

Appendix R

Transportation Security and Safety

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The transportation planning process followed to prepare the Regional Plan is consistent with the California Strategic Highway Safety Plan (SHSP). SANDAG also coordinates transportation security issues with Caltrans through its Transportation Management Center and with transit operators.

In the event that a wide scale evacuation of the region was necessary, the following strategies could be deployed utilizing both existing and future transportation transit and roadway projects:

- *Signaling* – Allows traffic signals to extend for up to four minutes, in either red or green, to allow large amounts of vehicles or pedestrians to proceed in one direction.
- *Traffic Control Guides* – Deploy traffic control personnel to problem intersections to manually direct traffic.
- *Roadblocks and Barricades* – Deploy various methods such as portable signs, cones or barrels.
- *Electronic Signage* – Changeable message signs have been installed along a number of major routes that could be used to provide information to evacuees.
- *Lane Expansion* – Involves the use of using road shoulders to increase vehicle capacity of evacuation routes.
- *Contra flow Lanes* – Contra-flow (or lane reversal) involves directing traffic to use lanes in both directions to move a large amount of vehicles in one direction.
- *Use of Mass Transit* – Transit could be used to assist in the evacuation of the public should it become necessary¹.
- *Airport Use* – Airports can be used as staging areas for medical and food supplies, as well as evacuation.

The San Diego region also is home to 19 tribal governments with jurisdiction over 18 reservations. Although the Federal Emergency Management Agency (FEMA) and other federal agencies coordinate directly with the tribal nations, the 2003 and 2007 firestorms highlighted the need for more interagency coordination. The County of San Diego's Office of Emergency Services (OES) has been coordinating with the Intertribal Long Term Recovery Foundation to identify inter-jurisdictional gaps and strategies for resolving them. The Southern California Tribal Chairmen's Association (SCTCA) sits on the SANDAG Public Safety Committee which facilitates enhanced coordination with tribal nations on this issue. (For more details on emergency preparedness and tribal nations, see Appendix G – Tribal Consultation.)

Evaluation of Transportation Security

Transportation security is specifically addressed in the project evaluation criteria used to rank transportation projects. An element of the evaluation criteria is a proximity analysis of hazard areas (dam failure, earthquake, flood, landslide, liquefaction, tsunami, and wildfire), weighted by population and employment. This criterion is included under both the Highway Corridor and Transit Services project evaluation found in Appendix M, Transportation Project Evaluation Criteria.

Evaluation of Transportation Safety

The evaluation of transportation safety is included in the Highway Corridor criteria where the percentage of collisions is compared against the statewide average. This approach is consistent with the California SHSP. The value of the reduction or increase in injury and fatal accidents is also included in the cost-effectiveness criterion in the Highway Corridor, Transit Services, Freeway and HOV Connectors criteria and is also incorporated into the Rail Grade Separations criteria found in Appendix M, Transportation Project Evaluation Criteria.

Endnotes

- ¹ The County of San Diego's Office of Emergency Services (OES) coordinates the overall county response to disasters. For evacuations and emergencies, OES coordinates with the transit agencies to utilize fleet vehicles in the event that they are needed. During large-scale events, OES can coordinate with transit agencies outside of the county in the event that additional vehicles are needed for disaster relief.