

# 2035

REGIONAL TRANSPORTATION PLAN

## The Regional Transportation Systems Management and Operations Plan

Transportation Systems Management and Operations (TSMO) refers to strategies that aim to make the most of the transportation system. TSMO investments include “intelligent transportation systems” like those that provide real-time traveler information to drivers and transit users, services that respond quickly to traffic incidents and programs that help people make informed travel choices.

### TSMO strategies support many regional transportation goals:

- Improve travel time reliability
- Reduce crashes
- Improve transit on-time arrival
- Reduce travel delay
- Reduce fuel use
- Reduce air pollution and carbon emissions

The Regional TSMO Plan is a road map to guide transportation management solutions for the next 10 years. The plan will become part of the final 2035 Regional Transportation Plan scheduled for approval in June 2010.

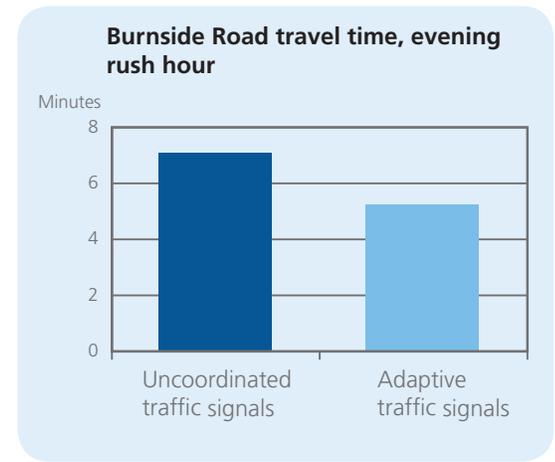
The TSMO plan was developed with guidance from two subcommittees of the Transportation Policy Alternatives Committee, TransPort and the Regional Travel Options Subcommittee, and a workgroup made up of public- and private-sector interests. The TSMO plan presents a vision, goals and principles that guide its investment strategies and actions. The strategies and actions fall into two major categories: those for regional programs and projects that require inter-agency cooperation, and those for individual travel corridors and single-agency services.

### Investments center on four areas:

- Multi-modal traffic management
- Traveler information
- Traffic incident management
- Transportation demand management

**Multimodal traffic management** provides arterial and freeway multimodal traffic management and operations functions including advanced traffic signals, transit priority treatments, access management and arterial performance monitoring and data collection.

**Example:** Signal timing in the city of Gresham  
Traffic signals along East Burnside were upgraded to adapt to real-time traffic flow, reducing average travel time for autos, trucks and buses by 15 percent.



## Metro

People places. Open spaces.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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**Traveler information** provides current and forecasted traffic conditions reported via web site, 511 phone system, dynamic message signs, highway advisory radio or personal in-vehicle navigation systems.

**Example:** The Oregon Department of Transportation's web site, TripCheck.com

A 2007 survey found that over **80 percent of respondents change their travel plans** by taking a different route, taking a different mode, going at a different time or canceling the trip because of information on the website.

*In 2008, TripCheck.com received more than 23 million visits. Surveys show that information influenced travel decisions for 80 percent of site visitors.*



**Traffic incident management** provides a coordinated, timely and efficient response to traffic incidents that block travel lanes, slow or stop travel and lead to unreliable travel times. Resources that build partnerships among agencies to coordinate response capabilities can clear blockages and reduce the likelihood of secondary crashes.

**Example:** The Oregon Department of Transportation's Freeway Incident Response Program

A 2001 study found that clearing incidents five minutes quicker can save 270,000 hours in traffic delay in the Portland metropolitan region each year.

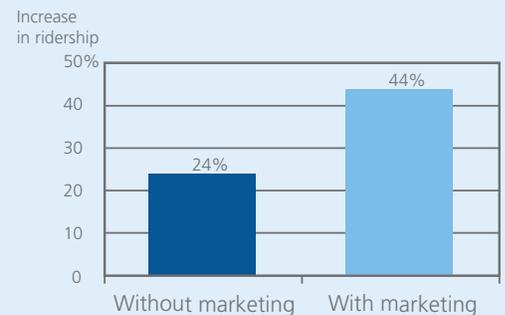


**Travel demand management** manages travel demand to maximize investments in the transportation system and relieve traffic congestion, particularly during peak commute hours. Marketing travel options to potential riders and users can increase the share of trips made by transit, walking, cycling and other travel options.

**Example:** Marketing TriMet's Yellow Line

In 2005, Metro's Regional Travel Options partners targeted neighborhoods surrounding the new MAX Yellow Line service in North Portland. As a result of the effort, transit trips on that line nearly doubled.

### MAX Yellow Line ridership



Source: Socialdata America, March 2006

### For more information:

The 2035 Regional Transportation Plan update, fact sheets and related information:  
[www.oregonmetro.gov/rtp](http://www.oregonmetro.gov/rtp)