

# Hyperlinks to Google Street View as a New Tool to Prevent Wrong-Way Driving on Highways

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## Abstract

The article provides a proposal for a database of all 123+ pairs of highways entrances in Slovenia. This database can be composed from hyperlinks to Google Street View. This would help prevent wrong-way driving on highways. Next it is an example of hyperlinks for 15 such pairs, they are at the intersection of the A2 and E61 highways. This database can then be made even more transparent, and even more quickly accessible. This principle can be extended to all world highways. The usefulness of such a database is also argued. I hope for help from volunteers, Google, Via Michelin, DARS and others.

**AIM:** The aim is to make an easily accessible database of hyperlinks to the highways entrances in Slovenia. This would allow drivers to look at the new unknown entrances before and thus make them less likely to drive in the wrong way in the highways. The database should be transparent and access should be quick.

**HOW:** Slovenia has 123+ points where highways entrances are. I made hyperlinks to Google Street View for 15 pairs of entrances/exits on the highway at the intersection of routes A2 and E61. Entrances to the highways are directly visible in the Google Street View. A map of each pair of entrances/exits is also attached at the same time. So each pair of highways entrances/exits contains 2 or 3 hyperlinks. I hope that volunteers will add hyperlinks in the same manner.

## UPGRADE 1.1:

I hope that one volunteer would also put this database of hyperlinks in an interactive map and that interface will be as good as possible. This will make it easier to search.

## UPGRADE 1.2:

Maybe someone will create an app that will show the nearest highway entrance according to GPS location of a user.

## UPGRADE 1.3:

Search on a map using arrows of the keyboard would hasten to find a wished entrance. At this it would be a useful option that this search engine stays in the same country – thus that it circulates.

UPGRADE 1.4:

It is possible to do a lot because this is specialized searching, so it can be a lot of quicker for a user than only searching by Google Street View.

UPGRADE 2: I hope that volunteers will add videos how they drive through the entrances, because Google Street View in some entrances is not perfect. The Google car did not consistently drive in all entrances; and if it was driving behind some larger vehicle, the visibility is poorer.

UPGRADE 3: This should be accessible via DARS, GOOGLE, Via Michelin, Wikipedia, Facebook, Twitter, etc.

UPGRADE 4: This should be made for all highways in the world.

UPGRADE 5: After completion, this should be promoted and advertised so that people will know that it exists and therefore they will look at it.

UPGRADE 6: The traffic signs that pulsate when someone starts wrong-way driving to a highway would also be helpful. However, this is much more expensive, but large production and development can cheapen it.

HYPERLINKS OF MY 15 ENTRANCES IN A2/E61:

[entrances/exits Jesenice-zahod, map](#)

[entrances Jesenice-zahod, street view, directions Ljubljana and Karavanke](#)

[entrances/exits Jesenice-vzhod, map](#)

[entrance Jesenice-vzhod, street view, direction Ljubljana](#)

[entrance Jesenice-vzhod, street view, direction Karavanke](#)

[entrances/exits Lesce, map](#)

[entrances Lesce, street view, directions Ljubljana and Jesenice](#)

[entrances/exits Radovljica, map](#)

[entrance Radovljica, street view, direction Ljubljana](#)

[entrance Radovljica, street view, direction Jesenice](#)

[entrances/exits Brezje, map](#)

[entrance Brezje, street view, direction Ljubljana](#)

[entrance Brezje, street view, direction Jesenice](#)

[entrances/exits Podtabor, map](#)

[entrances Podtabor, street view, directions Ljubljana and Jesenice](#)

[entrances/exits Naklo, map](#)

[entrance Naklo, street view, direction Ljubljana](#)

[entrance Naklo, street view, direction Jesenice](#)

[entrances/exits Kranj-zahod, map](#)

[entrance Kranj-zahod, street view, direction Ljubljana](#)

[entrance Kranj-zahod, street view, direction Jesenice](#)

[entrances/exits Kranj-vzhod, map](#)

[entrance Kranj-vzhod, street view, direction Ljubljana](#)

[entrance Kranj-vzhod, street view, direction Jesenice](#)

[entrances/exits Brnik, map](#)

[entrance Brnik, street view, direction Ljubljana](#)

[entrance Brnik, street view, direction Jesenice](#)

[entrances/exits Vodice, map](#)

[entrance Vodice, street view, direction Ljubljana](#)

[entrance Vodice, street view, direction Jesenice](#)

[entrances/exits Ljubljana-Šmartno, map](#)

[entrance Ljubljana-Šmartno, street view, direction Ljubljana](#)

[entrance Ljubljana-Šmartno, street view, direction Jesenice](#)

[entrances/exits Ljubljana-Brod, map](#)

[entrance Ljubljana-Brod, street view, direction Ljubljana](#)

**Note 1:** One big vehicle drives behind the Google car and the view is worse. **Note 2:** The Google car did not drive in the direction of entrance, but only at the exit. This is frequently at these videos.

[entrance/Ljubljana-Brod, street view, direction Jesenice](#)

[entrances/exits Ljubljana-Šentvid, map](#)

[entrance Ljubljana-Šentvid, street view, direction Novo Mesto](#)

[entrance Ljubljana-Šentvid, street view, direction Jesenice](#)

[entrances/exits Ljubljana-Podutik, map](#)

**Note 3:** The left highway is mentioned.

[entrance Ljubljana-Podutik, street view, direction Kranj -> Jesenice](#)

[entrance Ljubljana-Podutik, street view, directions Koper, Novo mesto](#)

A POSSIBLE OBJECTION AGAINST THE SENSE OF THIS PROJECT: Some people say that people from the risk groups will not watch this database.

THE ANSWERS TO THIS OBJECTION:

1. The database is quite cheap, and thus save of any damage, life, or mortal fear is worth of it.
2. Those who are experienced can do a promotion very effectively, so it is possible that this database will be well promoted one day. However, if it is well promoted, it will also be well attended.
3. Anyone who will do anything about this project, maybe will have a promotion for her/him.
4. It is useful to know how to work with Google Street View, also for other needs. Making one triplet of hyperlinks is an exercise for work with Google Street View.
5. Whoever makes one triplet of hyperlinks will also find it easier to find entrances unknown to him when s/he needs them, even without this database, i.e. only from Google Street View.
6. Some highways entrances/exits are complicated and so it worth to look at how they look like. One such example is Podtabor.
7. The current punishments for wrong-way driving in highways are unstimulating and uneducative because a large proportion of these people do not do it purposely. It is also better for such driver to drive away because if s/he waits the police, it is also dangerous, s/he pays a high fine and loses his driver's license. But with the help of such a database that would be sufficiently promoted and advertised, we will be able to say that such a driver is negligent and so guilty. (We can't say that now.) Only then would such great punishments make sense.
8. Driving in fear of missing an entrance once, or making some other mistake, dampens relaxation. Such a base reduces such fear.

9. Sometimes there are bad driving conditions, like weather, night, a person is sleepless, pensive, and this can happen even though s/he is not drunk or old. Such a database would reduce this.

10. Probably unintentional wrong-way driving happens mostly at new unfamiliar entrances. A new entrance usually only happens once in a particular day. Therefore, there is no need for much efforts and time to look at this.

11. We must be aware that a highway entrance (more precisely, a highway exit) is also a trap for driving in the opposite direction, and it is a very dangerous and unpleasant trap. Once you start to drive in wrong way, you are already trapped. That is why it is good to look for such soft solutions.

12. I read somewhere that in Slovenia, at 123+ entrances, it happens every second day that someone drives in the wrong direction. This is very common and it should be taken seriously.

13. If someone is not familiar with a computer, somebody else can help her/him.

14. A common argument of opponents of my proposal is that no one will look at such a database anyway. However, opponents should make and look at such a database themselves (when it will be) and propagate it. There are a lot of opponents, so they should have quite a lot of influence.

15. They say that (now) such drivers should be deprived of their driving licenses because they are not fit to drive. But I think that this also happens to a lot of people with close to average driving abilities. Mistakes can happen.

16. There really is a problem of low probabilities here, which people therefore underestimate. For them, a little is the same as nothing, which is far from reality. As similarly as Covid-19 was underestimated when it was still rarely present, and therefore people also underestimate the usefulness of building such a database, and of using it. Such promotion would help at this.

**DRUNK DRIVERS:** I know of at least three cases of drunk drivers driving in the wrong-way of a highway. Statistics should be made on how many of these entrances were new to such drunk drivers. Such a database would probably be less effective for them, but knowing such entrances would also be useful for them. (Of course, if they look at them in a sober state.) And of course, drunkenness in traffic is prevented in other known ways (police controls, etc.), so this problem is not the main goal of this database, but maybe it can reduce number of victims of drunk drivers. (Besides, research of such accidents can also give how alcohol influences on a brain.)

**MEASURES WITH GATE AND TIRE PUNCHING:** Sometimes an ambulance car or a police car had to drive to the opposite side of a highway because there was a traffic jam elsewhere. Therefore, such solutions are not good, it is better to take advantage of soft solutions first.

**COPYRIGHT:** On this FB portal [7] it will be written who gave which hyperlink. Anyone can protect their hyperlinks and ideas like I did in this *viXra* paper or elsewhere. But it is better that s/he makes more than for one point of a highway. However, please quote me and quote others. But at the end I can write one paper, where I will mention all volunteers. There are probably other ways to protect intellectual property. However, it is always necessary to ask whether such hyperlinks already exist?

## INSTRUCTIONS:

1. To work with Google Street, I can write and give Screen Shots if anyone asks me. I can translate to Slovene Language if someone does not understand.
2. It is better to keep the principle of my hyperlinks because I find it the quickest. But there are likely to be new proposals as well.
3. Write the names in the same way as the Wikipedia hyperlink [3], i.e. Jesenice-vzhod, not Lipce, etc. Thus, to write so as it is written on a highway. English translation is in hyperlink [4].

## SCREEN SHOTS OF A2/E61 FROM WIKIPEDIA:

The following screen shots are from a part of hyperlink [4].

## Karawanks Tunnel – Obrežje (174,5 km)

**A11** Karawanken Autobahn **E61** → from Villach, Austria

	0,0 km	<b>Karawanks Tunnel</b> 7864 m (SLO–A) border crossing		
Karawanks Tunnel toll plaza				
	5 km	Jesenice west	<b>201</b>	
	x km	Počivališče <i>Jesenice</i> ↓ ↑		Petrol / Petrol
	12 km	Jesenice east	<b>634</b>	
	x km	Počivališče <i>Lipce</i> ↓ ↑		
		Moste Viaduct		Bridge - 442 m
		Moste Galeria		Tunnel - 184 m
	20 km	Vrba, Lesce	209 452	
	24 km	Radovljica	452	OMV / OMW
		Počivališče <i>Radovljica</i> ↓ ↑		
		Zgoša Viaduct		Bridge - 189 / 165 m
		Dobruša Viaduct		Bridge - 351 m
	28 km	Brezje	<b>411</b>	
		Peračica Viaduct		Bridge - 378 / 367 m
		Ljubno Tunnel		Tunnel - 260 / 261 m
		Ljubno Viaduct		Bridge - 118 / 320 m
		Lesnica Viaduct		Bridge - 186 / 191 m
	32 km	Podtabor	<b>101</b>	<b>E652</b>
		Tržič Bistrica Viaduct		Bridge - 421 / 426 m
	33 km?	Naklo	<b>411</b>	
	39 km	Kranj west		
		Rupovščica Viaduct		Bridge - 421 / 426 m
	45 km	Kranj east	<b>104</b>	
	x km	Počivališče <i>Voklo</i> ↓ ↑		Petrol / Petrol

	x km	Počivališče <i>Voklo</i> ↓ ↑		Petrol / Petrol
	49 km	Sp. Brnik		Ljubljana Jože Pučnik Airport
Torovo toll plaza				
	55 km	Vodice		
	x km	Počivališče <i>Povodje</i> ↓ ↑		
	61 km	Ljubljana-Šmartno		
	64 km	Ljubljana-Brod	639	
		Šentvid covered cut		Tunnel - 414 m
	65 km	Ljubljana-Šentvid		
		Šentvid Tunnel		Tunnel - 1072 / 1047 m
	68 km	Ljubljana-Podutik ↑		
		Koseze		Ljubljana bypass
	69 km	Ljubljana-Brdo		
	A1 (150)	Kozarje interchange		A1   turns toward -> Koper
	A1 (149)	Ljubljana west		
		Počivališče <i>Barje</i> ↓ ↑		Petrol / Petrol
	A1 (147)	Ljubljana-centrum		
	A1 (144)	Ljubljana-Rudnik		
	A1 (142)	Ljubljana south		
	A1 (142)	Malence interchange		Ljubljana bypass A1  turns toward -> Maribor
		Debeli hrib Tunnel		Tunnel - 341 / 378 m
		Reber Viaduct		Bridge - 608 / 582 m
		Mali vrh Tunnel		Tunnel - 414 / 399 m
	78 km	Šmarje-Sap ↑		
	82 km	Cikava		
	85 km	Grosuplje		
	91 km	Višnja Gora		
		Počivališče <i>Podsmreka</i> ↓		Petrol



## References

- [1] <https://www.dars.si/>
- [2] <https://vixra.org>
- [3] [https://sl.wikipedia.org/wiki/Avtocesta\\_A2](https://sl.wikipedia.org/wiki/Avtocesta_A2)
- [4] [A2 motorway \(Slovenia\) - Wikipedia](#)
- [5] <https://www.viamichelin.com/>
- [6] <https://www.google.com/streetview/>
- [7] <https://www.facebook.com/groups/770061050360714>