

Planning for management and operations

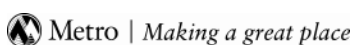
2014

REGIONAL TRANSPORTATION PLAN

www.oregonmetro.gov/rtp

RTP FACT SHEETS: ONE IN A SERIES

The 2014 Regional Transportation Plan sets the course for using innovation and creativity to build a sustainable transportation system. It calls for making transportation investments that serve downtowns, main streets, job centers and other areas of urban activity. It sets out the importance of offering a range of affordable transportation options for everyone. It suggests that transportation investments should boost our economy, increase access and opportunity for underserved communities and clean our air. And it calls for on-going monitoring to ensure that as time goes on our investments are effectively coordinated across communities to make the most of past investments and keep this region a great place.



Metro crosses city limits and county lines to build a resilient economy, keep nature close by and respond to a changing climate. Representing a diverse population of 1.5 million people in 25 cities and three counties, Metro's directly elected council gives voters a voice in decisions about how the region grows and communities prosper.

Better management of the region's transportation system

Transportation System Management and Operations (TSMO) strategies provide money-saving, multimodal solutions that relieve congestion, optimize infrastructure investments, promote travel options and reduce greenhouse gas emissions.

Making the most of transportation investments

TSMO investments include intelligent transportation system solutions such as traffic responsive signals, real-time traveler information, and services that respond quickly to traffic incidents or help people make informed travel choices.

The overarching theme of the TSMO concept is that the transportation infrastructure represents a significant public investment that must be well-managed. The RTP incorporates a more detailed modal plan that lays out a 10-year investment strategy for managing the performance of existing and future transportation infrastructure.

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 greenhouse gas emissions

Four policies form the RTP System Management and Operations vision

1. Use advanced technologies, pricing strategies and other tools to actively manage the transportation system.
2. Provide comprehensive multimodal travel information to people and businesses.
3. Improve incident detection and clearance times on the region's transit, arterial and throughway networks.
4. Implement incentives and programs to increase awareness of travel options and promote change.



Bike signal eases travel at busy Portland intersection.



Motorist assistance clears incidents quickly to relieve congestion.



Real-time traveler information helps riders make informed decisions.



Collaborative marketing raises awareness about travel choices.

Regional TSMO plan

Vision, goals, and principles

The regional TSMO plan presents a vision, goals and principles that guide TSMO investment and implementation.

Goal 1 – Reliability

Goal 2 – Safety and Security

Goal 3 – Quality of Life

Goal 4 – Traveler Information

Guiding Principle 1 – Enhance regional partnerships that support collaborative investment and implementation of TSMO strategies that benefit the region.

Guiding Principle 2 – Monitor transportation system performance and evaluate TSMO strategies to aid equitable policy and sustainable investment decisions.

Guiding Principle 3 – Provide on-going maintenance and operations to support transportation network.

Investment priorities

The Regional TSMO Plan identifies four areas where investment should be targeted:

Multimodal traffic management provides arterial and freeway multimodal traffic management and operations functions including advanced traffic signals, transit priority treatments, detection and countdown timers for pedestrians and bicyclists, pricing, access management and arterial performance monitoring and data collection.

Traveler information provides current and forecasted multimodal travel conditions reported via web site, smart phone apps, 511 phone system, en route signage, highway advisory radio or personal in-vehicle navigation systems to help people make better informed travel decisions, including travel mode, route and time of day.

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. Strategies include improved surveillance, expanded service, training and incident response teams.

Transportation demand management maximizes investments in the transportation system and relieves traffic congestion, particularly during peak commute hours. Strategies include collaborative and individualized marketing, employer outreach, and rideshare matching.

How can we track the success of TSMO within the RTP Performance targets?

By 2040:

- ✓ Reduce the number of fatal and severe injury crashes for pedestrian, bicyclist and motor vehicle occupants each by 50 percent compared to the 2007-2011 average
- ✓ Reduce vehicle hours of delay per person and per truck trip by 10 percent compared to 2010
- ✓ Reduce transportation-related green house gas emissions per person below 2010 levels
- ✓ Ensure zero percent population exposure to at-risk levels of air pollution
- ✓ Reduce vehicle miles traveled per person by 10 percent compared to 2010.

Local TSMO plans

The Regional Transportation Functional Plan (RTFP) includes requirements for incorporating TSMO into local transportation system plans. Cities and counties are required to include TSMO plans in their transportation system plans that:

- inventory and evaluate existing local and regional TSMO infrastructure, strategies and programs and identify needs, (i.e. gaps and opportunities) to expand existing infrastructure, strategies and programs
- list projects and strategies that are consistent with the regional TSMO plan and consider the four functional areas of multimodal traffic management, traveler information, traffic incident management and transportation management.

When defining transportation solutions, cities and counties are required to consider TSMO strategies, including localized transportation demand management, safety, operational and access management strategies first.

**For complete language, refer to the Regional Transportation Functional Plan, sections 3.08.160 Transportation System Management and Operations and 3.08.220 Transportation Solutions.*