

Appendix R

Transportation Security and Safety

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The transportation planning process followed to prepare the 2019 Federal Regional Transportation Plan is consistent with the California Strategic Highway Safety Plan (SHSP). The San Diego Association of Governments (SANDAG) also coordinates transportation security issues with Caltrans through its Transportation Management Center and with transit operators. The region is also supported by the San Diego County Emergency Operations Plan, which serves as a guide to the County's Emergency Operations Center and other jurisdictions responding to major emergencies.

If a wide scale evacuation of the region was necessary, the following strategies could be deployed using both existing and future transit and roadway projects:

- Signaling – Traffic signals could be extended for up to four minutes, either red or green, to allow large numbers of vehicles or pedestrians to move in one direction.
- Traffic Control Guides – Traffic control personnel could be deployed to problem intersections where they could manually direct traffic.
- Roadblocks and Barricades – Various assets such as portable signs, cones or barrels could be deployed.
- Electronic Signage – Changeable message signs have been installed along several major corridors, and these could be used to provide information to evacuees.
- Lane Expansion – Road shoulders could be used to increase the vehicle capacity of evacuation routes.
- Contra-flow Lanes –Traffic could be directed to use lanes in both directions (a practice called contra-flow or lane reversal) in order to move a large number of vehicles in one direction.
- Use of Mass Transit – Transit could be used to help evacuate the public if it becomes necessary¹.
- Airport Use – Airports could be used as staging areas for medical and food supplies, as well as evacuation.

The San Diego region is home to 18 tribal governments with jurisdiction over 19 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 in service, and strategies for closing them. Additionally, OES works with providers of transportation services throughout the County of San Diego, and these providers can be called upon in emergencies to help during evacuations. The Southern California Tribal Chairmen's Association (SCTCA) sits on the SANDAG Public Safety Committee, which helps coordinate 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 evaluation criteria where the percentage of collisions is compared against the statewide average. This approach is consistent with the 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.

Transportation safety is a federally required performance management area and includes five performance measures (number and rate of fatalities per 100 million vehicle miles traveled (VMT), number and rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and non-motorized serious injuries). SANDAG, Caltrans, and other regional partners across the state analyze collision data on an annual basis. Together, they evaluate past performance of the public road system and establish new performance targets for the following year. Planning and programming are coordinated with this effort and informed by the performance targets. A detailed report on safety performance management and other federally required performance areas is included in Appendix D.

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 and other providers of transportation services to utilize fleet vehicles in the event that they are needed. During large-scale events, OES also is poised to coordinate with transit agencies outside of the county in the event that additional vehicles are needed for disaster relief.