



Crash Clearance

Our Goal:

- Increase motorist and Trooper safety, and reduce secondary crashes, through aggressive crash clearance techniques.

Strategies & Outcomes:

- Collaboration with UDOT on roadside signage encouraging motorists to move their vehicles to an off-ramp, if possible, before calling for assistance
- Promotion of the Move Off program, an educational push through earned media, Dispatchers and Troopers
- Partnered with towing companies in Salt Lake County to test effectiveness of pre-positioned tow trucks for almost immediate response to crashes during weekday rush hour commutes
 - Tow truck operators did not find pre-positioning to be profitable.
- Supported the Incident Management Trucks (IMT) Stinger program to move-off disabled vehicles
- Educated and enforced the Slow Down, Move Over law
- Deployed 360° crash scene mapping technology
- Use of UHP Dispatch to coordinate and record tow truck response times to crashes and also queue clearance (UDOT)

- Coordinated with DTS to develop a web and mobile application to easily allow towing companies to monitor their queue position.
- Offering Traffic Incident Management (TIM) training

Traffic Incident Management (TIM)

Program Goals

- Reduce Roadway Clearance Time
- Reduce Incident Clearance Time
- Reduce Number of Secondary Crashes

To date, the UHP has trained 873 individuals from law enforcement agencies, UDOT and towing companies in TIM.

- ✓ Every minute of incident delay multiplies traffic queues by a factor of four, and increases the risk for secondary crashes
- ✓ The likelihood of a secondary crash increases by 2.8% for each minute the primary incident continues to be a hazard
- ✓ Faster response time has a well-documented relationship to the increased likelihood of crash survival
- ✓ Responder lives remain at risk every minute they are on the incident scene

Economic Impacts

"In 2010, there were 32,999 people killed, 3.9 million were injured, and 24 million vehicles were damaged in motor vehicle crashes in the United States. The economic costs of these crashes totaled \$242 billion. Included in these losses are lost productivity, medical costs, legal and court costs, emergency service costs (EMS), insurance administration costs, congestion costs, property damage, and workplace losses...

...Lost market and household productivity accounted for \$77 billion of the total \$242 billion economic costs, while property damage accounted for \$76 billion... Congestion caused by crashes, including travel delay, excess fuel consumption, greenhouse gases and criteria pollutants accounted for \$28 billion."

"The Economic and Societal Impact of Motor Vehicle Crashes, 2010," Report No. DOT HS 812 013