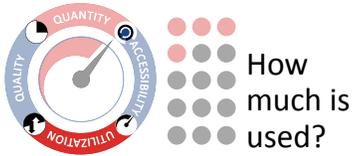


UTILIZATION



The core measure of utilization describes how much of the transportation system is used and conversely what capacity or availability remains. This measure relates to user perceptions of the degree to which transportation facilities or services are congested.

FDOT has identified supporting measures that provide further detail and context about utilization performance:

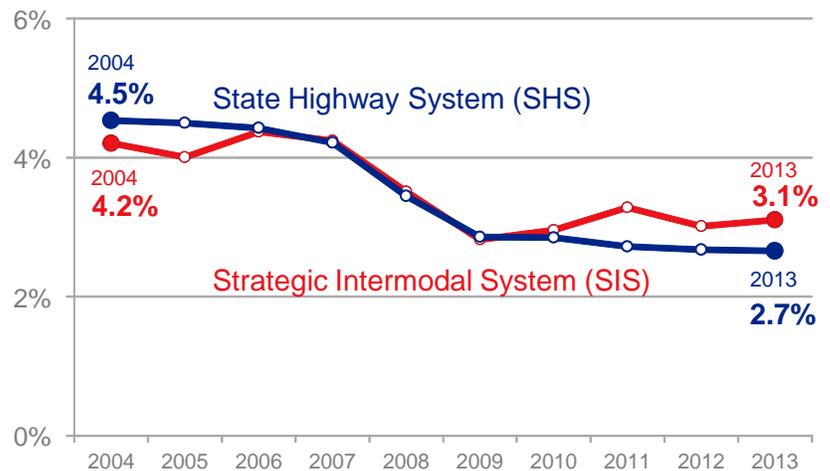
- Miles Severely Congested
- Travel Severely Congested



Miles Severely Congested

Florida has experienced a reduction in the number of miles that are severely congested during the peak hour on the State Highway System (SHS) and on the Strategic Intermodal System (SIS).

Miles of Severely Congested Roads During Peak Hour



CONTEXT: 2.7 percent of SHS miles were severely congested during the peak hour in 2013—this had been as high as 4.5 percent in 2004.

By comparison, 3.1 percent of SIS miles were severely congested in 2013 as compared to 4.2 percent in 2004. In 2013 10.9 percent of the SHS was severely congested during the peak hour—this had been as high as 14.6 percent in 2004.

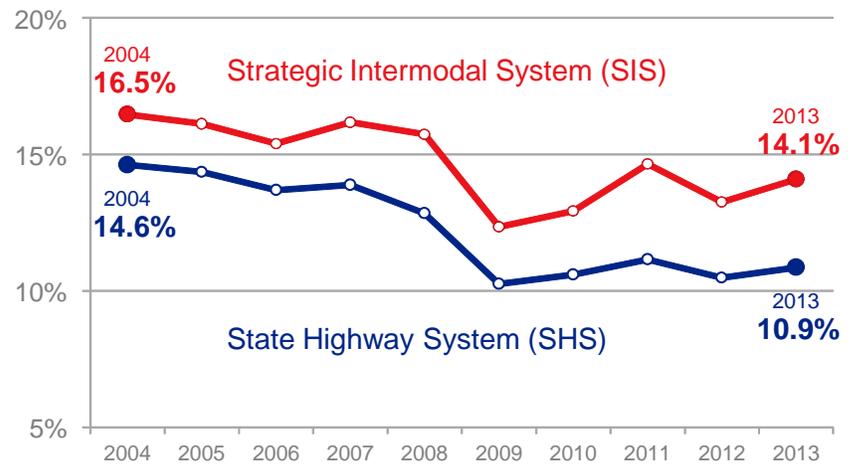
DETAILS: Severe congestion is travel on roadways operating at a level-of-service (LOS) F.

SUPPORTING
MEASURE

Travel Severely Congested

Florida has experienced a marked reduction in severe peak hour travel congestion on the State Highway System (SHS) and on the Strategic Intermodal System (SIS).

Travel on Severely Congested Roads During Peak Hour



CONTEXT: Whereas the measure of miles severely congested is based on roadway mileage, travel severely congested is based on vehicle miles of travel (VMT). The reduction in severely congested travel began in 2008.

DETAILS: In 2013, 10.9 percent of the SHS was severely congested during the peak hour—this had been as high as 14.6 percent in 2004. By comparison, in 2014, 14.1 percent of SIS highway corridors were severely congested as compared to 16.5 percent in 2004.

Severe congestion on the SHS and on the SIS in Florida’s non-urbanized areas is negligible, with well under 1 percent being severely congested.

KEY STRATEGIES: FDOT will help ensure that continued progress is made to improve its core measure of utilization through these actions:

- Identify and invest in “last-mile projects” (e.g., small improvements such as turn lanes and intersection geometry to improve truck movement, etc.)
- Implement managed lanes to manage congestion
- Coordinate with local governments to promote land uses that are consistent with and supportive of transportation infrastructure
- Continue to advance ITS/access management investments that improve system performance