****SHRP2 National Traffic Incident Management (TIM) Responder Training

**Train-the-Trainer Program Overview**

The SHRP2 National TIM Responder Train-the-Trainer (TtT) Program is intended to provide course participants (i.e., trainers) the knowledge and materials necessary for them to conduct TIM training for TIM responders in their area or state. The TtT is a 1½-day course that covers 11 hours of material as follows:

* Classroom Training = 8 hours
* Hands-on and Outdoor Activities = 2 hours
* Training Wrap-up = 1 hour
* Training Implementation Plan Discussion
* SharePoint Site Overview

Once trainers have completed the TtT course, they will have the flexibility to train others as appropriate by using either:

* The 10-hour version in its entirety (classroom training plus the hands-on and outdoor activities)
* Single lessons/activities, one at a time
* The 4-hour version, which covers the same lesson objectives as covered in the 8-hour classroom portion of the TtT course

**Train-the-Trainer Program Classroom Training Lesson Objectives**

At the conclusion of the lesson, attendees will be able to…

| **Lesson Title** | **Duration****[# of Slides]** | **Lesson Objectives** |
| --- | --- | --- |
| **1** | Introduction | ≈ 75 min[34 slides] | 1. Recognize the dangers encountered by emergency responders working in or near traffic
 |
| 1. Define traffic incident management (TIM)
 |
| 1. Describe the purpose of the SHRP2 National TIM Responder Training Program
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| **2** | TIM Fundamentals and Terminology  | ≈ 45 min[31 slides] | 1. Define safe, quick clearance
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| 1. List the principal laws that relate to responder safety and safe, quick clearance
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| 1. Describe how the MUTCD relates to TIM
 |
| 1. Recall common response terminology, lane designations and incident scene terminology
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| **3** | Notification and Scene Size-Up | ≈ 45 min[32 slides] | 1. Recognize the important role public safety communications centers play in incident response
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| 1. Describe the notification and verification process
 |
| 1. List the key information that should be included in a scene size-up report
 |
| 1. Recall the typical responsibilities of a traffic management center
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| **4** | Arrival and Vehicle Positioning | ≈ 60 min[53 slides] | 1. Differentiate between move it and work it incidents
 |
| 1. Recall the MUTCD definition of safe-positioned
 |
| 1. Describe safe practices for working around or avoiding the zero buffer
 |
| 1. Define lane(s) +1 blocking and describe the need for it
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| **5** | Scene Safety | ≈ 30 min[32 slides] | 1. Describe how emergency vehicle markings can improve scene safety
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| 1. Describe recommendations for on-scene emergency lighting as set forth in the MUTCD
 |
| 1. Describe high-visibility safety apparel requirements for incident responders
 |
| 1. Identify at least three safety considerations related to working in or near moving traffic
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| **6** | Command Responsibilities | ≈ 30 min[21 slides] | 1. Recall the importance of establishing and participating in ICS
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| 1. Describe when it is appropriate to implement Unified Command
 |
| 1. Identify the need for and use of staging areas
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| **Lesson Title** | **Duration****[# of Slides]** | **Lesson Objectives** |
| --- | --- | --- |

| **7** | Traffic Management | ≈ 75 min[47 slides] | 1. Describe the four main components of a traffic incident management area
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| --- | --- | --- | --- |
| 1. Identify conditions at an incident scene that would require the advance warning area be extended
 |
| 1. Describe the need for, and how to set up, a taper
 |
| 1. Identify and describe the two types of buffers that may be established at an incident scene
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| **8** | Special Circumstances  | ≈ 75 min[60 slides] | 1. List multiple ways to identify what hazardous material is being transported
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| 1. Recount good practices for responding to an incident involving a vehicle fluid spill
 |
| 1. Identify the safety concerns related to responding to an incident involving a vehicle fire
 |
| 1. Describe the primary goal of a crash investigation and the importance of preserving short-lived evidence
 |
| 1. Describe the importance of performing response tasks concurrently as it relates to safe, quick clearance
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| **9** | Clearance and Termination  | ≈ 45 min[44 slides] | 1. Describe quick clearance strategies for incidents that involve tractor trailers and/or spilled cargo
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| 1. List the type of information that needs to be provided to towing and recovery to facilitate their response
 |
| 1. Describe the major activities that take place during termination and how scene breakdown results in changing conditions
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**Train-the-Trainer Hands-on and Outdoor Activity Objectives**

At the conclusion of the activity, attendees will be able to…

| **Activity Title** | **Duration** | **Activity Objectives** |
| --- | --- | --- |
| **A** | Tabletop Exercise[Hands-on Activity] | ≈ 75 min | 1. Apply basic traffic control and scene management principles and establish a traffic incident management area for various incident scenarios
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| **B** | Situational Awareness [Outdoor Activity] | ≈ 45 min | 1. List the ways in which responders can retain situational awareness when exiting their vehicle and approaching the incident
 |
| 1. Describe how to deploy channelizing devices in a manner that minimizes responder exposure to traffic
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