

# Transportation Systems Management & Operations Fact Sheet



## GUIDEBOOK FOR INTEGRATING TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS INTO CORRIDOR PLANNING

Transportation Systems Management & Operations, or TSMO, focuses on cost-effective strategies that prioritize the safety, access, and reliability of the multimodal transportation system. TSMO strategies help implement WSDOT's practical decision-making approach to align the partnerships, processes, and tools necessary to advance WSDOT's goal to be an operating agency.



**PLANNING AND POLICY DEVELOPMENT**



**TRANSPORTATION OPERATIONS**



**COOPERATIVE AUTOMATED TRANSPORTATION & TECHNOLOGY**



**INTELLIGENT TRANSPORTATION SYSTEMS (ITS)**



**TRANSPORTATION DEMAND MANAGEMENT**

## Why is Planning for TSMO in Corridors Needed?

The benefits of TSMO within corridors are achieved through coordinated, strategic implementation and ongoing support through day-to-day operations and maintenance, and this requires planning. All TSMO strategies require some investment of resources, which could be in the form of funding, data, equipment, technology, or staff time. Obtaining these resources and making best use of them is a planning function.

## Example Integration Opportunities and Benefits



Incorporate TSMO as a consideration in the corridor planning processes led by the Planning Group.

### ISSUE:

- When planning groups conduct corridor-level plans, the TSMO perspective is often absent.

### OPPORTUNITY:

- Incorporate TSMO planning practices and strategies into the stages of goal setting, existing conditions assessment, alternatives development and analysis, and project selection.

### BENEFITS:

- Develop a more balanced plan that has both operational and infrastructure investments that make it more financially feasible and achievable in the near term.



Incorporate land use considerations into corridor planning.

### ISSUE:

- Land use often predicts travel demand and, conversely, high-capacity routes often determine land use. However, land use has not traditionally been a significant consideration in corridor plans.

### OPPORTUNITY:

- Summarize existing and expected land use and demographics at the corridor level. Include place types, local and regional land use, demographic characteristics, broadband, environmental, and development plans.

### BENEFITS:

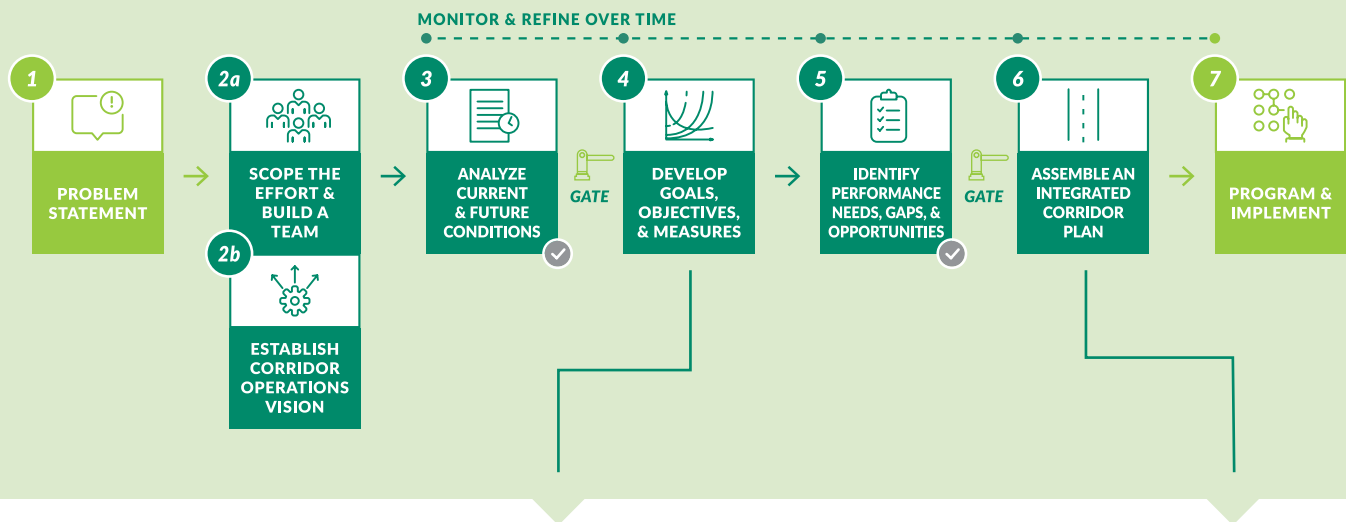
- When land use and transportation have been well coordinated, travel times are reliable and vehicle miles traveled (VMT) are lower.

## Approach to Incorporating TSMO in Corridor Planning

The Southwest Region developed guidance for practitioners on how to incorporate TSMO-supportive activities in a corridor planning process. Real-world WSDOT and partner examples are presented alongside the guidance to help illustrate how the key seven steps of TSMO are implemented.

The Guidebook will walk you step by step through the process of incorporating TSMO in corridor planning using:

- checklists
- diagrams
- real-world examples
- additional resources



## Real-World Examples

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**USING STAKEHOLDER COLLABORATION TO DEVELOP OBJECTIVES**  
**WSDOT US 195 CORRIDOR STUDY (SPOKANE TO IDAHO BORDER)**

WSDOT used a technical advisory committee (TAC) composed of the regional transportation planning organization, cities, counties, universities, and law enforcement. The community was involved through a survey and various “listening posts,” which were informal meet-and-greets at local gathering places like grocery stores, coffee shops, and post offices.

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**EVALUATION APPROACH EXAMPLE: SR 503 STRATEGY EVALUATION MATRIX**

For the SR 503 Corridor Plan, the project team developed an evaluation matrix to assess various strategies. Each strategy was assessed against key performance measures and success metrics established earlier in the project planning process. TSMO strategies were part of the evaluation, including traffic signal coordination, enhanced pedestrian crossings (leading pedestrian intervals), and targeted speed reductions.

### QUESTIONS? CONTACT:

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**THE GUIDEBOOK IS AVAILABLE AT:**  
<https://tsmowa.org/resources>