Statewide Workshop Report

MICHAEL D. MEYER

The Statewide Workshop identified planning and policy issues and noted gaps in the available data. On the basis of these issues, conclusions and recommendations were drawn.

STRATEGIC PLANNING AND POLICY ISSUES

These issues are
- Facility maintenance, rehabilitation, condition, and performance;
- Intermodalism;
- Safety;
- Congestion;
- Mobility Planning—need for a good definition;
- Payoffs of investment in terms of equity, economic development, and environmental impacts;
- Non-federal aid system;
- Trucking and commercial travel;
- Non-capital strategies;
- Corridor preservation;
- Road pricing; and
- Fund apportionment.

GAPS IN THE DATA

Gaps in the data are
- Trucking;
- New roads on new alignments;
- Transit data;
- Access to intermodal facilities such as airports, ports, and so forth;
- Performance measures;
- Before and after data to measure results of improvements;
- Non-work, non-home based work trips;
- Cost and benefit information;
- Traveler attitudes; and
- Usefulness of Geographic Information System (GIS) systems.

CONCLUSIONS AND RECOMMENDATIONS

The following conclusions and recommendations merit attention:

Georgia Institute of Technology, Department of Civil Engineering, Room 326, Atlanta, Ga. 30332.

1. Greater coordination between data bases that state DOTs deal with such as pavement management systems, HPMS, and so forth. FHWA should take the lead in fostering coordination and implementation of standards in terminology.

2. GIS should foster the above coordination. Steps need to be taken to disseminate information on availability and uses of GIS with emphasis on keeping it simple to promote quicker implementation.

3. Further research and implementation of results of collection of data on trucks such as automated vehicle detection and present study procedures is needed.

4. Data are needed for evaluating intermodal concepts such as substitution of high speed rail for air in trips of less than 400 miles, better access between highways and ports, and cost allocation between modes.

5. User benefits are important evaluative measures. What do they mean to other parts of society and the economy such as economic development and the environment?

6. An authoritative review should be made of the relationship between transportation investment and economic development, productivity, and competitiveness along with a determination of the data required.

7. Performance and LOS data is required. HPMS should be modified if possible, to include such a measure.

8. There is sufficient data in rural and non-urban areas of the states. Complete data bases across each state to allow consistency in planning between urban and rural areas are needed.

9. A strategy should be established for collecting condition data on state transit facilities.

10. At least 2 percent of all federal transportation aid to metropolitan areas and states go to transportation planning and research with data collection, data management, and analysis as a major part of a transportation research and planning effort.

11. With relation to aviation data, there needs to be a consistency in data and analysis to relate national airspace planning to physical plans for airports.

12. Better information is needed about such topics as fuel consumption and evasion of taxes, because this important information is used to allocate funds.

13. The 1990 Census should be used to check forecasts to see how the models might be improved.

14. To avoid information gridlock, a review should be made of management strategies for data collection. The TRB Committee on Data and Information Systems should do a prototype study of what a good data management system should be.