

TRAVEL QUALITY



CORE MEASURE



How good or bad?

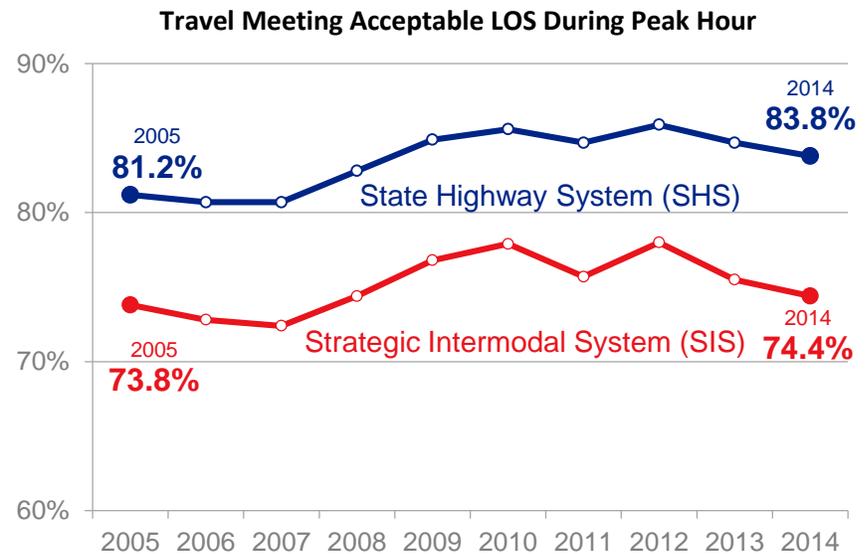


SUPPORTING MEASURE

The travel quality core measure helps to assess how good or bad the travel experience is using a range of supporting measures:

- **Level of Service (LOS)** shown below
- Pedestrian and Bicycle LOS
- Vehicle Hours of Delay
- Combination Truck Hours of Delay
- Travel Time Reliability
- Aviation and Rail Departure Reliability
- Transit Headways

Level of Service (LOS)



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

- Implement FDOT’s Freight Mobility and Trade Plan.
- Continue to promote greater interaction among FDOT Districts, MPOs and Freight Stakeholders throughout the state as well as holding freight forums at key venues such as TRANSPLEX.
- Add capacity to existing Strategic Intermodal System (SIS) facilities to support growth and relieve congestion, consider new SIS facilities when needed to fill major gaps in connectivity, and/or increase efficiency through innovation and technology.
- Incorporate travel time reliability into the planning and programming processes to enable analysis and programming of operations improvements that improve travel time reliability.

- Continue Transportation System Management and Operations (TSM&O) initiatives to ensure that operations improvements are implemented in all FDOT processes.
- Implement FDOT's Complete Streets Policy to improve access and mobility for public transit riders, pedestrians, and bicyclists.

CONTEXT: Level of Service (LOS) is a measure for evaluating roadway performance by relating travel demand to roadway capacity. Various LOS "grades" are established along with thresholds that provide a basic standard of acceptability. Travel time delay and reliability are important because they relate to cost in time and money for individuals and businesses. Average transit headway is a measure of the average duration (or time) between operating transit vehicles arriving at a certain stop.

DETAILS: **Bicycle:** 84% of State Highway System (SHS) roads in urban areas had a bicycle LOS of "C" or better.

Pedestrian: 45% of SHS roads in urban areas had a pedestrian LOS of "C" or better.

Highways: The overall LOS trend since 2005 is one of overall improvement, but a decrease occurred on both the SHS and SIS after 2012. Vehicle hours of delay on the SHS and SIS have generally been declining over the past decade.

Trucks: Truck hours of delay has been trending downward on Florida roads over the past decade.

Freeways: Travel Time Reliability on freeways improved—translating to time and cost savings for travelers, shippers and carriers.

Rail: On-time rail departures (Amtrak) decreased dramatically (i.e., worsened) from 64.9 to 32.9 percent between 2005 and 2014.

Airlines: Airport on time departures increased (i.e., improved) from 77.5 to 80.5 percent between 2005 and 2014.

Transit: The average headway (time between vehicles) for transit systems in Florida has been increasing since 2008.