



Crash Truck Conspicuity Review:

Information Session

April 3rd, 2024



Project Scope

•In Scope

- Build on snowplow Value Engineering (VE) review
- **Develop consistent standards for crash trucks to increase safety**
 - **Conspicuity**
 - **Recognition**
- Apply findings to medium sized maintenance and construction vehicles
- Apply lessons learned back to snowplows

•Future Considerations

- Public Education
- Operator training

Project Tasks

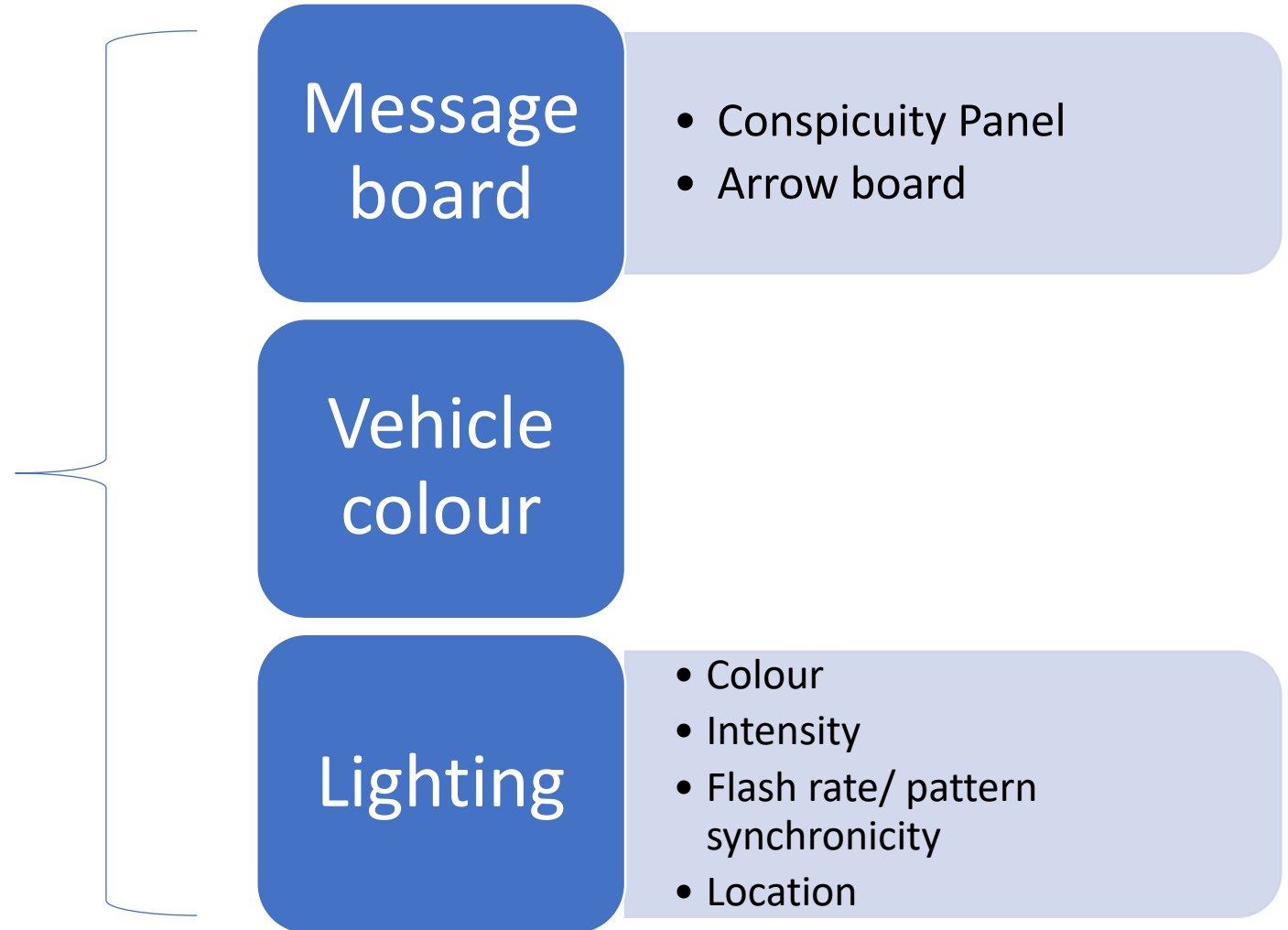
- ✓ **Background Research**
 - ✓ MTO 2013 Snowplow VE Study
 - ✓ TAC 2015 Snowplow Guideline
 - ✓ Jurisdictional scan
 - ✓ Literature review – Human Factors
 - ✓ Interviews
 - ✓ Collision analysis
- ✓ **Option development**
- ✓ **Workshop**
- ✓ **Option refinement**

- **Stakeholder consultation**
- **(April 8, 2024)**
 - **ORBA: April 8 (1:00 pm-2:00 pm)**
 - Maintenance
 - Construction
 - **Equipment (11:00 am-12:00 pm)**
 - Vehicle body suppliers
 - Light manufacturers
 - TMA suppliers

- Option refinement
- Evaluation
- Report/Presentation

What should be the same / different?

- Snowplows
- Crash trucks for
 - Scheduled
 - Unscheduled
 - Incident Response



OPTIONS ?

Option 1: Snowplow Enhancements with Chevrons



Option 2: Checkerboard, Enhanced Arrow, and Complete Vehicle Conspicuity



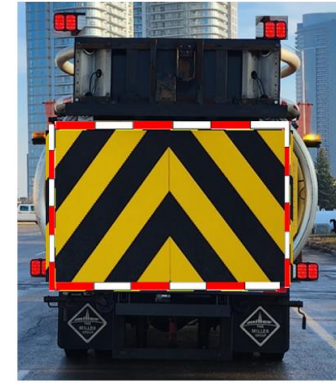
Option 3: Chevron, Checkerboard, Enhanced Arrow, and Complete Vehicle Conspicuity



Option Summary

1. Snowplow Enhancements with

- Chevrons
- Complete unit



2. Snowplow Enhancements with

- Checkerboard
- Complete unit
- Enhanced dynamic arrow
- Complete Vehicle Conspicuity



3. Snowplow Enhancements with

- Modified Chevrons
- Checkerboard
- Complete unit
- Enhanced dynamic Arrow
- Complete Vehicle Conspicuity



Evaluation Criteria

•Safety Benefit

• **Conspicuity benefit expected**

- **Uniqueness**
- Consistency with other crash trucks doing similar operations
- Distinctiveness with other operations and driver actions

• **Intuitive for public recognition and response**

- Learning curve
- Public education needed
- Web testing requirement

• **Operator workload**

• **Stakeholder concerns addressed**

Implementation

- Equipment availability
- Installation needs
- Ability to use equipment for multiple operations
- Vulnerability to elements and operations
- Legislative requirements
- Changes can not compromise TMA integrity
- Cost

Stakeholders

- ORBA
 - Maintenance
 - Construction
- Equipment Manufacturers
 - Viking
 - Grote
 - Whelen
 - TMA (attached)
 - TMA (Tow)
 - ADDCO
- Equipment Lighting Industry
 - Pro Force Canada
 - Federal Signals
 - Leslie & Associates
- MTO
 - OPP
 - CAA
 - Good Roads
- Others?

Next Steps

- Stakeholder consultation **(April 8th, 2024)**
 - ORBA
 - Maintenance
 - Construction
 - Industry
 - Lighting manufacturers
 - Vehicle body manufacturers
 - Attenuator manufacturers (attached and tow behind)
- Refinement of options from consultation
- Evaluation, Conclusions and Recommendations
- Report and Presentations

Questions?

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