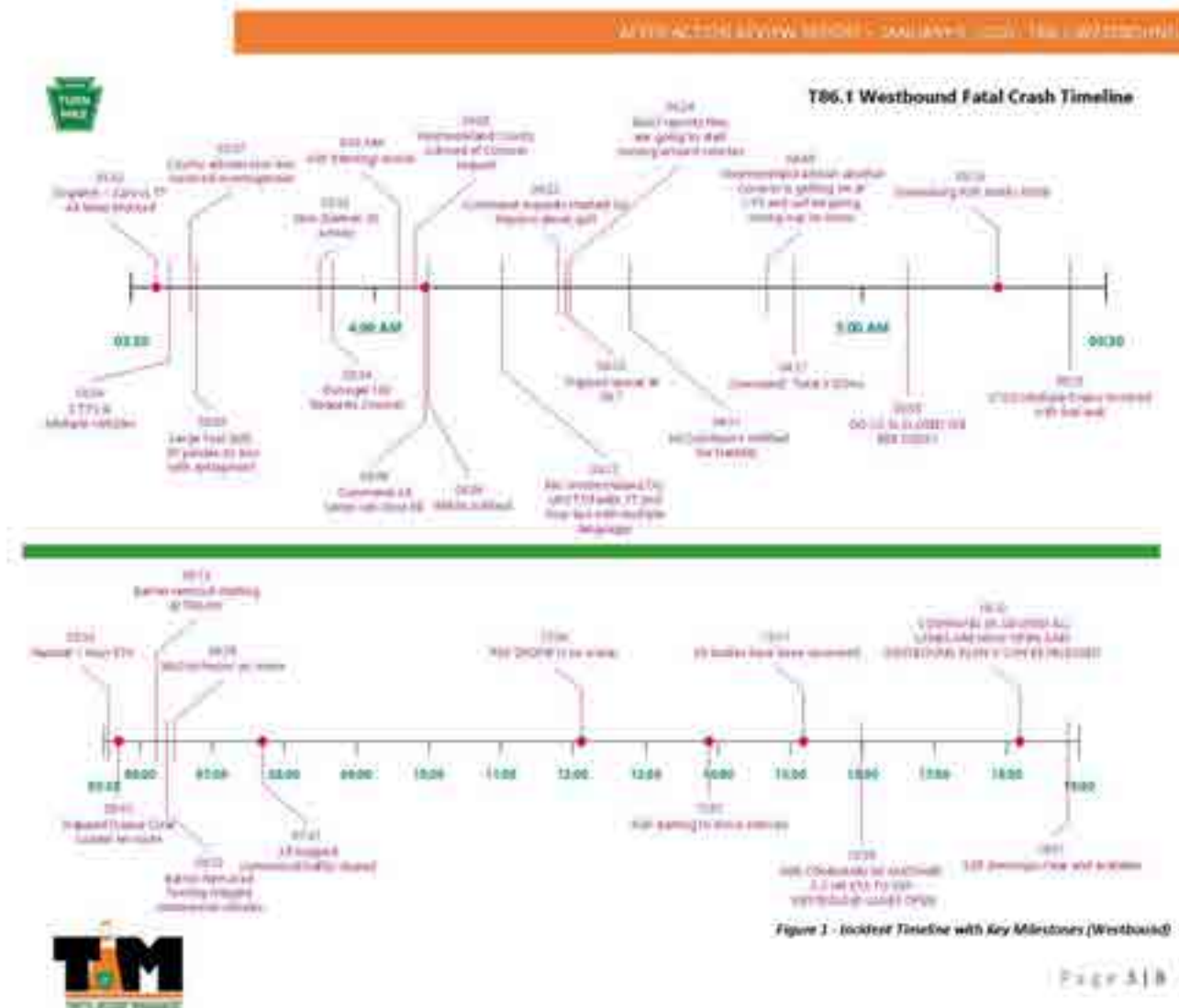
Incident Summary

Initial calls for a serious crash at mile post T86.1 Westbound began coming into the PA Turnpike Traffic Operations Center at 3:33am on January 5, 2020. Preliminary reports indicated a multi-vehicle crash with injuries blocking lanes. However, within the first ten minutes the scene of the crash became clear, with reports indicating multiple commercial vehicles.



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After-Action Reviews (AARs)



After-Action Reviews (AARs)

Strengths

- 9-1-1 dispatchers strong work with interviewing crash victims for initial scene size-up.
- Use of a common TAC channel resulted in excellent communications.
- Use of articulated "tote bins" barriers to safely traverse median barriers.
- Timely dispatch of needed resources (Turnpike Maintenance Unit).
- Use of UAH for trash reconstruction.
- Flowing & Recovery participation in the Unified Incident Command structure.
- Use of Language Line service to overcome language barrier with victims.
- Availability of patient triage and transport.
- Large bus resources made available for sheltering victims.

Areas for Improvement

- Accountability for vehicles in Turnpike Service Plazas, emergency pull-off, and shoulders during restricted-flow response operations. Vehicles located "in between" the parameters of a Plan X must be addressed so they do not inadvertently obstruct responder vehicles slowing traffic flow to normal traffic flow.
- Need to always confirm and allow response information with PA Turnpike Traffic Operations Center to avoid potential confusion from 9-1-1 dispatchers who may not be familiar with how to handle this information.
- Balance Hot/Med response activities with investigative activities to allow improved access for mitigation of spills.
- Strengthen IIC structure to minimize repetitive questions (e.g. "how long until the road is opened?").
- Tighten scene management and personnel control to minimize instances where evidence could be compromised.
- Improve efficiency with covering bodies of fatally injured victims.
- Keep critical resource contact lists (e.g. transit agencies) up-to-date.
- Strategies for overcoming language barriers.
- Consider increased communication with the Federal Highway Administration (FHWA) for MCI events on the Pennsylvania Turnpike.

Topics

- No specific training needs were identified. However, the importance of constantly vetting responder training requirements was reinforced.

Results/PAAs/Recommendations

- Initial response was swift due to PA Turnpike 24-hour winter operations. What would be different if this occurred outside of winter shift?
- Add Kevin Moon to copy response list for buses. (This has been completed as of this report).
- Additional UAH resources to avoid conflicts in the event two major incidents occur simultaneously.
- Consider standardizing the practice of removing barrier sections during large-scale events to facilitate easier movement for responders across the entire roadway.
- Consider using Language Line more frequently and having tip charts to help with language barriers.
- Consider air space restrictions for media helicopters when bodies are exposed.
- Develop a comprehensive MCI plan for incidents on limited access highways.
- Be mindful of the potential difference in manpower resources for similar incidents that may occur on weekends.



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.

And Remember....

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

THANK YOU!

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

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PennTIME – www.PennTIME.org

PennSTART – www.PennSTART.org

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