

L32C Interdisciplinary TIM Training Post-Course Assessment Tool Level 3 Questions - Training Participants

This level measures whether on-the-job behavior changes have occurred as a result of students attending the training, and if so, to what extent. Trainees, their immediate supervisors, their subordinates, or peers who often observe their behaviors may be asked to participate in this level of evaluation. The degree of assessment difficulty is increased at this level because behavior changes often take time, and the “right” environment must be provided for the students to implement their behavior changes. Additionally, those who participate in this evaluation would need to be observant to note the behavior changes that took place.

Lesson 1: Introduction

1. Since receiving the training, how would you describe your overall level of safety when working at traffic incident scenes?
 - a. Less safe
 - b. More safe
 - c. About the same

2. Since receiving the training, how would you describe your awareness and efforts to minimize secondary caches at traffic incident scenes?
 - a. Less aware
 - b. More aware
 - c. About the same

Lesson 2: TIM Fundamentals and Terminology

3. Since receiving the training, how would you rate the sense of urgency that you personally use to quickly clear traffic incidents from the roadway?
 - a. Less sense of urgency
 - b. More sense of urgency
 - c. About the same

4. Since receiving the training, how would you describe your use of plain English in describing traffic incident scenes?
 - a. Less used
 - b. More used
 - c. No change - Fully in practice prior to training
 - d. No change - Not in practice prior to or after training

This collection of information is voluntary and will be used to validate the effectiveness of, and assess the value of the National Traffic Incident Management (TIM) Responder Training Program. Public reporting burden is estimated to average 13 minutes per response, including the time for reviewing instructions searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Please note that an agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a currently valid OMB control number. The OMB control number for this collection is 2125-XXXX. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to: Information Collection Clearance Officer, Michael Howell, Michael.howell@dot.gov, 202 366-5707, Federal Highway Administration, 1200 New Jersey Avenue, SE, E66-233, Washington, DC 20590.

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5. Since receiving the training, how would you describe your use of lane numbering to describe traffic incident scenes?
- Less used
 - More used
 - No change – Fully in practice prior to training
 - No change – Not in practice prior to or after training

Lesson 3: Notification and Scene Size-Up

6. Since receiving the training, how would you rate your use of windshield size-up reports to pass important information back to dispatch upon arrival?
- Less used
 - More used
 - No change – Fully in practice prior to training
 - No change – Not in practice prior to or after training
7. Since receiving the training, how would you rate your use of progress reports to regularly provide updates and important information to dispatch, or the Traffic Management Center (TMC), while on-scene?
- Less used
 - More used
 - No change – Fully in practice prior to training
 - No change – Not in practice prior to or after training

Lesson 4: Safe Vehicle Positioning

8. Since receiving the training, how would you describe your use of the Move It or Work It concept, which gives consideration to relocating incident vehicles out of travel lanes prior to working the incident?
- Less used
 - More used
 - No change – Fully in practice prior to training
 - No change – Not in practice prior to or after training
9. Since receiving the training, how would you describe your use of the safe-positioning guidance provided by the MUTCD when positioning your vehicle at incident scenes?
- Less used
 - More used
 - No change – Fully in practice prior to training
 - No change – Not in practice prior to or after training

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10. Since receiving the training, how would you describe your use of vehicle blocking to protect incident scenes?

- a. Less used
- b. More used
- c. No change - Fully in practice prior to training
- d. No change - Not in practice prior to or after training

11. Since receiving the training, how would you describe your use of Lane +1 blocking to protect incident responders who require additional lateral space for safety?

- a. Less used
- b. More used
- c. No change - Fully in practice prior to training
- d. No change - Not in practice prior to or after training

12. Since receiving the training, how would you describe your use of the critical wheel angle when positioning your vehicle at incident scenes?

- a. Less used
- b. More used
- c. No change - Fully in practice prior to training
- d. No change - Not in practice prior to or after training

13. Since receiving the training, how would you describe your awareness and behavior when working around moving traffic and the "zero buffer"?

- a. Less aware
- b. More aware
- c. About the same

Lesson 5: Scene Safety

14. Since receiving the training, how would you describe your use of the practice of reducing forward facing emergency-vehicle lights at incident scenes when conditions allow?

- a. Less used
- b. More used
- c. No change - Fully in practice prior to training
- d. No change - Not in practice prior to or after training

15. Since receiving the training, how would you describe your use of ANSI/ISEA compliant high-visibility safety apparel, except for when MUTCD-noted exceptions apply?

- a. Less used
- b. More used
- c. No change - Fully in practice prior to training

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- d. No change – Not in practice prior to or after training

16. Since receiving the training, how would you describe your safety practices when exiting your responder vehicle at traffic incidents?

- a. Less safe
- b. More safe
- c. About the same

Lesson 6: Command Responsibilities

17. Since receiving the training, how would you describe your use of the Incident Command System (ICS) at traffic incidents?

- a. Less used
- b. More used
- c. No change – Fully in practice prior to training
- d. No change – Not in practice prior to or after training

Lesson 7: Traffic Management

18. Since receiving the training, how would you describe your use of advance warning at traffic incident scenes?

- a. Less used
- b. More used
- c. No change – Fully in practice prior to training
- d. No change – Not in practice prior to or after training

19. Since receiving the training, how would you describe your use of enhanced/additional advance warning at traffic incident scenes where hills, curves, fog, rain, or other conditions require?

- a. Less used
- b. More used
- c. No change – Fully in practice prior to training
- d. No change – Not in practice prior to or after training

20. Since receiving the training, how would you describe your use of channelizing devices, such as cones or flares, at traffic incident scenes?

- a. Less used
- b. More used
- c. No change – Fully in practice prior to training
- d. No change – Not in practice prior to or after training

21. Since receiving the training, how would you describe the technique you use to setup tapers?

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- a. Less safe
- b. More safe
- c. About the same
- d. N/A - channelizing devices not used/available

22. Since receiving the training, how would you describe the technique you use to dismantle tapers when breaking down traffic incident scenes?

- a. Less safe
- b. More safe
- c. About the same
- d. N/A - channelizing devices not used/available

Lesson 8: Special Circumstances

23. Since receiving the training, how would you describe your safety awareness when working around vehicle fires?

- a. Less aware
- b. More aware
- c. About the same

24. Since receiving the training, how would you describe your safety awareness when working around hazardous materials at roadway incidents?

- a. Less aware
- b. More aware
- c. About the same

25. Since receiving the training, how would you describe your awareness of evidence preservation and investigative functions at traffic incident scenes?

- a. Less aware
- b. More aware
- c. About the same

Lesson 9: Clearance and Termination

26. Since receiving the training, how would you describe your use of push bumpers at roadway incidents?

- a. Less used
- b. More used
- c. No change - Fully in practice prior to training
- d. No change - Not in practice prior to or after training
- e. N/A - vehicle not equipped with a push bumper