



# **Solar Eclipse Virtual Peer Exchange**

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**ODOT Region 4**

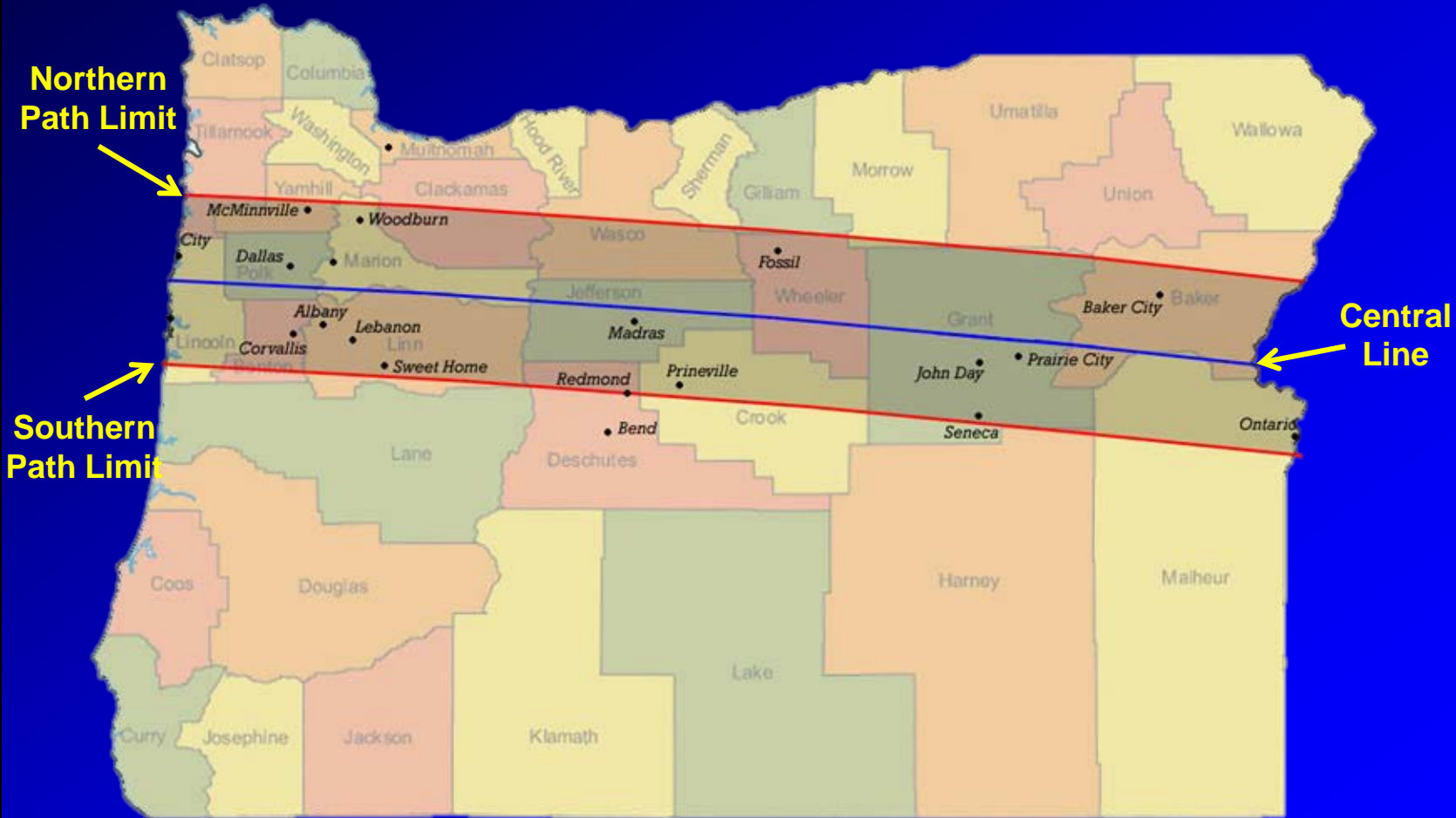
**District 10 Manager**

**NOCoe's Solar Eclipse Virtual Peer Exchange**

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# The Path of Totality....





# *Expectations Vs Actuals*

- Arrivals came from different areas than we had assumed
  - Assumed the majority of people would come from the Portland and Puget Sound regions (3-6 hour travel)
    - These folks listened to our “come early, stay late” messaging
  - In reality, the majority of arrivals came from the California Bay Area (8-10 hour travel)
  - The further they traveled, the more they wanted to get to the center of the path
  
- Departures occurred all at once
  - Within minutes of the eclipse ending, roadways became oversaturated



# *Expectations Vs Actuals*

- Coordination with local jurisdiction, EMS, and event planners was critical
  - Sharing of information proved to be highly beneficial for all parties
  
- Some event planners had trouble living up to promises
  - Overselling of events
    - In some cases, over double what they anticipated
  - Lack of traffic control implementation
    - Traffic control plans were developed with the aid of ODOT, but the event planners correctly implementing them was another story
  - Poor directions given to their customers
    - Event pamphlets/tickets failed to inform customers of the correct route to use in order to access the event property based on the developed traffic control plans



# ***Lessons Learned***

- Messaging works
  - Locals paid attention and changed habits based on the messaging we sent to them
  - Messaging was done via TV, radio, social media, ect....
  
- Two lane highways
  - Passing lanes became major congestion points when the highway was oversaturated
  
- Pre-staging of incident response crews was highly beneficial
  - Allowed for quick responses, clearing of incidents, and the relocating of portable cameras and message boards



# *Lessons Learned*

- Data is key for situational awareness
  - Installation of new permanent cameras and portable cameras was a huge asset
  - Near real time volume data
    - Greatly aided in signal timing changes
    - Allowed for making informed changes such as asset placements
  - Real time travel-time data
    - Tripcheck (ODOT interactive map)
      - » Aided in informing travelers
    - iPeMS
      - » Easily obtained speed and travel time data
        - » Disseminating this data to the public was harder



# ***What We Would Change***

- Get zip code data from event providers
  - This includes requesting that event providers require zip code data at the time of the sale of tickets
    - Do this early on in the planning process!
- Close passing lanes ahead of time
- Improve ways to disseminate travel time data to the public



## ***Resources to Share with 2024 States***

- Mapping that we developed and provided to local jurisdictions and event providers
- Spread sheet templates for comparing actual volumes to historical volumes
- iPeMS routes





***Thank You!***

