



# Positive Peer Pressure

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# What is a Peer

- Someone who shares similar characteristics

## Why Use Peer Groups?

- To compare performance among transit systems

# How to Use Peer Groups

1. Develop a well-thought out peer grouping methodology
2. Define data/statistics that will be used to measure performance
3. Decide how to determine which transit systems are peer group leaders based on these statistics

# Controllable vs. Uncontrollable

- **Controllable-** factors directly or indirectly under the control of the organization. Examples include number of vehicles, organization type, service hours, etc.
- **Uncontrollable-** factors out of the control of the organization. Examples include service area population, geography, transit-dependent population, etc.

# Excercise

- Divide into peer groups
- Record factors that create differences among your peers

Controllable

Uncontrollable

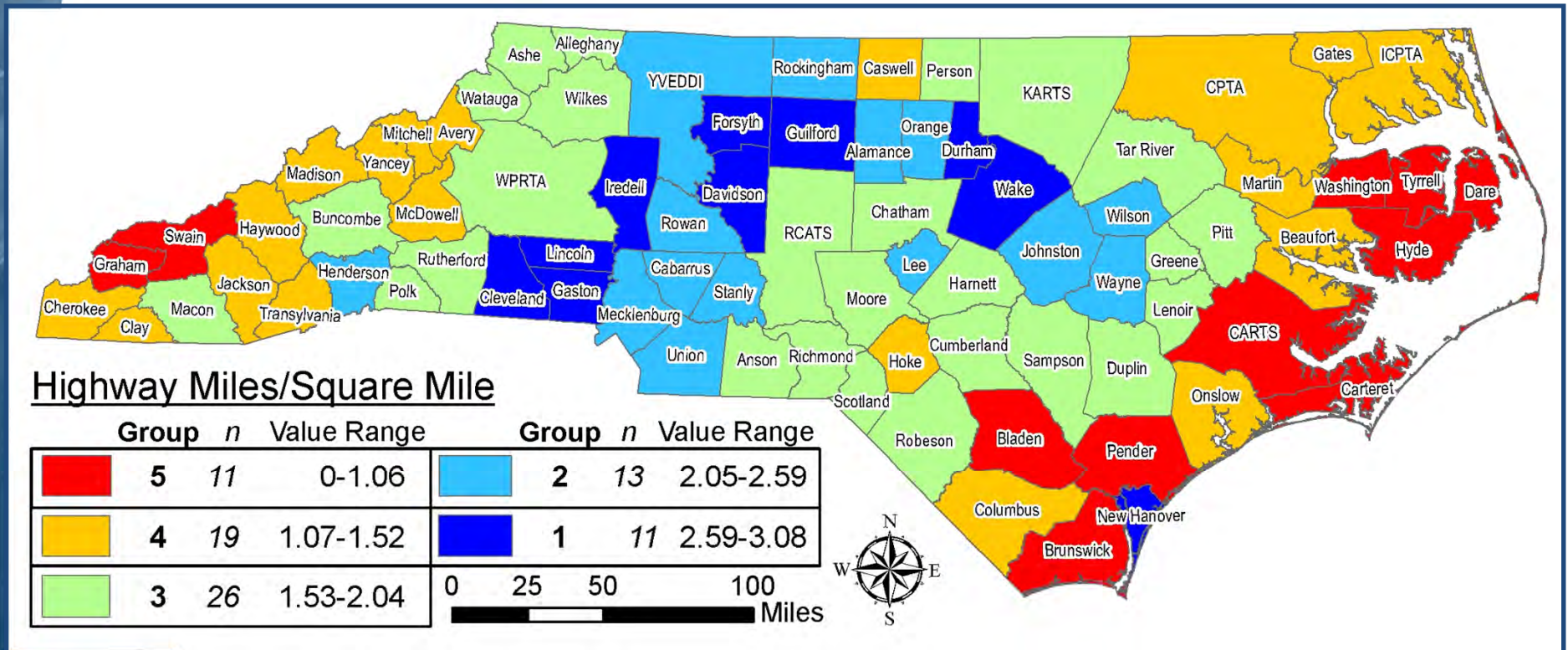
# ITRE Peer Groups

- Base peer groups on uncontrollable factors only
- Assign values to transportation systems using 4 factors
- Combine the values to create 5 groups of systems that share similar challenges in providing service



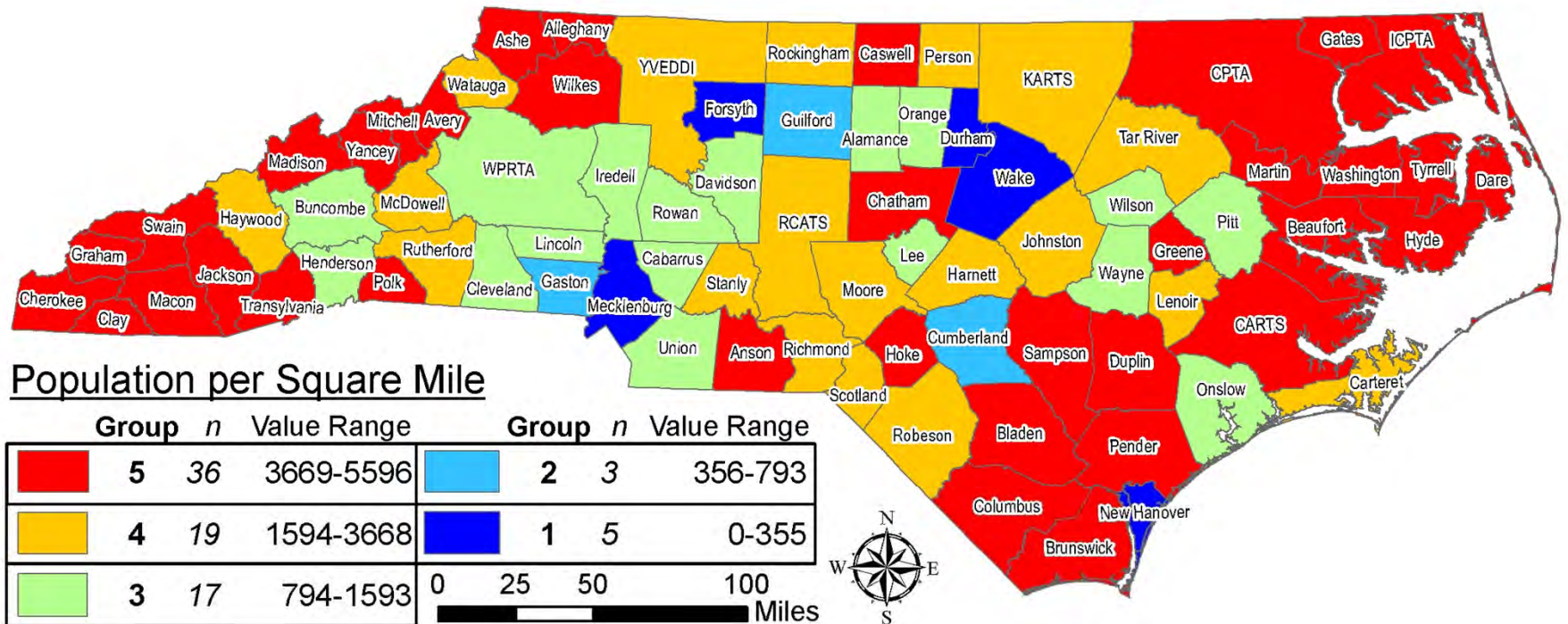
# Highway Density

*Highway Density* is a geographic factor that indicates the potential mobility network constraints, as highways tend to increase mobility options by offering a greater number of routes.



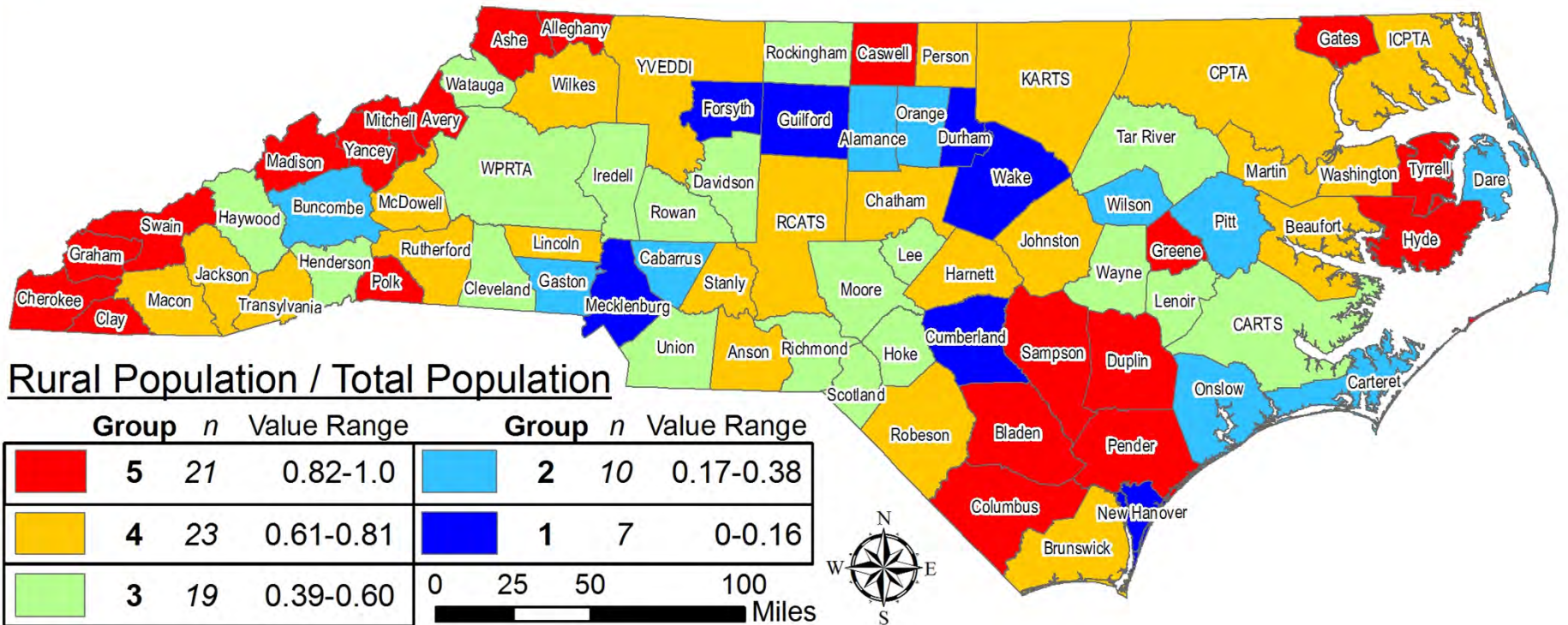
# Population Density

*Population Density* indicates the relative proximity of trip origins. Transportation systems with lower *Population Density* will be more likely to have longer trip lengths, which will be more difficult to serve.



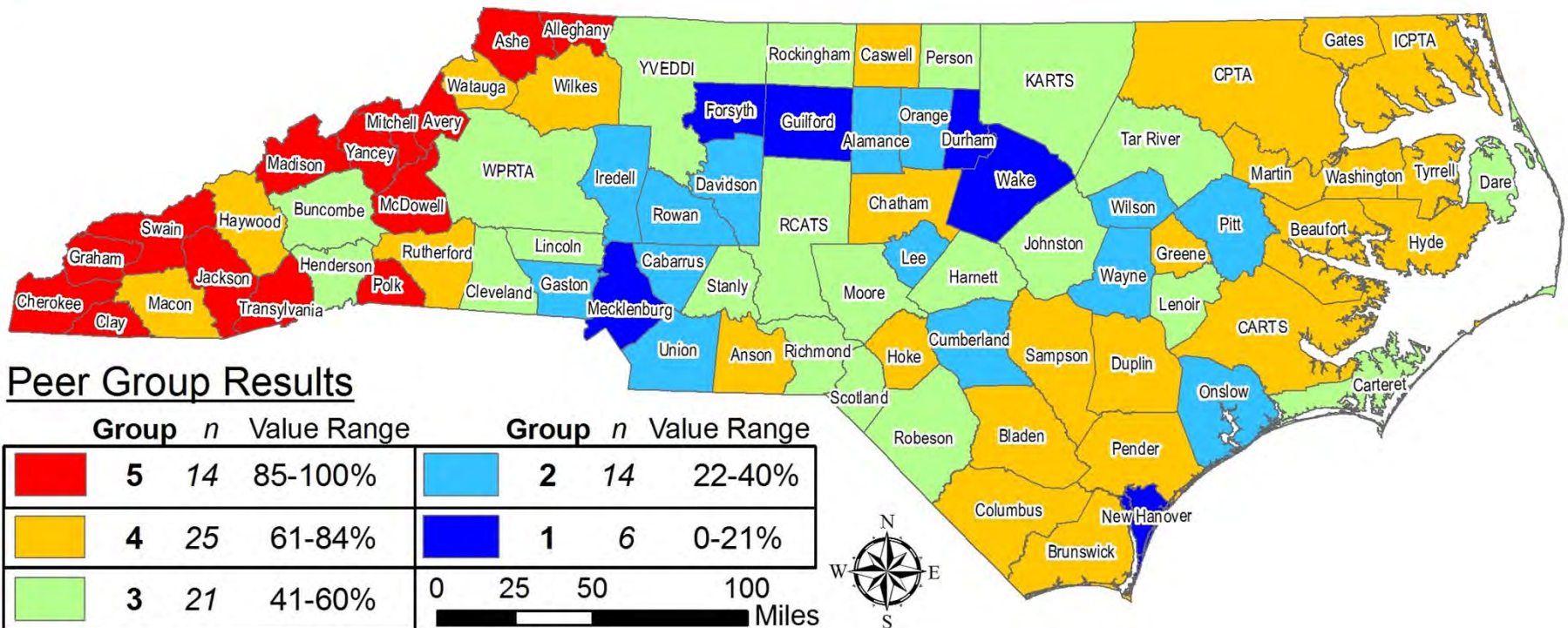
# Rural Population Ratio

*Rural Population Ratio* indicates the demand for trips outside of the service area, as rural areas will have less services available within the area. Leaving the service area to provide trips can be costly, time consuming, and inefficient for transportation systems.



# Peer Groups Results

The resulting peer groups consist of transportation systems that share similar combined geographic and demographic profiles. Members of each peer group are considered to experience a similar degree of difficulty in providing transportation service in their service area.

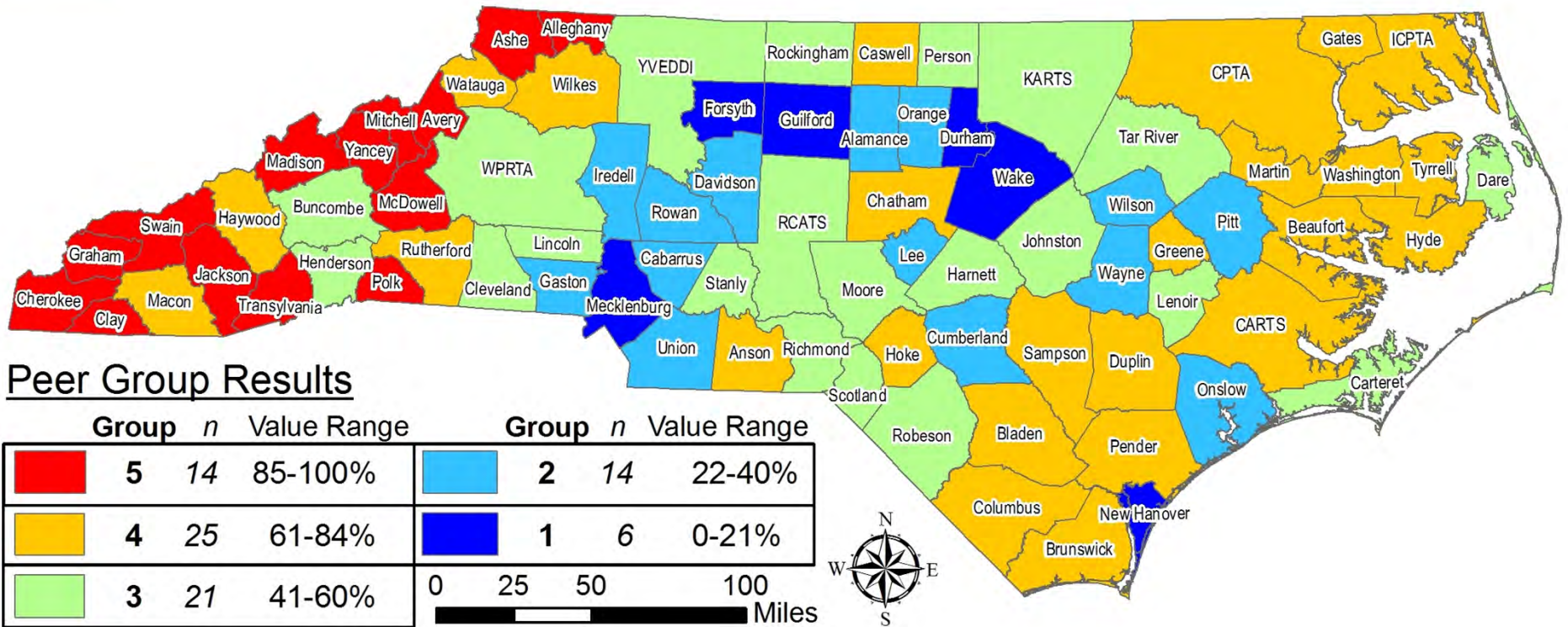


# Benchmark

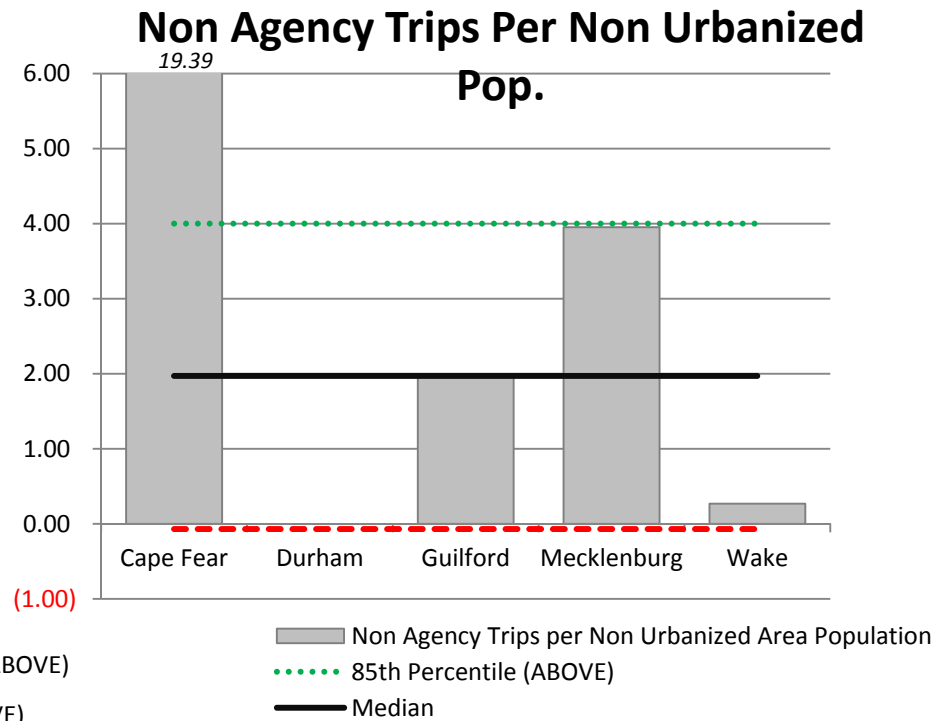
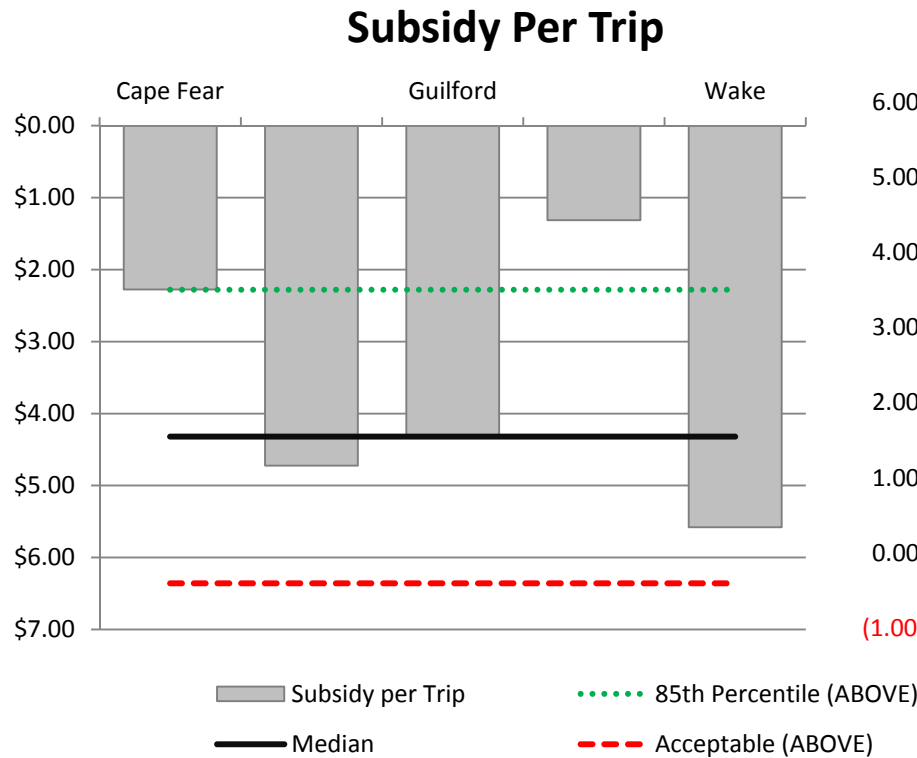
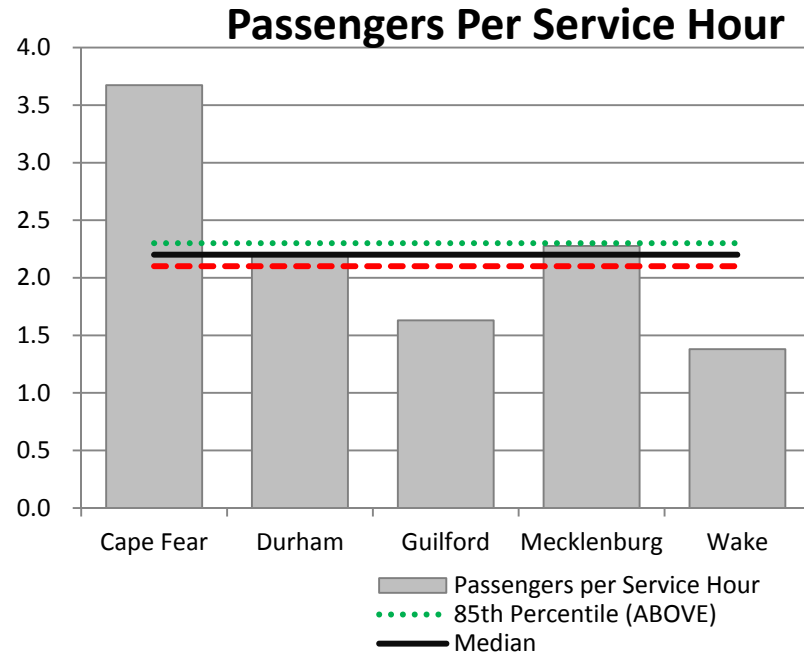
- **Passengers per Service Hour**- measures efficiency
- **Subsidy per Trip**- measures effectiveness
- **Non-Agency Trips per Non-Urbanized Population**- measures mobility provided to the general population

# Excercise

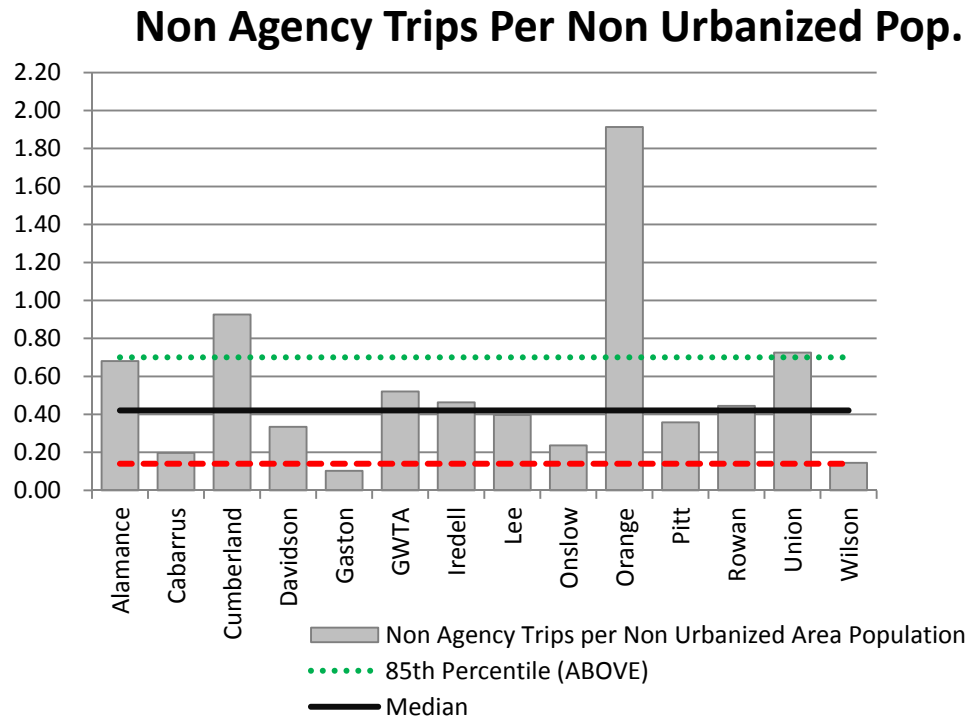
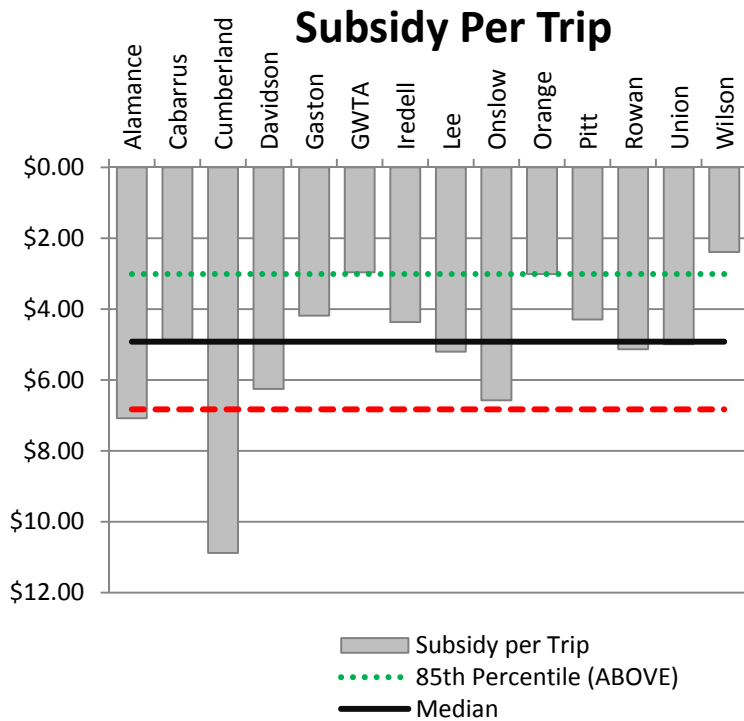
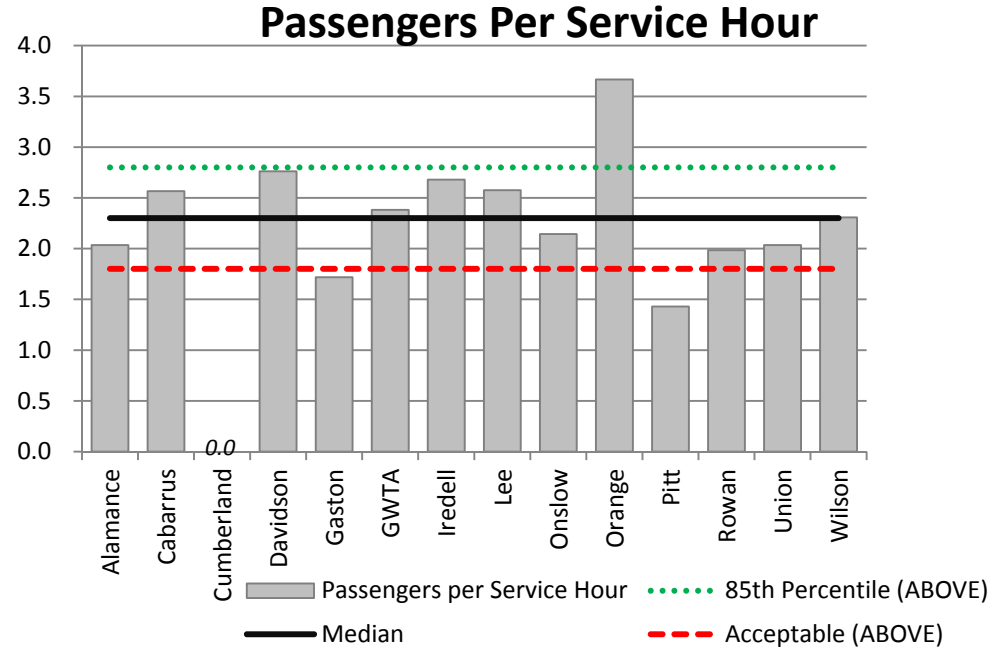
- Divide into peer groups
- Discuss ways to achieve high scores for each measure



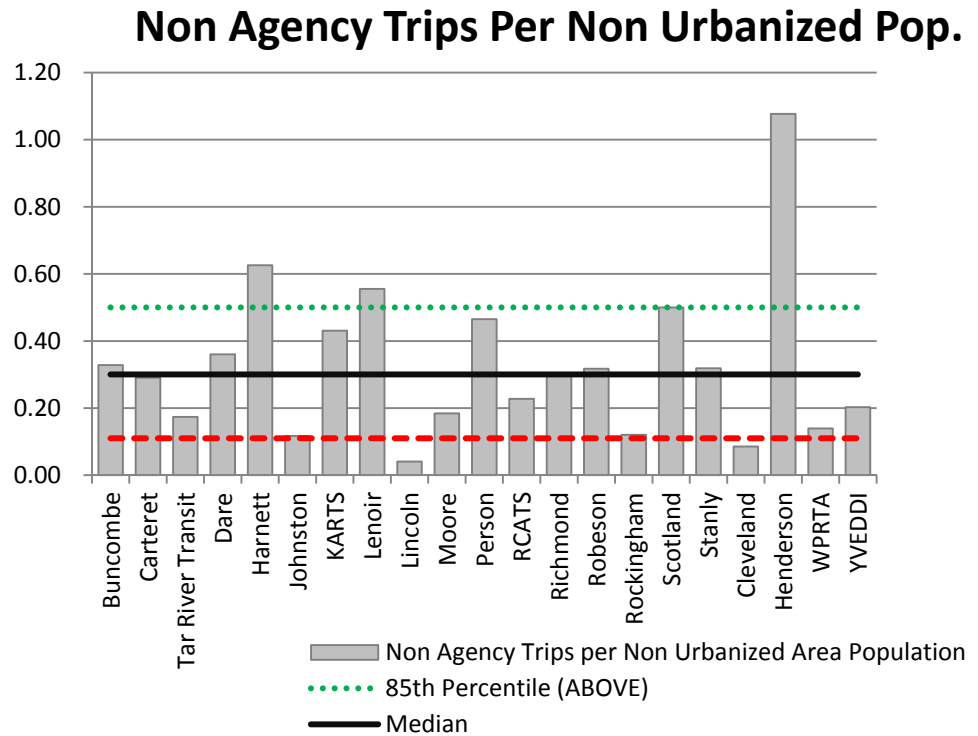
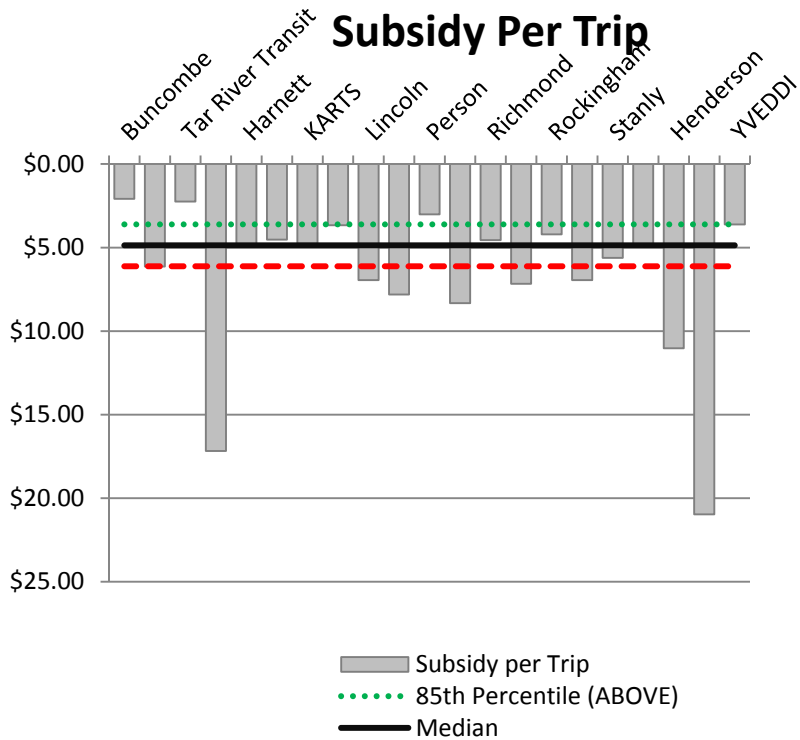
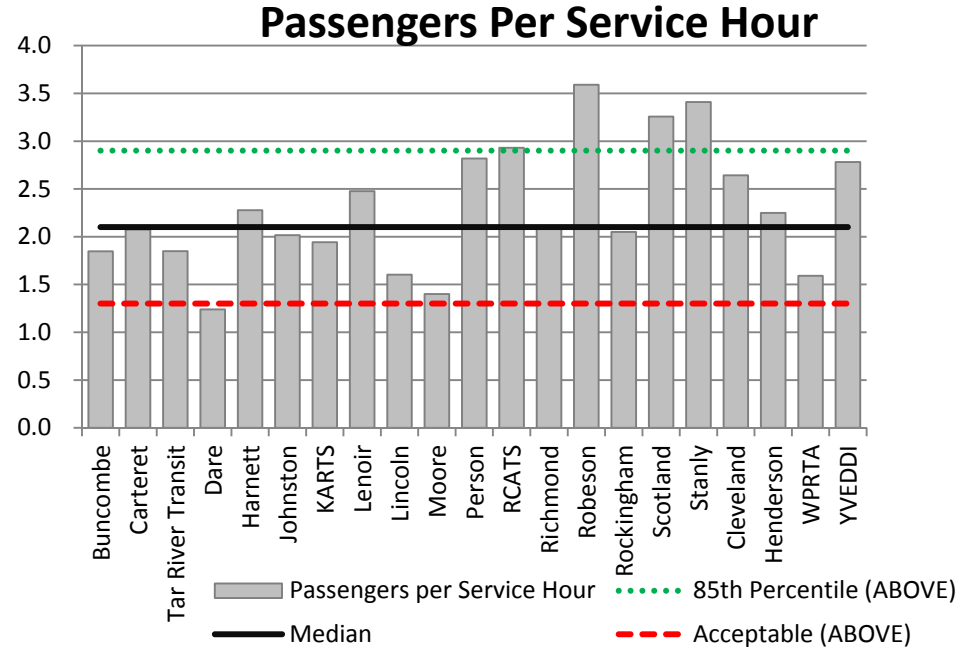
# Group 1



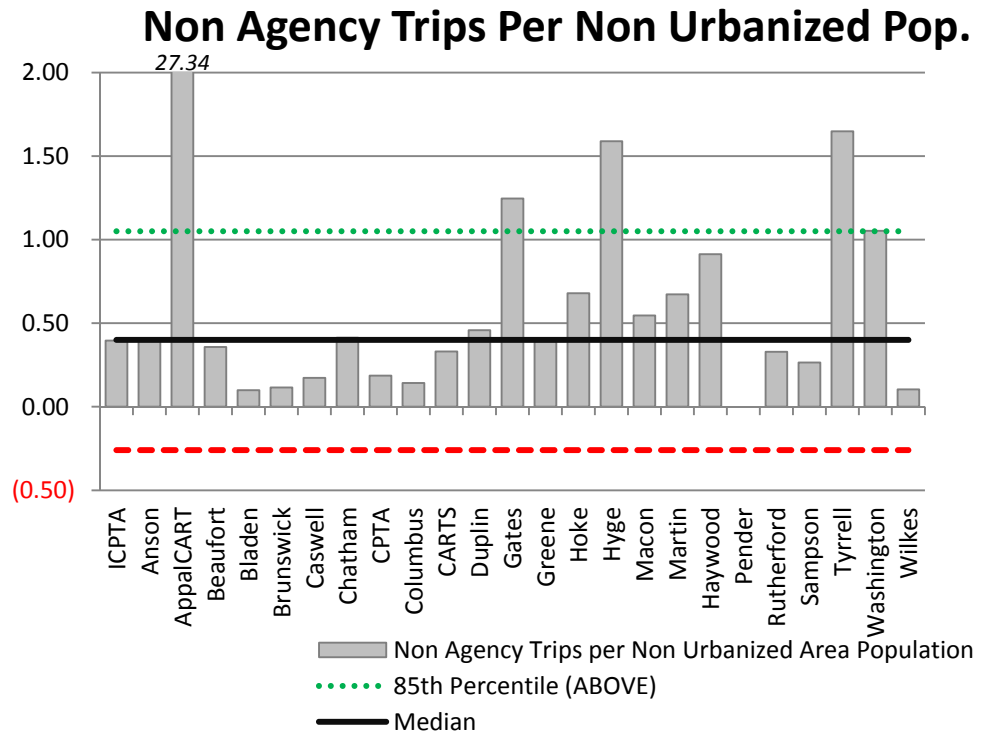
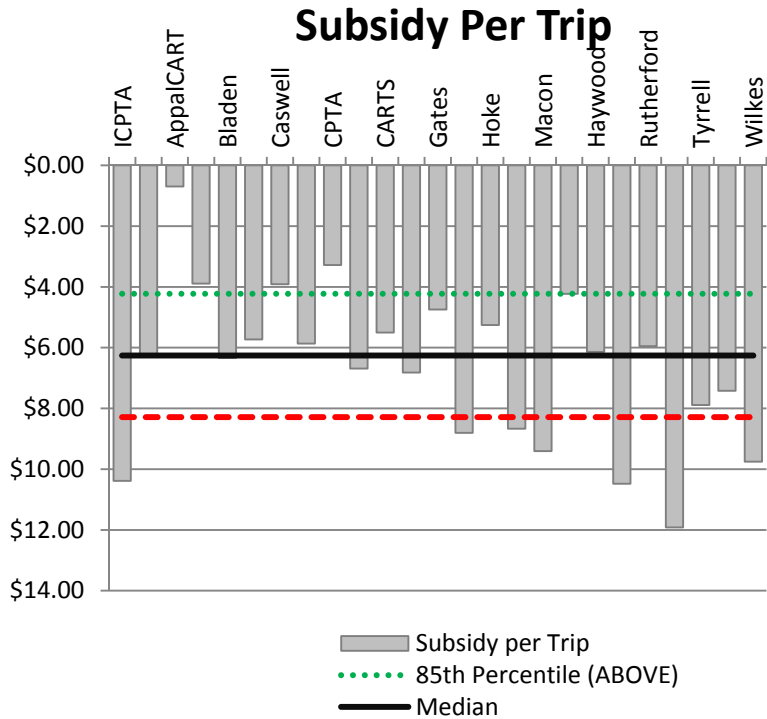
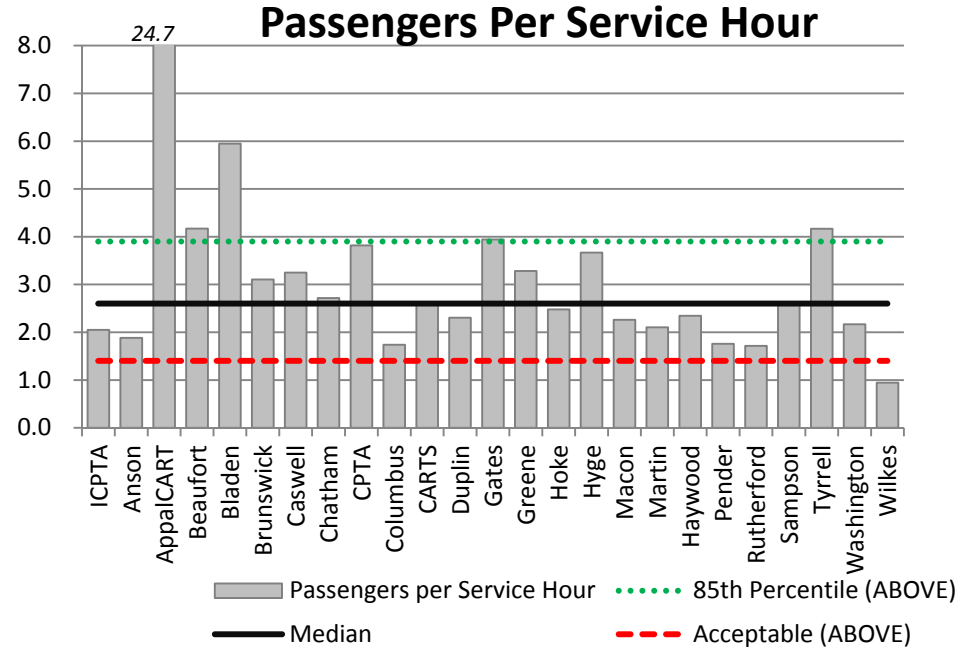
# Group 2



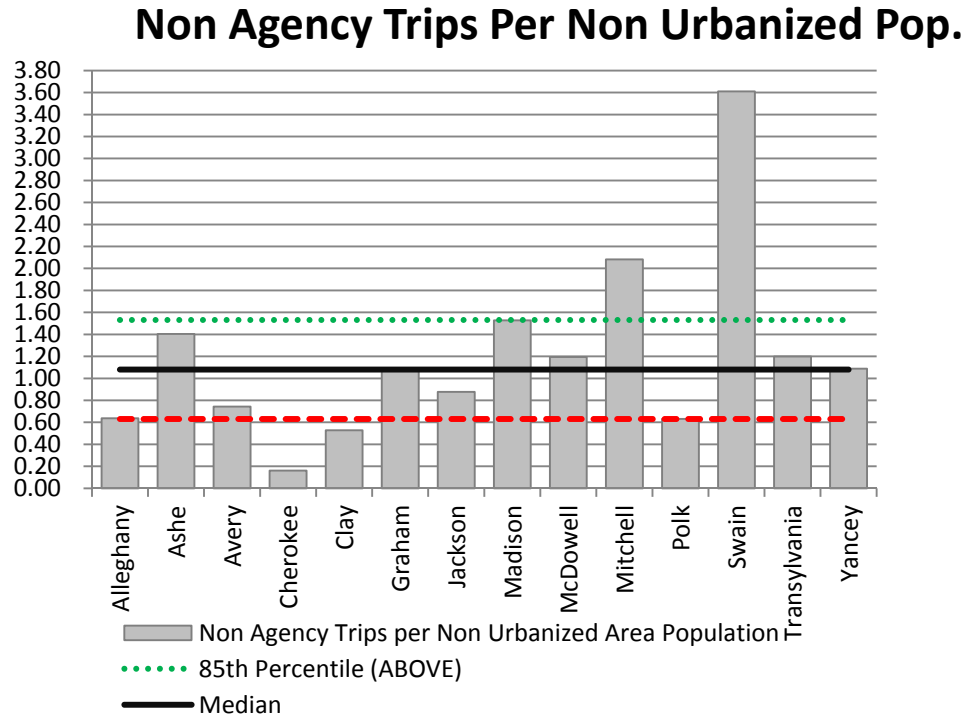
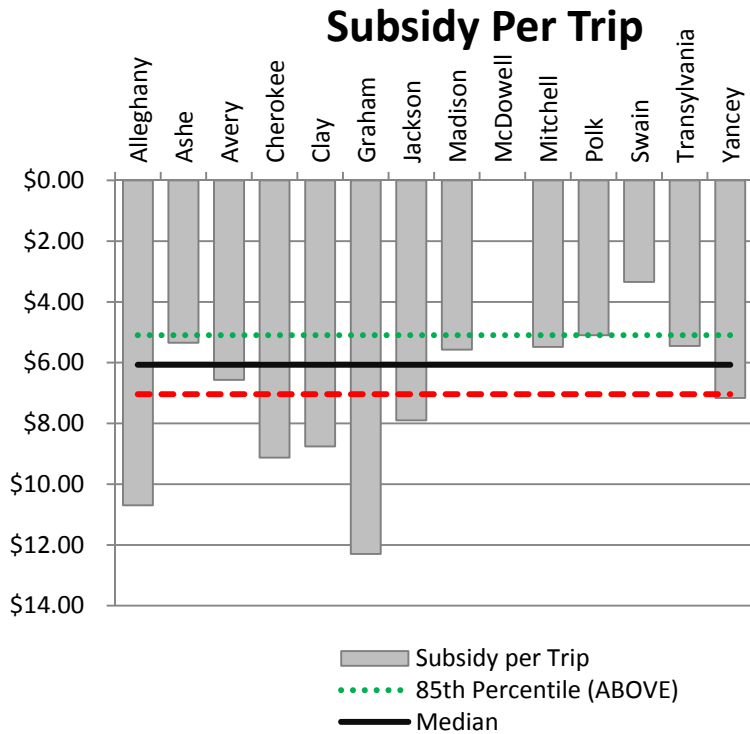
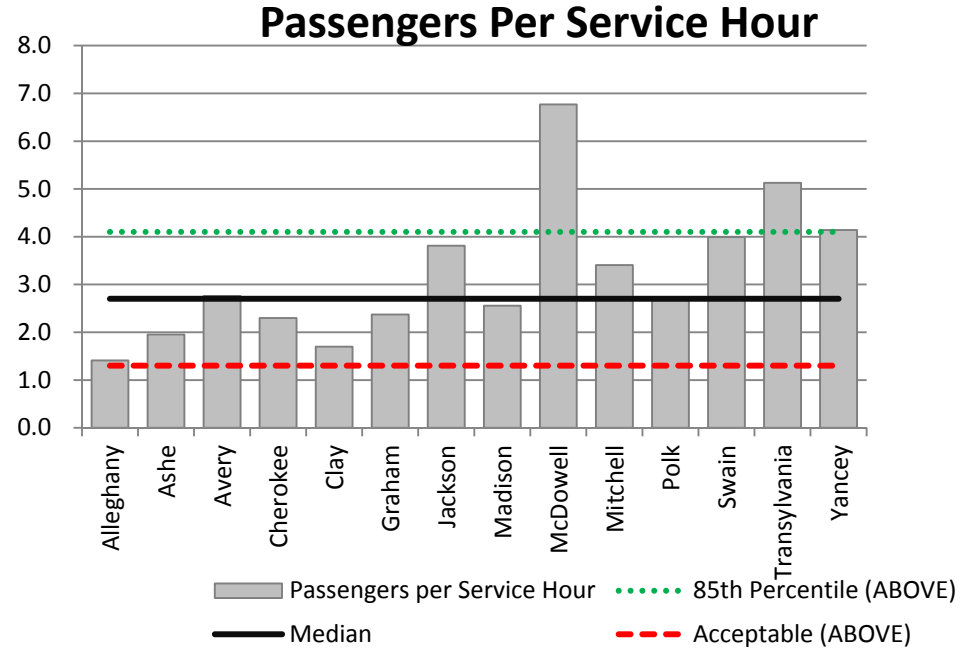
# Group 3



# Group 4



# Group 5





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# Exercise 1

- Fairly urban, rural, very rural
- Mountain, Piedmont, Coastal
- Automated Scheduling Software, TriP/CTS, Other
- 40+ Vehicles, 20-39 Vehicles, <20 vehicles
- No In-County Destinations, Some-In/Some-out, Most In-County

# Past Peer Methods

- # of Vehicles
- # of Trips
- Service Area Size
- Service Area Population
- Organization Types
- Contractor / Non-Contractor
- Type of Service (Fixed Route, Deviated, etc.)
- Technology
- Door-to-Door or Curb-to-Curb
- Tenure of staff
- Many more ways