

Amgen Tour of California Traffic Management Plan

Scope

The 2010 Amgen Tour of California will be held May 16-23rd over 850 miles of California roadways. The race will feature 128 cyclist 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.

This log will be updated to show the positions of volunteer marshal locations at intersections along the route.

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 8-10 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. On 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.

**Motor Marshals
(20 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 small roads 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
(11 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 – 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.

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.

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.

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 marshals 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.

Event Medical Service Plan 2010 Tour of California

Overview

Professional cyclists, while able to exert themselves in extremes of weather and terrain, also need special care and treatment. In a multi-day stage race it is critical that athletes receive appropriate treatment from medical professionals in order to remain competitive. In addition, the race medical team is able to provide emergency response to accidents on the race course.

The Medical Provider oversees medical services for the race entourage. Services rendered include:

- Coordination of all race medical staff (physicians, trainers, EMTs, etc.)
- Coordination with all local EMS agencies and local hospitals
- Contact point for all race staff with medical issues

The Medical Provider for the 2010 Amgen Tour of California is the Santa Monica Orthopaedic Group with ambulance services provided by American Medical Response (AMR).

Areas of Responsibility

Medical Suite

Based at the Headquarters hotel each night. This suite provides all types of care to athletes and entourage. Examples include: wound care, massage therapy, physical therapy and general medical services.

The medical suite is generally staffed for several hours after the arrival of athletes. After this time a member of the medical staff remains "on call" for other athlete needs.

The medical suite is utilized by athletes for a variety of medical needs. This is especially important for those teams without a team physician. In some cases the medical suite may also serve to support team physicians.

In some cases the suite will be a standalone suite while in other it will be in a room attached to the hotel room of the Chief Medical Officer.

Caravan Medical

Provides medical service in the race caravan. Vehicles and staff include:

- Race Doctor in dedicated car
- Medical Motorcycle with medic or ATC
- Medical Sag vehicle with ATC

Ambulance

Services are concentrated on emergency medical services (Race Doctor, Medical Motorcycle, Ambulances) as well as preventive medical issues (Medical Sag Vehicle).

Athletes sometime receive treatment out of the Race Doctor's car for conditions such as bee stings, upset stomach or recurring injuries. This treatment is often accomplished "on the go" in the race caravan.

In the case of a severe accident the Race Doctor works with the race EMS crews to provide treatment and/or arrange transport.

Caravan Medical units also coordinate with local EMS jurisdictions to provide additional support and response.

Start/Finish Line Medical

Based at race finish, these staff members provide immediate care to athletes and staff before, during and after the race finish. Examples of treatments include: athlete hydration, wound care, follow up on previous treatment.

The staff at the finish line will often treat injuries that athletes received during the race but were not severe to cause the athlete to drop out. Examples include "road rash" from crashes or exposure to extreme weather conditions.

The finish line medical staff will send more serious cases to the medical suite after initial treatment.

Staffing

Number of Physicians

Minimum two physicians. One in caravan and one with medical suite.

Ambulances

One in caravan
Support from local EMS for transports if required
Medical Sag

Number of Trainers

4 trainers with 2 support staff

Operations

Response during Race

First response during the race will be from the Race Doctor, who will stop with any crashes and do an assessment. During the time the caravan passes the doctor will make an assessment on a method of treatment and will alert the race ambulance if it needs to remain on site to assist. Actions that might be taken include the following:

1. Rider needs advanced treatment: The race doctor and ambulance begin treatment immediately and notify the Command Post that a transport will be needed. The local ambulance crew is given an ingress point to the field of play.

If a neutralization or stoppage of the race needs to take place it is coordinated through the Race Doctor and Technical Director and communicated to the race officials and Command Post.

2. Rider needs minor treatment but cannot continue: The Race Doctor leaves the athletes in the care of the medical sag vehicles. The rider will be transported back to the finish line medical area in the sag or broom vehicle.

Communications

The race medical staff will communicate on the inter-race UHF radio system on all stages. Primary frequency will be the *Medical* simplex frequency with a backup on the *Caravan* repeater frequency in case of a large split in the field.

All announcements to teams will be coordinated through Race Command to *the Radio Tour* frequency.

Each medical asset will be provided with mobile and portable radios as well as a satellite phone.

Coordination with local agencies will be through the *Caravan* frequency to the race representative in the Command Post.

Command Structure

The Race Doctor will make all medical decisions for the race staff and entourage in coordination with the Race Director and Technical Director.

Coordination of caravan assets will be coordinated through Race Command and the Technical Director when on the road.

Communication with local agencies (Police, Fire, EMS, Public Works) will take place through the race representative in the Race Command Post.

In the case of a Public Safety type emergency on course (fire, 911 response, robbery, etc.) the appropriate public safety agency in the Command Post will advise race staff on what action is to be taken through the race representative.