

Ohio *QuickClear*



Best Practices

Ohio Quick Clear Committee

AAA Ohio

Buckeye State Sheriff's Association

Ohio Association of Chiefs of Police

Ohio Department of Public Safety

Ohio Department of Transportation

Ohio Environmental Protection Agency

Ohio Fire Chief's Association

Ohio Fire Marshall's Office

Ohio Trucking Association

Towing and Recovery Association of Ohio

History

- Growing concern about crashes and traffic congestion
- Formed in August 2002 by Directors of the Ohio Departments of Public Safety, and Transportation
- Review current practices and develop recommendations for shortening incident duration

Charter

“Committed to maintaining the safe and effective flow of traffic during emergencies as to prevent further damage, injury, or undue delay of the motoring public.”

What is an “Incident?”

- An “incident” is an event that closes roads or creates a large traffic influx, especially:

Crashes,

Disabled vehicles

Spilled cargo

Special events, like sports, concerts, or festivals

What is Quick Clear?

the...

Coordination of response agencies,

to...

Preserve the safety of crash victims, incident responders, and other motorists,

while...

Reducing the impact and duration of incidents.

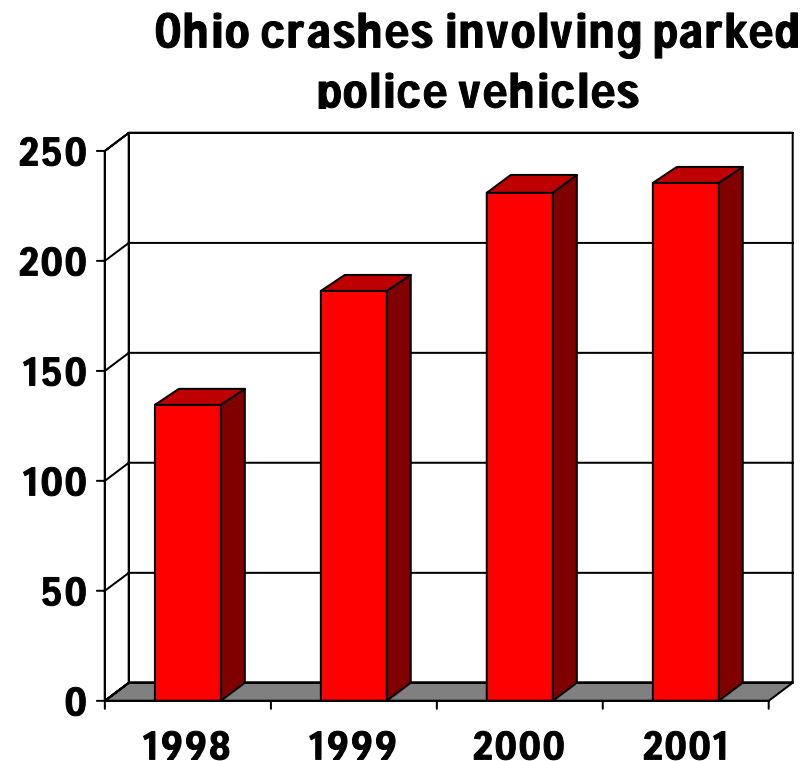
Why Quick Clear?

- **Safety:**
 - Of emergency response personnel
 - Of victims
 - Of other motorists ("secondary crashes")
- **Congestion**

Safety of Responders

- Crashes involving parked police vehicles are a growing problem in Ohio
- 1998 – 2001:

<u>Total Crashes</u>	786
Fatal	3
Injury	145
Property Damage	601
Unknown	37



Why Quick Clear?

A: SAFETY of other Motorists

- “Secondary Crashes”
 - Crashes that occur as a result of a previous incident
 - 13-20% of rush hour crashes are because of congestion from *previous* incident
 - Each traffic crash on a freeway increases the risk of secondary crash by 600%

Why Quick Clear?

A: CONGESTION

- More than half of all congestion is caused by incidents
- Each minute of closure results in eight minutes of congestion delay
- A one-lane blockage of urban freeway creates a 2-5 mile backup

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Why Quick Clear?

A: CONGESTION

Percent of Capacity Available (From 2000 Highway Capacity Manual)

Number of Lanes	Shoulder Blocked	Lanes Blocked		
		One	Two	Three
2	81%	35%	0%	N/A
3	83%	49%	17%	0%
4	85%	58%	25%	13%
5	87%	65%	40%	20%
6	89%	71%	50%	26%

Best Practices

Who is Involved?

- Law enforcement: Highway Patrol; Police; and County Sheriffs Offices
- Emergency Medical Agencies
- City or Township Fire Departments
- Ohio Environmental Protection Agency
- Towing and Recovery Companies
- Transportation Agencies (DOT)

Law Enforcement

- Are often first on the scene
- Secure scene, protect victims, summon other response agencies
- Direct traffic
- Establish “Incident Command System”
- Investigate crash
- Oversee towing and recovery operations

Law Enforcement

- Participate in incident response planning
- Within Incident Command System, communicate with transportation agencies for closure and detour information
- Speed crash investigations using technology
- For non-injury crashes, move vehicles from travel lanes as soon as possible

Crash Investigation

- Use technology to speed up investigations–
- Total Station and photogrammetry



City or Township Fire Departments

- Contain fire and other hazards, rescue occupants, protect property
- Sometimes combined with emergency medical services
- *Protecting victims and rescue personnel is of primary importance!*
- Generally leave the scene when their work is complete (but towing/clearance might remain)

Emergency Medical Agencies

- Local agencies that provide paramedic services
- Often, emergency medical agencies are part of city or township fire departments
- As stated, *protecting victims and rescue personnel is of primary importance!*

Fire and Emergency Medical Agencies



Best
Practices

- Reduce exposure by dispatching as little equipment as necessary
- Effectively identify hazardous materials to prevent unnecessary closures
- Keep lane(s) of traffic open when possible
- As part of Incident Command System, communicate expected closure duration, and notify when lanes are reopened.

Environmental Protection Agency

- Crashes involving hazardous materials, fuel spills, or other pollutants may require Ohio EPA oversight

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Environmental Protection Agency

- First responders should know the Ohio EPA
Emergency Response Hotline:

(800) 282-9378

Best Practices

Transportation Agencies (DOT)

- Provide safe and efficient road system
- Called out to incidents, to repair damage to roadways, signs, etc.
- Provide traffic control for major incidents

Transportation Agencies (MOT)

- Develop pre-planned detours for incidents
- Install urban freeway reference markers, so cell callers can accurately report incidents
- Deploy freeway service patrols to clear debris and minor incidents
- Develop ITS systems for traffic management and traveler information
- Assist with traffic control around major incidents

Towing and Recovery

- Provide services for safe salvage and removal of debris, vehicles and cargo
- Often under contract to a local government

Towing and Recovery

- Pre-qualification of tow companies by municipalities
- Training law enforcement in the TRAA vehicle identification guide
- Move commercial vehicles or trailers out of travel lanes, for recovery after rush hour

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TRAA Vehicle Identification Guide

TRAA VEHICLE IDENTIFICATION GUIDE[®]

CLASS 1 • LIGHT-DUTY • (6,000 lbs. or less GVW - 4 tires)*

CLASS 2 • LIGHT-DUTY • (6,001 - 10,000 lbs. GVW - 4 tires)*

CLASS 3 • MEDIUM-DUTY • (10,001 - 14,000 lbs. GVW - 6 tires or more)*

CLASS 4 • MEDIUM-DUTY • (14,001 - 16,000 lbs. GVW - 6 tires or more)*

CLASS 5 • MEDIUM-DUTY • (16,001 - 19,500 lbs. GVW - 6 tires or more)*

CLASS 6 • MEDIUM-DUTY • (19,501 - 26,000 lbs. GVW - 6 tires or more)*

CLASS 7 • HEAVY-DUTY • (26,001 - 33,000 lbs. GVW - 6 tires or more)*

CLASS 8 • HEAVY-DUTY • (33,001 lbs. and over GVW - 10 tires or more)*

Information Needed To Correctly Dispatch Towing and Recovery Units:

- Year, Make and Model of Vehicle to be Towed or Recovered
- DOT Classification (Class 1 – 8 based on GVW)
- Location of Vehicle
- Type of Tow (Impound, accident, recovery motorist assist, etc.)
- Additional Vehicle Information
 - 2 wheel drive, 4 wheel drive, all wheel drive
 - damage to vehicle, tire condition
 - vehicle loaded or empty
 - cargo contents
 - does the vehicle have a trailer
 - are the keys with the vehicle

Note: Any vehicle may carry hazardous materials. Advise if placarded.

** Note: The Gross Vehicle Weight Rating (GVWR) of the vehicle to be towed or recovered can be found on the identification label on the vehicle's driver's side doorframe. The number of pounds listed on the label can then be compared with the DOT Classification Vehicle Type Chart for the correct DOT class.*

Classes 1 and 2 include passenger vehicles, light trucks, minivans, full size pickups, sport utility vehicles and full size vans.

Classes 3 through 6 include a wide range of mid-size vehicles, delivery trucks, utility vehicles, motorhomes, parcel trucks, ambulances, small dump trucks, landscape trucks, flatbed and stake trucks, refrigerated and box trucks, small and medium school and transit buses.

Classes 7 and 8 include a wide range of heavy vehicles, large delivery trucks, motor coaches, refuse trucks, cement mixers, all tractor trailer combinations including double trailers.

Law enforcement communications with towing and recovery operators describing an incident and the vehicles involved can insure quick and efficient clearing of these scenes and less disruption to traffic flow. In an effort to standardize communications, the towing industry is adopting the federal vehicle class standards as outlined herein.

VIN CODES

The year of the vehicle is critical information for towing operators in order for them to reference correct towing procedures. The diagrams on the front are examples of classifications. The following information about vehicle identification numbers affixed to the chassis will help determine the vehicle's year. As noted, the vehicle's year, identified by a letter or number in the VIN sequence, is the eighth character from the right.

1P8ZA1279SZ215470

EXAMPLE 1995 VIN NUMBER:

1980.....A	1987.....H	1994.....R	2001.....1	2008.....8
1981.....B	1988.....J	1995.....S	2002.....2	2009.....9
1982.....C	1989.....K	1996.....T	2003.....3	2010.....A
1983.....D	1990.....L	1997.....V	2004.....4	2011.....B
1984.....E	1991.....M	1998.....W	2005.....5	2012.....C
1985.....F	1992.....N	1999.....X	2006.....6	
1986.....G	1993.....P	2000.....Y	2007.....7	

TOW TRUCK/CAR CARRIER CLASSIFICATION

LIGHT-DUTY

TOW TRUCK

CAR CARRIER

HEAVY-DUTY

MEDIUM-DUTY

TOW TRUCK

CAR CARRIER

LOW BOY TRAILER

Information provided by Towing and Recovery Association of America Inc. • 1-800-728-0136 • 703-484-7713 • Sponsored by Tow Times® Magazine.

Institutional Issues

- Aside from agency-specific best practices, a number of local policies can improve crash clearance...

Shoulder Breakdowns

- Vehicles broken down or abandoned on freeway shoulder reduce capacity and create safety hazard
 - Adopt policy to limit time vehicles can remain on shoulder (e.g., Columbus, three hour limit)
 - Allow DOT personnel to assist tagging abandoned vehicles, for prompt towing

Minor (Non-Injury) Crashes

- Waiting for law officers while sitting in traffic can be hazardous, especially on high-volume freeways...

Steer Clear: for minor crashes, drivers exchange information, and move vehicles from travel lanes



Towing Contracts

- **Contracts with Towing and Salvage Companies**
 - Pre-qualify towing companies, so that the company called out to the scene can handle the type of crash involved
 - Have performance parameters for towing companies
 - Train law enforcement in TRAA vehicle identification guide

Coordination

- Pre-Incident Planning...
- At the Scene of an Incident
 - Incident Command System
 - Temporary traffic control
- Post-hoc Incident Reviews

Pre-Incident Planning.

- Pre-plan diversion routes
- Meet with all agencies involved to review roles
- (DOT) have equipment on hand for traffic control, cones, etc.

At the Scene...

- Incident Command
 - Communicate with transportation agency in the incident command structure
 - Provide public information on closures, detours, expected duration
 - Assess and request towing service as soon as possible



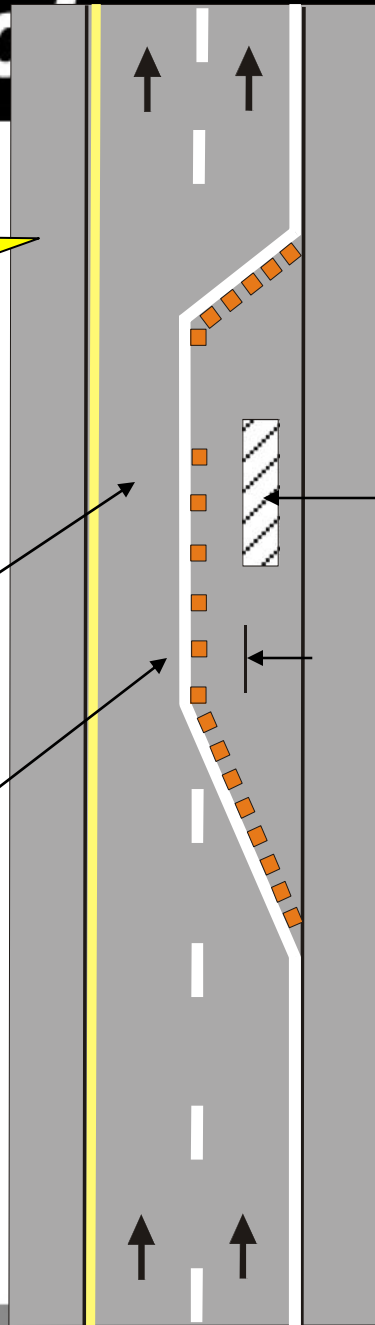
Traffic Control Around Crash

- Proper placement of response vehicles at the scene is critical to safety of workers and victims
- Proper set-up of temporary traffic control around scene is critical to maintaining safe traffic flow
- Traffic management and detours can minimize motorist frustration and delays

Best Practices

Traffic Space allows traffic to pass through the activity area

Buffer Space (lateral) provides protection for traffic and workers



30m (100 ft) Downstream Taper

Work Space is set aside for workers, equipment, and material storage

Buffer Space (longitudinal) provides protection for traffic and workers

Termination Area lets traffic resume normal operations

Activity Area is where work takes place

Transition Area moves traffic out of its normal path

Advanced Warning Area tells traffic what to expect ahead

After the Fact...

- Major Incident Review
 - Hold meetings after major incidents to review performance,
 - Identify issues for improvement
 - Respect the mission of other agencies

Summary

- Crashes and congestion are an unfortunate fact of life
- Quick clearance reduces chances for secondary crashes, and reduces congestion
- “Quick Clear” requires commitment and cooperation from the many agencies involved in incident response

Thank You!

- For more information go to

www.dot.state.oh.us/quickclear/

- Questions?

Contact Howard Wood

Ohio Department of Transportation

(614) 466-2255

Howard.wood@dot.state.oh.us