

Integrating ISTEA Management Systems into Oregon's Planning Process

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Abstract

Even though Congress made developing the ISTEA management systems voluntary in the National Highway System Designation Act of 1995, the Oregon Department of Transportation (ODOT) is continuing to develop the systems because managers see them as effective ways to identify problems and as effective decision-support tools.

Oregon has a well-developed transportation planning process. Its statewide, multimodal transportation plan was adopted in 1992. To refine the policies in the plan and address specific corridor and modal issues, ODOT has been developing corridor plans and bicycle/pedestrian, public transportation, rail and now highway modal plans. For corridor plans, the management systems are identifying congestion, intermodal and safety problems and the availability of public transportation. For the Highway Plan, the management systems are identifying needs, comparing needs among elements of the system, and making a significant contribution to resource allocation policies.

The State Transportation Improvement Program (STIP) currently under development relies on management system information. It emphasizes preservation of the existing infrastructure and is based on priority needs and locations identified through the pavement, bridge, public transportation and safety management systems.

Currently, management system tools include maps and written reports involving infrastructure conditions, prioritized needs, high priority accident locations, and projections of travel times. All systems are developing computer software and will be making information accessible electronically. A pilot project placing management system information on a GIS was completed in the fall of 1996.

The planning process is pushing ODOT to integrate the management systems and to make consistent assumptions across systems. The paper will further explain how the integration into ODOT's processes is being implemented.