

# Recommendations for National Data

GARY MARING

The workshop considered five markets as follows: urban and suburban, rural, intercity passenger, intercity freight, and international. The strategic policy issues, data gaps, and conclusions and recommendations have been organized with respect to these markets.

## STRATEGIC PLANNING AND POLICY ISSUES

The following issues deserve consideration:

- Urban-suburban
  - Congestion
  - System management
  - Infrastructure rehabilitation and expansion
  - Land use and transportation integration
  - Funding flexibility
- Rural
  - Infrastructure preservation
  - Local rural road needs
  - Rail branch line abandonment
  - Rural mobility problems
- Intercity passenger
  - Airport and airway congestion
  - Major highway corridor congestion
  - New intercity air and rail technology
  - Funding flexibility
- Intercity freight
  - Truck size and weight
  - User fee equity
  - Economic deregulation
  - Tax and registration uniformity
  - Safety and HazMat
- International
  - Competitiveness
  - Port connections
  - Container standards and weights

## GAPS IN DATA

The gaps in data are

- Urban and suburban
  - consistency in urban boundary definition
  - Measurement of congestion
  - Geographic specificity
- Rural
  - Rural public transportation

- Local road needs
- Intercity passenger
  - Lack of National Travel Survey for long trips
- Intercity freight
  - Commodity transportation survey
  - Intermodal movements
  - Air cargo
- International:
  - Domestic leg of foreign commerce

## CONCLUSIONS AND RECOMMENDATIONS

The workshop produced the following conclusions and recommendations:

### Urban

1. Encourage urban boundary consistency for metropolitan areas between data bases. FHWA uses a federal aid boundary definition which may differ from those used by urban area studies. The urban boundary should be larger than that captured in HPMS. The boundaries should be extended to include areas of growth (20-year forecasts).

2. Uniform measures of congestion should be developed. One recommendation would be lane miles at some level of service (e.g., D). Data items should be included in HPMS, if not now included, to calculate congestion.

3. HPMS should include some coding to allow identification of sub-area geography such as the suburbs. This would allow identifying area types with problems such as the current interest in suburban congestion.

4. Develop means within HPMS for measuring trip length to aid in activities such as functional classification and determining systems of national significance. Measures of more than volume are required. Some measure like trip length is probably necessary.

5. The Section 15 data base should be expanded to obtain condition data on fixed plant.

### Rural

1. An aggregate measure of local road needs, which is not captured in HPMS is needed. This reporting should be by some method other than segment sampling.

2. On the rail side, for short-line railroads, some measure of the abandonment impact on local roads and the agricultural economy is required. Financial and flow data would be desirable.

**Intercity Passenger**

1. There is a lack of data on longer trips. The National Travel Survey formerly captured long trips on all modes. This is especially important when considering new technology and proposals for activities such as substitution of high-speed rail for intermediate length trips (100 to 400 miles), tilt engine vertical take-off aircraft, and so forth. There is a need to collect information on longer trips in all modes.

2. There is a need for information on intercity buses and rural bus service including financial and flow data.

**Intercity Freight**

1. There is a lack of commodity O-D data. The last commodity transportation survey was done in 1977. Since then, much has happened relative to deregulation and changes in sizes and weights, and no one has a picture of the impact of these changes. Better data across modes is required.

2. There is a need for better truck safety data by truck configuration, and a way to relate accident data to exposure data.

**International**

Obtain better data and analysis on international flows. Data is collected, but not well reported and compiled. For example, a means is needed to measure the impact of containers on the road systems.

**Other**

1. Relative to all modes and markets, GIS provides the mechanism to coordinate data bases on a common basis, especially as related to networks and flows.

2. There should be a re-evaluation of partnerships in data collection at three levels.

—Between federal agencies—Agriculture, DOT, Energy, Census, and so forth;

—Between federal, state, and local; and

—Government—Private relative to deregulation, privatization, and so on.