

## **Amgen Tour of California Traffic Management Plan**

### **Scope**

The 2019 Amgen Tour of California will be held May 12-18th over 778 miles of California roadways. The race will feature 126 cyclists plus various support vehicles and staff. These athletes and vehicles will travel along the course in a “caravan” under the escort of the California Highway Patrol (CHP). The “bubble” of this escort is expected to be 10-20 minutes as it moves along roadways. See the attached caravan diagram for more information on the quantity and location of vehicles.

### **Course Information**

See the attached course logs and maps for specific route information, including intersection and arrival information.

### **Public Information and Notification**

Citizens along the route will be notified through a combination of fixed signage warning of road delays, and a public awareness campaign. The contract public relation company contracted by the event organizers will issue press releases and contact local media in the 2-3 weeks before the event and continue through event day.

## **Traffic Control Staffing**

### **Traveling Marshal (80 total)**

Traveling Marshals receive extensive training and travel with the event throughout the week. These marshals are divided into groups of 10 and take positions along smaller side roads to assist law enforcement. In addition, these marshals are deployed in areas where there might be a routing or safety concern (turns, entrances to divided sections of road, steep downhills, etc.)

Each marshal group will deploy on a set section of road ahead of the arrival of the race. Immediately after the passage of the race, the marshals will be picked up and leapfrog to another position further down the route using an alternate route. In most cases the marshals will make two of these jumps per day, effectively doubling their numbers.

Marshals are equipped with cones, safety vests and flags. In addition, their vehicles are equipped with brooms, shovels and patch material in case of repairable road conditions. Marshals also receive PR training in order to work with local residents and road users who may be inconvenienced. While these course marshals are well versed in supporting law enforcement personnel, they have not received traffic control training. Therefore, they will not perform any traffic control duty. Their primary role will be crowd control

and “flagging” the riders at any turn along the course. At all of these turns, CHP will be on site and will have already closed the road.

**Motor Marshals  
(12 total)**

The race’s Motorcycle Marshals work closely with the California Highway Patrol to assist with security along the route. The marshals are deployed in teams and assigned to the lead patrol cars. They are responsible for assisting with the closure of any drives or parking lots not manned by any other staff. These marshals have the ability to rapidly deploy and quickly move back into position once the front of the race has passed.

In addition, motor marshals are able to communicate to both the command car and other race staff any obstacles or dangerous situations along the route.

**California Highway Patrol – Entourage  
(10 total)**

The California Highway Patrol (CHP) will be providing a police escort utilizing the same units throughout the event. These units will be deployed both ahead of and behind the race itself as part of the race caravan.

The mobile units will work with fixed-post officers and race marshals to provide security along the route.

Six to seven units will be staggered between five and ten minutes in front of the event. The exact spacing will be determined based on road type and terrain in coordination with local area commanders.

All additional units will be placed at the rear of the entourage to prevent traffic from passing the race. These units will also protect vehicles and competitors who are outside the main group.

See the attached caravan diagram for more information on vehicle locations and functions.

**California Highway Patrol – Motos  
(Varies by Stage)**

The California Highway Patrol (CHP) will provide 10-15 moto officers 2-3 miles ahead of the race. These units will pull incoming traffic off to the side and instruct them to hold in place until the race passes them.

**California Highway Patrol – Fixed Units  
(Varies by Stage)**

The California Highway Patrol (CHP) will provide fixed post traffic control ahead of the race. These units will work to secure intersections ahead of the race in conjunction with race marshals and CHP Motos.

## **General Traffic Control Guidelines**

### *Race Marshals*

#### **Marshal Control**

Race marshals are positioned on smaller side roads that do not require the full-time presence of a law enforcement officer. In general, these are smaller rural roads and non-signalized intersections. These marshals work with the advance fixed post CHP units to ensure that all roads are controlled as the race passes. Side roads are controlled by Type 1 barricades or a similar device.

The purpose of the marshal is to control traffic once the lead elements of the race reach a position. Once the lead law enforcement unit in the race reaches a location, traffic is not allowed to move towards the race. Depending on location traffic may be allowed to move away from the race or cross the course during this time. While these course marshals are well versed in supporting law enforcement personnel, they have not received traffic control training. Their primary role will be crowd control and “flagging” the riders at any turn along the course. At all of these turns, CHP will be on site and will have already closed the road.

Once the lead elements of the race have passed a location and the race grows closer, traffic at intersection will not be allowed on course until the race passes.

Once the final law enforcement vehicle passes a location, all intersections are reopened and traffic flows as normal.

As the race expands and contracts, law enforcement and marshal’s vehicles are redeployed to fill any of the small gaps and keep side traffic or traffic pulled off the road from interfering with the race.

#### **Law Enforcement Control**

Law Enforcement will handle traffic control in different ways depending on the terrain and road type.

In the case of short sections of road, traffic at intersections controlled by CHP will not be allowed to advance towards the riders as the race is inbound. This is especially important in areas with no shoulders, steep descents and limited site distances.

In these cases traffic is held or diverted as a race enters the far intersection on a stretch or roadway. This has the advantage of providing the race with a clear path of travel while not forcing people to pull off of on a non-optimal shoulder.

## **Contingency Plans**

### *Weather*

The Amgen Tour of California is generally considered a “Rain or Shine” event; however, there are instances that would cause the neutralization, delay or stoppage of the event.

### *Delay*

The event start may be delayed due to extreme circumstances, usually in the vicinity of the start area. Although generally avoided due to the careful planning of the timeline it is an option.

### *Relocation of Start/Remote Start*

In the case of an incident such as a landslide, riders and staff may transfer via auto around the obstacle and start/restart the race on the other side. This has the advantage of continuing the event. The start would take place at the same time the race would have passed on the original route, thus preserving the timing of the event.

### *Detour*

In the case of an incident affecting a short portion of a roadway, the race may be detoured around if a safe and feasible route is available. Many times, in these cases the race is neutralized and restarted once on the other side of the obstacle.

### *Neutralization*

In the case of a limited closure, the race may be neutralized and restarted once the obstacle has been cleared or the delaying circumstance has passed.

### *Cancellation*

In some cases, the safety of the riders and/or staff is so extreme or the damage to roadways and infrastructure is so extreme that the event must be cancelled. This is a last resort option.

### Other Emergency Situations

In the case of emergency situations (house fire, medical emergency, etc.) the CHP Incident Commander (IC) should be notified immediately. The CHP IC will consult with event organizers to determine the appropriate course of action.

It may be decided to use the same actions as for a weather emergency with modifications based on the particular situation.