

Appendix M: Planning Integration Memorandum

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Planning Integration Memorandum
DKS Associates March 28, 2005

MEMORANDUM

TO: Tyler Deke, Bend MPO

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DATE: March 28, 2005

SUBJECT: **Incorporating ITS into the Regional Planning Process** P No. 04130-007-000

The purpose of this memorandum is to summarize options for integrating the Deschutes County ITS Plan into the regional planning process, as discussed at the March 1, 2005 Steering Committee Meeting. The following sections include discussion of two options for adopting and integrating the ITS plan into local agency regional planning processes and documents, discussion of relevance to the Transportation Planning Rule (TPR), and discussion of integrating ITS projects into Capital Improvement Plans (CIP) and System Development Charges (SDC).

Option 1: Integrate ITS into the Existing Planning Framework

Description:

The first option for adopting and integrating the ITS Plan into regional planning is to utilize the existing planning framework, which includes goals, policies, and system plans that are generally mode specific. The ITS Plan projects could be split into motor vehicle projects (generally aimed at system capacity or system management), transit projects, freight projects, and bicycle/pedestrian projects. The existing planning framework goals and policies could be updated to include specific references to ITS strategies (utilizing objectives identified in the ITS Plan).

Samples:

The existing City of Bend General Plan Goals¹ were reviewed as a sample to illustrate how ITS projects could be incorporated into the existing plan framework. Table 1 lists each goal and suggests matching ITS Plan areas.

¹ *Bend Area General Plan*, November 1998.



Table 1: Bend General Plan Goals/ITS Integration

Goal	ITS Plan Area
Mobility and Balance	Transit
Efficiency	Cost Effective Congestion Mitigation
Accessibility and Equity	Transit, Traveler Information
Environmental	Preserve Air Quality, Reduce Roadway Widening
Economic	Congestion and Incident Management to Support Development and Vitality, Work Zone Management
Livability	Optimize the Existing Infrastructure, Traveler Information
Safety	System Monitoring, Incident Response, Emergency Management, Advanced Vehicle Safety Systems

The City of Troutdale Transportation System Plan (TSP) Update² was also reviewed as a sample of integrating ITS into local plans. In Troutdale, the Transportation System Management (TSM) section is proposed to include a traffic control master plan showing locations for CCTV, VMS, and signal interconnect. The proposed TSM section also includes a policy to install 3-inch conduit on all roadway projects on designated corridors for future fiber installation. In addition, the proposed Transit section designates transit signal priority corridors. The ITS discussion in the Transit section introduces reliability as a quality of service measurement and suggests that the transit signal priority will make transit more attractive, helping to reduce single-occupancy-vehicle (SOV) trips.

Key Points:

The samples discussed illustrate that ITS can be incorporated into the existing planning framework. Several key points were identified in considering this option as a viable approach:

- Option 1 maintains the traditional planning approach, which is generally accepted by the local planning staff, local decision makers, and the public.
- Specific to the Deschutes County ITS Plan, Option 1 would not fully incorporate all of the plan’s projects (e.g. Data Collection, Roadway Maintenance, and the Ambulance to Hospital Information System).
- Under the Option 1 approach, ITS projects would likely compete for the same funding source as traditional projects, which would include prioritization based on the same scoring criteria (e.g. capacity benefits).

² Under development by DKS Associates, 2005.

Option 2: Integrate ITS as a Separate Planning Category

Description:

The second option for integrating ITS into local planning is to incorporate ITS as a separate category that would not be part of an existing modal plan. The mission, goals, and objectives developed with the ITS plan could be adopted as new planning goals and policies. The ITS plan maps (system designations) and project lists could be adopted in whole, including utilizing the phasing developed in the ITS plan. In addition, a separate ITS category could incorporate new transportation performance measures aimed specifically at ITS (e.g. reliability, system optimization, system management, information exchange, recurrent or incident specific congestion mitigation).

Samples:

Option 2 has not been used in the past by agencies within Oregon. However, the Portland³, Eugene, and Medford⁴ Metropolitan areas (which now have ITS plans in-place) are considering Option 2 in the next update to their Regional Transportation Plans. Outside of Oregon, approaches similar to Option 2 have been implemented and based on reviews, are recommended to achieve a separate project scoring process for ITS⁵ projects that allows them to be included as higher priority improvements.

Key Points:

Option 2 provides a better approach for fully integrating ITS into the local planning process. Several key points were identified in considering this option as a viable approach:

- Option 2 would allow ITS projects to be scored separately for funding allocations.
- Option 2 would require new methods for measuring benefits and performance in order to score ITS projects.
- Option 2 would allow full integration of the ITS plan, which would allow for ITS Plan updates to be directly adopted with RTP or TSP updates.

Relevance to the Transportation Planning Rule

The discussion of incorporating ITS into the regional planning process included a brief review of how ITS might meet TPR requirements. The following key points were made:

- Can ITS Projects reduce Vehicle Miles Traveled (VMT)?
 - ITS Supports Transit
 - ITS Supports Parking Management
 - ITS Supports Traveler Information

³ Phone conversation with John Cullerton, Metro, February 28, 2005.

⁴ Phone conversation with Dan Moore, Rogue Valley Council of Governments, February, 2005.

⁵ *Incorporating ITS Solutions into the Metropolitan Transportation Planning Process – Successful Strategies*, Volpe Center, April 19, 2000.

- How will the pending TPR update, which requires creating a financially constrained project list, affect ITS Plan integration?
 - Local plans will need to document reasonable funding levels and identify which ITS projects would be included in a financially constrained system.
 - The 0-5 Year Projects identified in the ITS plan could be used as high priority projects for a financially constrained system.

Opportunities for Integration into CIPs/SDCs

Adopting the ITS plan projects lists with either Option 1 or Option 2, as previously discussed, would allow ITS projects to be included on local agency CIP lists. However, including ITS projects in the SDC project list would be more challenging. In the City of Bend, the SDC is currently used to fund projects that meet future demand needs for traffic created by growth in Bend. Therefore, only ITS projects that provide roadway capacity benefits that mitigate future growth would be SDC eligible. SDC policy revisions and new methods to demonstrate ITS benefits would be needed to incorporate more of the ITS plan projects in the SDC.

Because of the limited ability to include ITS projects in SDCs, funding for ITS projects from local sources would be limited. To address this, opportunities could be explored to add ITS elements to traditional roadway improvement projects. This could include the following:

- Modify roadway design standards to include extra conduit in roadway projects on ITS corridors.
- Install video with new traffic signals.
- Install count stations with new traffic signals.
- Install interconnect with new traffic signals.

Please contact us if you have any questions.