

Ewing, R. Transportation Service Standards – As if People Matter.
Transportation Research Record 1400: 10-17.

This paper argues for a paradigm shift in performance measurements away from speed to personal mobility, accessibility, livability and sustainability, and it identifies and assesses alternative performance measures used around the United States.

Issues Raised

- The concept of LOS based on mobility, and specifically on operating speed, may make sense for travel outside of cities but not inside. Inside cities the government's responsibility is not to ensure that each and every trip will take place at a given speed but to provide "options" for travelers to move at acceptable speeds within given areas.
Mobility refers to populations.
Accessibility refers to land uses.
Livability refers to environments.
Sustainability refers to communities.
- Ewing notes that Washington State may be in "good shape" (this is a relatively old article...) because the state does not have minimum LOS to which cities and counties must adhere. Whereas Pierce County will be using congestion indexes rather than LOS, Bellevue has mobility management areas.
- There is an emphasis again on the need for area-wide LOS measures—covering the "entire trip" not by segment but by network
- LOS measures all yield a degree of roadway congestion
- Multimodal Mobility Measures: King County TSM (transportation system management)/TDM indexes (including auto, transit, and non-motorized) are weighted to reflect local priorities.
- Accessibility Measures: gravity models, APHA 1950 standards.

- Vehicles hours traveled is better than vehicle miles traveled to include clean air concerns