

Broadway - Re: Standards for Transit planning

From: Jennifer Burdick
To: Laura - (tabili) Tabili
Date: 8/1/2012 11:36 AM
Subject: Re: Standards for Transit planning
CC: Broadway

Dear Ms. Tabili,

I appreciate the level of research, thought, and considerations that you've expressed in your email. It is my intent that we will respond, in kind. Thank you for sharing it with us.

I agree that this is very timely information for the discussions we will be having at our next, and upcoming, CTF meetings.

Because the Broadway project's input process and procedures is still in development, I will share in this email response what I think is an appropriate way to handle your email:

- I will forward this email to the project team and request their review and technical response. (We will clarify in what ways input will be handled, and
- I/we will formally respond.
- Your email and our response will be recorded in a log of input the project team will keep over the duration of the project.
- Every month, a report of the input received, and any responses available, will be provided to the Citizens Task Force members as materials for a new standard agenda item, 'Public Input Report'. (I will suggest that we aim to provide the report to them as pre-reading materials for each upcoming meeting, to allow the CTF members time to review and absorb.)

Ultimately, I will share this process with the CTF and the resulting agreements reached with them will be what is included in the *Public Participation Plan*.

We will be in touch soon with our response to you. Thank you for email and forwarding this information to us.

Respectfully,
Jenn

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>>> On 7/31/2012 at 9:51 PM, "Tabili, Laura - (tabili)" <tabili@email.arizona.edu> wrote:

Just wanted to pass something in light of the upcoming discussion of the Broadway Traffic Study at the next CTF meeting. It is a "Request for Proposal" from the City of Portland - they are seeking a consultant to revise their transportation performance measure away from the traditional Level of Service (LOS). A few quotes from the RFP:

The purpose of this project will be to develop and adopt standards that will be used to measure the performance of the City of Portland's transportation system. The City of Portland has existing performance

standards in its Transportation System Plan (TSP) that are based on level of service (LOS) measures for motor vehicles. These include intersection based LOS measures that are used as a basis for determining the adequacy of transportation services in development review applications and volume-to-capacity (v/c) measures that are used in project and system planning. The existing LOS standards and measures, which focus only on motor vehicle levels of service, do not reflect the City of Portland's current practice which emphasizes and promotes a multimodal approach to transportation planning and providing transportation services. There is a need to adopt a new approach to measuring system performance that supports a multi-modal transportation system while considering community interests and also meeting the performance standards requirements mandated by the State of Oregon and the Metro regional government for state and regional facilities.

Likewise, from later in the RFP, the State of Oregon allows flexibility away from the LOS standard:

Portland's current performance measures are also partly based on state and regional requirements, including the Transportation Planning Rule (OAR 660-012), the Oregon Highway Plan and the Regional Transportation Plan. All three mandates have been recently amended to allow alternative performance standards which are not necessarily based on volume to capacity ratios.

The full RFP: http://bikeportland.org/wp-content/uploads/2012/07/LOS_RFP.pdf

Here's Bike Portland's take on it: <http://bikeportland.org/2012/07/30/city-of-portland-looks-to-go-beyond-auto-centric-level-of-service-standards-75257>

The main takeaway is that the LOS is NOT sacred - it is a long-used transportation engineering measure developed for auto traffic and is not well suited for multi-modal roadways.