Kansas Statewide ITS Plan
Executive Summary

The Kansas Statewide ITS Plan is a strategic plan to deploy Intelligent Transportation System (ITS) technologies throughout the state. The Plan reviews existing ITS deployments in rural and urban areas of Kansas and uses this foundation to determine future needs and integration requirements for ITS in Kansas. Further, the Statewide ITS Plan defines the direction KDOT will want to take, identifies ITS projects and develops a strategy for integrating and mainstreaming ITS into the KDOT structure. Ultimately, this plan will establish the blueprint for a successful statewide ITS system.

The Kansas Statewide ITS Plan is comprised of four parts: Baseline Condition Report, Analysis of ITS Elements, Plan Methodology and Strategic Deployment Plan. The baseline conditions were derived from a number of sources, including a review of existing documentation, ITS Awareness Seminars at the six KDOT district offices, interviews and meetings with KDOT personnel, and analysis of existing survey information. This input was used to define goals and a vision for a statewide ITS system in Kansas.

The vision for what the Kansas Statewide ITS system will look like in the future guides the ITS planning process. In this vision, the system will be an open, integrated and cost effective system that ensures safer, more secure and efficient movement of people and goods across Kansas through the use of advanced technologies and management strategies.

Using input from the KDOT ITS Steering Committee, Districts and Bureaus, over 50 ITS projects were identified for Kansas. The following program areas were defined for the purpose of grouping these projects:

- Priority Corridors
- Commercial Vehicle Operations (CVO)
- Maintenance
- Traffic Operations
- Rural Safety and Mobility

Some of the potential issues addressed in these program areas include:

1. Interagency coordination,
2. System architecture,
3. Telecommunications needs,
4. Operating cost analysis,
5. Benefit/cost analysis, and
6. Opportunities for public/private partnerships.

An ITS Set-Aside Funding Program was created in 1999 in order to meet the funding needs of ITS/technology related projects in Kansas that may not be able to secure funding through normal funding mechanisms. The program is managed by the ITS Unit in the
KDOT Bureau of Transportation Planning. Projects defined in the statewide plan are eligible for this funding program.

An ITS architecture provides the framework of a system outlining how the individual components, whether an element or an agency, communicate together and work with the other components of a transportation system. A Kansas Statewide ITS architecture was developed to define the coordination of ITS applications in Kansas and their fit within KDOT organizational structure and physical infrastructure.

One of the keys to having a successful ITS program in Kansas is integrating or mainstreaming ITS into the KDOT business process. In order for this to happen, funding, contracting, planning, design, operations and maintenance of ITS needs to be a consideration in all bureaus of KDOT. A formal procedure has been established to help mainstream ITS into the KDOT design process. The most significant change to the traditional design process is the addition of an ITS Checklist. This Checklist will be developed by the ITS Unit and will contain criteria that when met would indicate an opportunity for ITS to be added to the project.

The Strategic Deployment Plan presents both a phasing plan for the ITS projects and recommended strategies for successful ITS deployment. The different types of strategies developed for the ITS Unit include funding strategies, implementation strategies and management strategies.

The phasing plan separates projects into Near-, Medium-, or Long-term deployment horizons. These designations are defined below:

- **Near-term** 1 to 5 year deployment schedules
- **Medium-term** 6 to 10 year deployment schedules
- **Long-term** more than 10 year deployment schedules

Additionally, as part of the ITS Statewide Planning effort, each project was assigned a deployment priority of either High, Medium or Low. The purpose of this prioritization was to ensure that the deployment timelines given in the project sheets are consistent with their respective project priorities.

In conclusion, the Kansas Statewide ITS Plan is intended to be a guidance document. Its role is to assist the ITS Unit in their management of the ITS Program in Kansas and to help them mainstream ITS into KDOT business. The success of the Statewide Plan depends on receiving quality input from stakeholders and the traveling public on the role ITS should play in Kansas. Furthermore, the Kansas Statewide ITS Plan is a living document. It will need to be updated on a regular basis as new projects are identified, funded and deployed. The Kansas Statewide Architecture will also need to be updated regularly as new projects are brought into the Plan. Finally, as KDOT policy changes, some of the strategies in the Plan will need to be revised to reflect those changes.