ECMT-USDOT WORKSHOP ON
FOSTERING SUCCESSFUL IMPLEMENTATION
OF SUSTAINABLE URBAN TRAVEL POLICIES

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Mobility Performance Measures Program
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Florida Perspective

• This is a Florida perspective on mobility performance measures.
Early Florida

At one time... Florida was hot, swampy, ...and rural.
Florida Now

• Florida now has almost 17 million people, 4th largest state in the country (and growing quickly)

• 28 cities have more than 50,000 people
Principles & Processes

1. Build on earlier research & implementation
   - Don’t re-invent too much
   - Be consistent with other groups, reports, etc.

2. Policy-driven, supported by data
   - First decide what we want to describe
   - Then look for data to support it
   - Get new data if necessary, and if possible
   - May need estimates & modeling, especially at first
More Principles & Processes

3. Include users’ experience
   – If the users are most concerned about being delayed, include delay.

4. Understandable to the general public
   – If it isn’t understood, it won’t be used
   – Legislators aren’t necessarily experts

5. Use as many measures as necessary
Even More Principles & Processes

6. Address commercial and multimodal considerations
   – Freight movement extremely important
   – So is people movement, by any means

7. Results can be forecast into the future
   – Need to evaluate future alternatives
   – Precision not as important as trends
Florida’s Mobility Measures

- 4 Dimensions and 2 Viewpoints
Quality: User’s Experience

- Speed
- Delay (especially urban)
- Reliability
- Comfort/Maneuverability (especially rural)

Is the customer satisfied?
Accessibility: User’s Ability to Use

• Connectivity to the System—Can one get there?
  – Direct
  – From other modes

• Proximity to the System
  – Close enough for use to be worthwhile?
  – Quick enough? Opportunities per hour, per day…
  – Variety of choices? Modes?

Are there users who can’t?
Quantity: Provider’s Effectiveness

- VMT (Vehicle Miles Traveled)
- PMT (Person Miles Traveled)
- TMT (Truck Miles Traveled)

Are people and goods getting moved?
Utilization: Provider’s Efficiency

- DVMT/lane mile
- % miles congested
- % VMT congested
- Duration of congestion

Is the system the right size for the demand?
Reporting Results: Coverage

- **Systems**
  - Entire State Highway System
  - Florida Intrastate Highway System (FIHS)
  - Corridors

- **Timeframes**
  - Daily
  - Peak Hour (5-6 PM)

- **Area and Facility Types**
  - Seven-Largest Urbanized Counties, combined
  - Other Urbanized Areas, combined
  - Other Areas, combined
Reporting Results: Illustrations

- Tables
- Graphs
- Multi-dimensional graphics and maps
Reporting Results: Media

- Florida Transportation Plan – Annual *Short Range Component*
- Annual *Source Book* of transportation data
- Florida DOT web site:  
  http://www.dot.state.fl.us/
Recent and Future Efforts

- Reliability of travel time
- Intelligent Transportation System data
- Vehicle occupancy
- Comfort/Maneuverability (rural)
- Other modes, multiple modes…Florida’s Strategic Intermodal System
Applying Performance Measures: Compare to Standards

• Is performance acceptable?
  – May be different goals for different parts of the system and different purposes.

• Is more funding needed? (yes)

• Where is more funding needed most?
Applying Performance Measures: Compare to History

• Is performance improving?
• Why not? What else is changing?
  – Economy
  – Land use
  – Personal travel preferences
  – Availability of alternative modes
• What future trends will have an impact?
Applying Performance Measures: Compare to Other Systems

- Do others have similar problems?
- If so, do they have possible solutions?
- Are any joint solutions possible?
Reporting Performance Measures: Internal

• Where should improvements go, and when?
• What are we getting back from our previous investments?
• Are we improving transportation and meeting the needs of travelers and commerce?
Reporting Performance Measures: External

- Are we making wise use of public funds?
- Are we identifying problems and needs consistently?
- Is more funding needed?
- Are we meeting requirements of TEA-21?
- Are we meeting Florida’s Performance-based Budgeting requirements?
  - Each agency must identify measurable objectives
  - Link Planning, Budgeting, and Performance
Challenges: Getting Started

- Define the need for performance measures
- Find the resources: time, money, people
- Get upper management support
- Balance time to establish trends, versus getting results quickly
- Data Issues: Availability, currency, consistency, precision, accuracy, estimation
Challenges: Continuing the Effort

• Integration into all functions
  - Budget, planning, engineering decisions

• Slippery feedback loop
  - Link to short and long range planning may weaken
  - Don’t measure just for sake of measuring

• Planning tomorrow’s measures
  - Stay aware of needs for new measures
  - Balance with need for consistency
Conclusion

• It is worth the effort to do mobility performance measures, and to do them well.

• More information at
  http://www.dot.state.fl.us/

Thank you for listening.