

L RTP and Safetea-Lu Conformity

IDOT Fall Planning Conference
September 13, 2007



**Champaign Urbana Urbanized Area Transportation Study
(CUUATS)**

**Champaign County Regional Planning Commission
(CCRPC)**

*IDOT Fall Planning Conference, 09-
13-07*

Safety and Safetea-Lu



- Why safety?
- How was security incorporated into the Long Range Transportation Plan (LRTP)?
- What updates were made to the LRTP?

Safety and Safetea-Lu



- TEA-21 coupled safety and security as one planning factor
- SAFETEA-LU requires that safety be addressed as a stand alone factor ***“increase the safety of the transportation system for motorized and non-motorized users”***.
- This new requirement must be in place prior to adoption/approval of transportation plans addressing SAFETEA-LU provisions

How was safety incorporated into the LRTP?

Using the FHWA suggested “Closing the Gap” steps the safety factor was incorporated in the Champaign-Urbana-Savoy-Bondville Long Range Transportation Plan (LRTP), as follows:

- Reviewed current safety goals, objectives, performance measures, and strategies.
- Ensured that adequate safety data was available to support development of a safety element in the Champaign-Urbana-Savoy-Bondville LRTP.
- Ensured outreach and incorporated input from safety stakeholders.



Closing the Gaps: Steps

- Incorporated the Illinois CHSP element into the LRTP using the portion of the Illinois CHSP related to the Champaign-Urbana region.
- Incorporated the CU-MTD Safety Program Plan into the Champaign-Urbana-Savoy-Bondville LRTP.
- Reviewed the TIP project selection criteria to ensure that it reflects safety priorities (e.g., Illinois CHSP and Champaign MPO region's priorities).



Updates to LRTP



LRTP 2025 Goal	Desired Outcome	Possible Indicator	Possible Data to Support Indicator
<p>4. All transportation modes and facilities in the urbanized area will be safe for all users.</p>	<ul style="list-style-type: none"> • <i>Reduction in fatal crashes</i> • <i>Reduction in overall frequency and severity of crashes</i> • <i>Safe interaction among all the road users</i> 	<ul style="list-style-type: none"> • <i>Fatal Crash Frequency</i> • <i>Crash Frequency, Rate, Crash Severity Rate</i> • <i>Average pedestrian and bicycle crashes</i> 	<ul style="list-style-type: none"> • <i>Crash data from IDOT for the urbanized area.</i>

Security and Safetea-Lu



■ Why security?



■ What is the difference between safety and security?



■ How was security incorporated into the Long Range Transportation Plan (LRTP)?



Security and Safetea-Lu



- TEA-21 coupled safety and security as one planning factor
- SAFETEA-LU requires that security be addressed as a stand alone factor
- This new requirement must be in place prior to adoption/approval of transportation plans addressing SAFETEA-LU provisions

Safety vs. Security



- NCHRP Report 525, Surface Transportation Security, Volume 3, “Incorporating Security into the Transportation Planning Process” states:
 - **Safety** – protection of persons or property from **un-intentional** damage or destruction caused by accidental or natural events.
 - **Security** – protection of persons or property from **intentional** damage or destruction caused by vandalism, criminal activity, or terrorist events.

Safety vs. Security

In General:

- **Safety** deals with vehicle, pedestrian and bicyclist crashes in the transportation system
- **Security** deals with the transportation system under terrorist attacks and disasters including natural events



How was security incorporated into the LRTP?

Using the FHWA suggested “Closing the Gap” steps the safety factor was incorporated in the Champaign-Urbana-Savoy-Bondville Long Range Transportation Plan (LRTP), as follows:

- Reviewed current LRTP for emergency planning/security elements.
- Incorporated the CU-MTD security program Plan into the Champaign-Urbana-Savoy-Bondville LRTP.



How was security incorporated into the LRTP?



- Defined the role of the public transportation operator (CU-MTD) at the MPO level in promoting security.
- Identified critical facilities and transportation system elements in the MPO area.
- Developed security goals and appropriate strategies for the MPO region.

Updates to LRTP



LRTP 2025 Goal	Desired Outcome	Possible Indicator	Possible Data to Support Indicator
<p>3. The urbanized area transportation area will be secure from the human and natural hazards.</p>	<p><i>A transportation system with a secure transportation infrastructure designed and connected to provide the best response and recovery possible in case of an emergency event.</i></p>	<ul style="list-style-type: none"> •Miles or # of transportation facilities/units under surveillance •Miles of roadway network accessible to emergency vehicles •Response time for emergency responders •Population served per fire station •# of transportation security related events 	<ul style="list-style-type: none"> •Incident data and response time data from local law enforcement and emergency response agencies •CUUATS travel demand model data and output •Roadway data inventory from the cities •CUMTD facilities/units under surveillance data

Updates to LRTP

LRTP Mission:

- To provide a safe, **secure**, efficient, and economical transportation system that makes the best use of existing infrastructure, optimizes mobility, promotes environmental sensitivity, accessibility, and economic development, and enhances quality of life for all users

Address security as a stand alone factor in the list of planning factors

- Increase **security** of the transportation system for motorized and non-motorized users



Updates to LRTP

Update security goals and objectives

Goal:

- The urbanized area transportation system will be **secure** from and prepared for human and natural hazards

Objectives:

- Develop a system wide transportation security plan
- Maintain and apply the regional Intelligent Transportation Systems (ITS) architecture plan as a tool to coordinate and implement security strategies for the transportation system



Updates to LRTP

Objectives:

- Incorporate security features in transportation system design
- Provide complete transit security for both transit users and infrastructure
- Develop a system of emergency and evacuation routes for the region
- Develop a system of public information dissemination infrastructure for managing security events



Updates to LRTP

Other Tasks:

- Include security as a project selection criteria in the Project Priority Review
- Document the existing security elements in the system



Public Participation and Safetea-Lu



- Why public participation?
- How was public participation incorporated into the Long Range Transportation Plan (LRTP)?
- What updates were made to the LRTP?

Public Participation and Safetea-Lu



- The Public Involvement Plan must be developed in consultation with “Interested Parties”. Confirm that stakeholders, interest groups, general public had/have opportunity to comment on public involvement plans and transportation plans/programs
- SAFETEA-LU enhanced the definition of

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Interested Parties to be included by the MPO according to SAFETEA-LU

- Citizens
- Affected public agencies
- Representatives of public transportation employees
- Freight shippers, providers of freight transportation services
 - Private providers of transportation
 - Representatives of users of public participation
 - Representatives of users of pedestrian walkways
 - Representatives of users of bicycle transportation facilities
 - Representatives of the disabled
- Other interested parties

Updates to LRTP

- Include measurements of effectiveness to ensure that all “interested parties” are being considered.



Public Involvement Technique	Quantitative MOE	Qualitative MOE
Public Meetings	Number of events/opportunities for public involvement Number of comments received Number of participants Number of avenues used to reach Environmental Justice audiences	Effectiveness of meeting format Public understanding of process Quality of feedback obtained Meeting convenience: time, place, and accessibility Was public's input used in developing the Plan?
CUUATS Policy/Technical Committees	Attendance	Effectiveness of meeting format
	Quantity of feedback received	Was public's input used in developing the Plan?
	Number of comments received	
CUUATS Mailing List	Number of contacts added/deleted Number of groups/agencies	How and when contact is made
CUUATS Publications	Number of work products distributed for public input	Continue items that receive favorable comments and correct/improve mistakes or items that receive negative comments
Media Coverage	Number of news releases Number of direct mailings Number of public access TV spots Number of avenues used to reach Environmental Justice audiences Number of attendees survey indicating how they learned about the meeting Amount of positive media coverage	Effectiveness of notification and communication tools How and when contact is made
Comment Forms/Surveys	Percentage of meeting attendees who filled out comment forms	Input is collected and made available for consideration
	Number of surveys/comment forms	
	Number of calls	
	Number of letters/emails	
CUUATS Website	Number of comments received	Monitor effectiveness of website format/presentation

Updates to LRTP

- A survey was completed asking participants to gauge how effective our standard public involvement techniques are. Responses will be used as a one-time measurement of effectiveness in addition to other MOEs that will be gauged annually.



Providing Information		Effective?
Direct mailings to advertise meetings, provide information		Very
New sletters		Somew hat
Email to advertise meetings, provide information		Somew hat
Presentations (pow erpoint, overhead)		Somew hat
Public Service Announcements (radio, tv)		Somew hat
Fact sheets		Somew hat
Brochures		Less
Flyers		Less
Website		Less
New spaper advertisements		Less
Yard signs announcing meetings		Less
Information kiosks/booths		Less
Gathering/Sharing Information		Effective?
Public Question and Answ er Forum		Somew hat
Public Workshops (formal agenda)		Somew hat
Comment cards		Somew hat
Public Open House (no formal agenda)		Somew hat
Citizen Advisory Committees		Somew hat
Key Person Interview s		Somew hat
Website		Somew hat

Title VI / Environmental Justice

Complete a demographic analysis using the Census in order to determine where concentrations of the underserved or underrepresented reside. Use the data analyzed to:

- Ensure that data analysis completed for the LRTP, including any surveys or questionnaires, is distributed to and collected from these populations;
- Hold public meetings that are convenient to these geographic concentrations in terms of walkability and available transit options;
- Include residents that express an interest by attending public meetings or notifying us by other means in the mailing list to receive information about future events;
- Research creative methods of reaching these populations with information, documents, and invitations other than the techniques already mentioned;
- Seek out community leaders or representatives of these groups to participate in our planning processes and task forces as appropriate;
- Meet with and make presentations to organizations that represent these segments of the population.



Questions & Comments

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Thanks!!!

