Managing Incidents Using Google-based Maps

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Presented By: McFarland Management, LLC

In Association With: ITERIS
The Project

• Preparation of the Treasure Valley Incident Management Operations Manual

• Successful working relationship between transportation and emergency response agencies

• Established detour routes for 43 segments of Interstates and state highways

• Primary and secondary detour routes were identified for most Interstate highway segments
Treasure Valley Region
# Agencies

<table>
<thead>
<tr>
<th>Transportation Agencies</th>
<th>Emergency Responders</th>
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<tbody>
<tr>
<td>Ada County Highway District</td>
<td>Idaho State Police</td>
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<td>Idaho Transportation Department</td>
<td>Ada County Sheriff</td>
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<tr>
<td>Federal Highway Administration</td>
<td>Ada Disaster Services</td>
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<tr>
<td>Community Planning Association of Southwest Idaho (COMPASS)</td>
<td>State EMS Communications Center</td>
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<td>Valley Regional Transit</td>
<td>Canyon County Sheriff</td>
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<td>City of Nampa</td>
<td>Bureau of Homeland Security</td>
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<td>City of Caldwell</td>
<td>Boise Police and Fire Depts.</td>
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<td>Canyon Highway District</td>
<td>Meridian Police and Fire Depts.</td>
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<tr>
<td>Nampa Highway District</td>
<td>Nampa Police and Fire Depts.</td>
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<td>Garden City Police</td>
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<td></td>
<td>North Ada County Fire Dept.</td>
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Process

• Advantage of establishing incident detour routes:
  – Focus responses to improve traffic flow
  – Reduce time during incident to initiate detour
  – Establish pre-defined lines of communication
  – Everyone working from the same “sheet of music”

• Web-based system desired for:
  – Easy updating of detour routes over time
  – Use by dispatch personnel (TMC and emergency)
  – Accurate and timely availability of the information
Process (con’t)

• Detour routes established through consensus with transportation and emergency response agencies

• Detour route designation criteria:
  – Use of major parallel arterials with the most capacity available and in good condition
  – Utilize shortest distance between exit and re-entry around the closed segment
  – If possible avoid residential neighborhoods, schools, parks, etc.
  – Maximum use of existing signalization
  – Use most appropriate roadway cross-section and pavement load capacities
  – Avoid limited roadway and intersection geometries for truck turning movements
Products

• Hard copy of Treasure Valley Incident Management Operations Manual

• Internet accessible Google based detour route maps

• Reduced size reference guide for field use
  – Hard copy for in-vehicle
  – Adobe file electronic version
Included On Maps

• Blocked or closed segment
• Detours
  – Eastbound, Westbound
  – Primary, Secondary
• Traffic control (stop signs and signals)

On Internet Version

• DMS locations
• CCTV – with on click to real time image
Google-based Maps Demo

• Internet accessible Google based maps
  – www.achd.ada.id.us/atis/detours

• Obvious rural applications
  – Detours typically much longer
  – Significant time savings to set up detour
  – Potential to link with traveler information
  – Fewer detour options for truck traffic