

Chapter 13: Security Plan

Introduction

SAFETEA-LU, the current national surface transportation act, separates security as a distinct factor from safety in the transportation planning process. SAFETEA-LU's goal is to: *"Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users"*. Elevating the importance of security within the transportation planning process requires providing resources to identify and implement projects that directly improve security needs and mitigate imminent threat.

Some security planning activities have been initiated within the Lawrence-Douglas County area. Lawrence Transit has an ongoing effort to develop a security plan for transit.

Potential Roles for the Lawrence/Douglas County MPO

The role of the MPO is to focus on activities that can be incorporated into the continuing, comprehensive, and cooperative (3C) transportation planning process. These activities must be examined from a regional perspective, since no one agency is solely responsible for the security of an area. Incorporating security considerations into the MPO planning process must go beyond the standard measures often considered such as, emergency preparedness and response planning, and think more towards capital planning.

Considering work elements that allow the MPO to address security, as appropriate is a first step to integrating security into the planning process. These elements may include involving the Technical Advisory Committee (TAC) in determining emergency transportation routes, adding an emergency management position to the TAC, and enhancing communication between all agencies that plan and provide transportation services. These work elements should be in accordance with the following countermeasures: Prevention, Protection, Redundancy, and Recovery.

Prevention includes analyzing the vulnerability of key transportation infrastructure and services, as well as identifying strategies, technologies, and projects that can help prevent events. Protection measures, such as detection systems, fences, and locks, are often enacted to couple with prevention measures for highly vulnerable components of the transportation network such as bridges, tunnels, and transit facilities. Redundancy within the transportation network allows for easy alternative routes for traffic if an incident occurs. This idea of having a “backup plan” should also be considered with communications and information sources as well. Recovery primarily consists of short term or initial response activities during an emergency situation and long term response activities that consist of providing traveler information, re-routing of services, and reconstruction.



Disruption of the transportation system, due to manmade or natural causes, produces consequences ranging from inconvenience to economic loss to injury or death. As a medium for collaboration, and a financial and technical resource for planning and transportation system analysis, the MPO has a critical role to play in ensuring the security of transportation facilities and services.

In the MPO’s role as a forum for cooperative decision-making, the actions that seem most appropriate for it in the context of security/disaster planning are to:

- Provide a forum for security/safety agencies to coordinate surveillance and prevention strategies; and,
- Provide a forum for discussions on coordinating emergency responses.

Given the MPO’s responsibilities for funding strategies and projects, potential actions could include:

- Funding new strategies/technologies/projects that can help prevent events and/or protect key transportation facilities;

- Funding communications systems and technology to speed response to incidents; and
- Funding recovery activities.

Given the MPO's strengths in technical analysis and transportation planning, potential actions could include:

- Analyzing the transportation network for redundancies in moving large numbers of people (e.g., modeling person and vehicle flows with major links removed or reversed, accommodating street closures, adaptive signal control strategies, impact of traveler information systems), and strategies for dealing with "choke" points such as tollbooths; and,
- Analyzing the transportation network for emergency route planning and identifying strategic gaps in the network.

Recommended Actions

The following actions outline the efforts recommended to address transportation security issues in the Lawrence-Douglas County region.

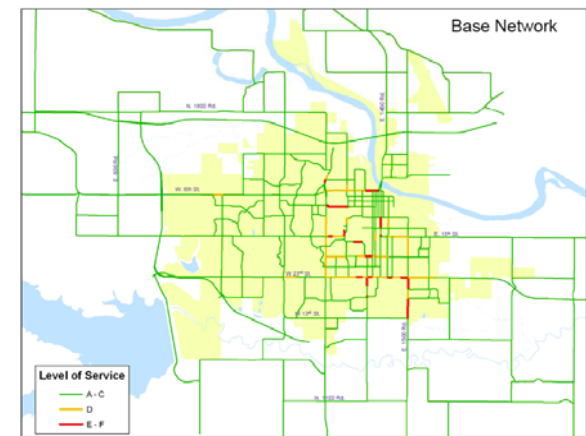
Security Plan Action 1: *Develop an Action Plan for Transportation Security*

Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized system users.

Coordinate with local and state agencies responsible for transportation and security to develop an action plan for improving security measures for motorists, transit users, pedestrians, and bicyclists within the Lawrence-Douglas County region.

Security Plan Action 2: *Incorporate Security in MPO Activities*

Address security as part of MPO planning, programming and implementation activities.



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