



THE UNIVERSITY OF TEXAS AT AUSTIN
CENTER FOR TRANSPORTATION RESEARCH

Multimodal Level of Service Methodologies: Evaluation of the Multimodal Performance of Arterial Corridors

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Outline

- Introduction
- Multimodal Level of Service Methodologies
- Case Study: Austin, Texas
- Results and Discussion
- Conclusions

Introduction

- Level of service (LOS) has been expanded beyond automobiles (MMLOS).
- No nationally accepted method for a unique performance measure.
- Limitation for planning projects that consider all modes.



Introduction

Objective

Evaluate the multimodal performance of arterial corridors using currently available MMLOS methodologies.

Contributions

- (1) Comprehensive review of available MMLOS methodologies.
- (2) Evaluation and contrasting of MMLOS approaches with a case study.
- (3) Insights on the multimodal evaluation procedures for arterial corridors.

MMLOS Methodologies

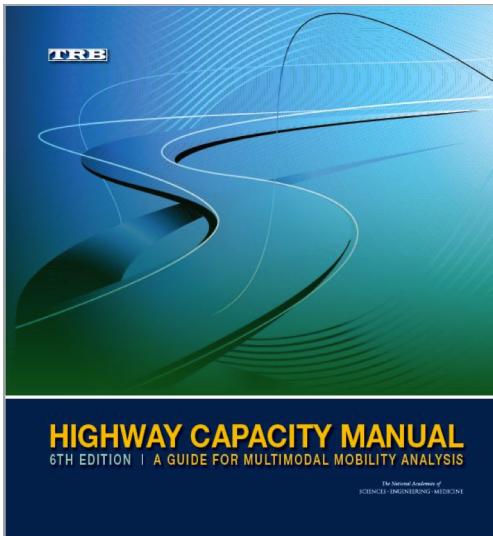
Method	Mode*		
	Pedestrian	Bicycle	Transit
<i>HCM</i>	X	X	
<i>TCQSM</i>			X
<i>Charlotte's USDG</i>	X	X	
PEQI & BEQI	X	X	
BCI		X	
LTS		X	
DI	X	X	X
Walk Score® Bike Score® Transit Score®	X	X	X

*Automobile LOS is the most developed methodology and has uniform acceptance. Therefore, it is not included above.

MMLOS Methodologies

HCM

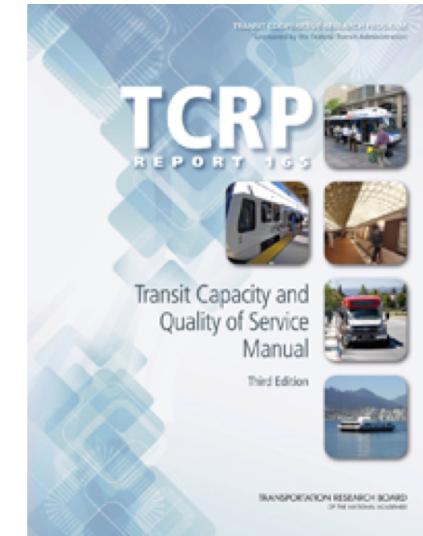
- 2010 (5th) edition includes multimodal analysis framework using information about demand, control, and geometry
- Letter score range: A to F



TCQSM

(Transit counterpart to the HCM)

- Distinguishes between demand-responsive and fixed-route
- Applied at a street-segment level
- Letter score range: A to F



MMLOS Methodologies

Charlotte's *USDG*

(Developed by the City Council of Charlotte,
North Carolina)

- Adds or subtracts points for the presence or absence of features
- Scores range from 0 to 100 and then converted into an A to F range



URBAN
STREET
DESIGN
GUIDELINES



Adopted by Charlotte City Council
October 22, 2007

PEQI & BEQI

(Developed by The San Francisco Department of Public Health)

- Relies on observational surveys using checklists
- Scored on a scale from 0 to 100

Pedestrian Environmental Quality Index (PEQI) Survey:

Neighborhood:	Surveyed By:	Survey Date:																											
Project:	Date Entered into Database:																												
INTERSECTIONS																													
Intersection CNN #:	Primary Street:	Secondary Street:																											
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">1. Crosswalk</td> <td style="width: 33%;">2. Ladder Crosswalk</td> <td style="width: 33%;">3. Pedestrian Signal</td> </tr> <tr> <td>WITH count-down</td> <td>NO count-down</td> <td></td> </tr> <tr> <td><input type="checkbox"/> 4 Directions</td> <td><input type="checkbox"/> 3 Directions</td> <td><input type="checkbox"/> 1 Direction</td> </tr> <tr> <td><input type="checkbox"/> None</td> <td></td> <td></td> </tr> </table>			1. Crosswalk	2. Ladder Crosswalk	3. Pedestrian Signal	WITH count-down	NO count-down		<input type="checkbox"/> 4 Directions	<input type="checkbox"/> 3 Directions	<input type="checkbox"/> 1 Direction	<input type="checkbox"/> None																	
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4. Signal at Intersection: <input type="checkbox"/> Yes	<input type="checkbox"/> No
If Yes - Crossing Time: (seconds)	

5. Crossing Speed: <input type="checkbox"/> Intersection Length: (feet, walking along Primary Street)	<input type="checkbox"/> Faster than 3.5 ft/sec
<input type="checkbox"/> 5. Crossing Speed: (Length, feet / Crossing Time, seconds)	<input type="checkbox"/> Slower than 3.5 ft/sec

6. Crosswalk Scramble: <input type="checkbox"/> Yes	<input type="checkbox"/> No
-----------------------------------------------------	-----------------------------

7. Additional Signs for Pedestrians: Yes No

8. Streets: Street: <input type="checkbox"/> Cross Street #1: <input type="checkbox"/> Cross Street #2: <input type="checkbox"/>	Comments: <input type="checkbox"/>
9. Indicators: Indicator: <input type="checkbox"/> Vehicle Traffic: <input type="checkbox"/> 10. Number of Lanes: (not including turning only lanes)	Indicator Values: <input type="checkbox"/> 4+ Lanes <input type="checkbox"/> 3 Lanes <input type="checkbox"/> 2 Lanes <input type="checkbox"/> 1 Lane <input type="checkbox"/> No Lanes
	Comments: <input type="checkbox"/>

MMLOS Methodologies

Level of Traffic Stress (LTS)

(Developed by The Mineta Transportation Institute)

- Used by Oregon DOT and StreetScore+, among other agencies
- Score types: LTS1, LTS2, LTS3, and LTS4

Configuration	Level of Traffic Stress
Single right-turn lane up to 150 ft. long, starting abruptly while the bike lane continues straight, and having an intersection angle and curb radius such that turning speed is ≤ 15 mph.	LTS ≥ 2
Single right-turn lane longer than 150 ft. starting abruptly while the bike lane continues straight, and having an intersection angle and curb radius such that turning speed is ≤ 20 mph.	LTS ≥ 3
Single right-turn lane in which the bike lane shifts to the left but the intersection angle and curb radius are such that turning speed is ≤ 15 mph.	LTS ≥ 3
Single right-turn lane with any other configuration; dual right-turn lanes; or right-turn lane along with an option (through-right) lane.	LTS = 4

Speed Limit of Street Being Crossed	Width of Street Being Crossed		
	Up to 3 lanes	4 - 5 lanes	6+ lanes
Up to 25 mph	LTS 1	LTS 2	LTS 4
30 mph	LTS 1	LTS 2	LTS 4
35 mph	LTS 2	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4

Speed Limit of Street Being Crossed	Width of Street Being Crossed		
	Up to 3 lanes	4 - 5 lanes	6+ lanes
Up to 25 mph	LTS 1	LTS 1	LTS 2
30 mph	LTS 1	LTS 2	LTS 3
35 mph	LTS 2	LTS 3	LTS 4
40+	LTS 3	LTS 4	LTS 4

Bicycle Compatibility Index (BCI)

- Uses linear regression model
- Geometric and operational characteristics
- Score range: A to F

$\text{BCI} = 3.67 - 0.966\text{BL} - 0.410\text{BLW} - 0.498\text{CLW} + 0.002\text{CLV} + 0.0004\text{OLV}$ $+ 0.022\text{SPD} + 0.506\text{PKG} - 0.264\text{AREA} + \text{AF}$	
where:	
BL = presence of a bicycle lane or paved shoulder ≥ 0.9 m	PKG = presence of a parking lane with more than 30 percent occupancy
no = 0 yes = 1	no = 0 yes = 1
BLW = bicycle lane (or paved shoulder) width m (to the nearest tenth)	AREA = type of roadside development residential = 1 other type = 0
CLW = curb lane width m (to the nearest tenth)	AF = $f_t + f_p + f_{rt}$
CLV = curb lane volume vph in one direction	where:
OLV = other lane(s) volume - same direction vph	f_t = adjustment factor for truck volumes (see below)
SPD = 85th percentile speed of traffic km/h	f_p = adjustment factor for parking turnover (see below)
	f_{rt} = adjustment factor for right-turn volumes (see below)

MMLOS Methodologies

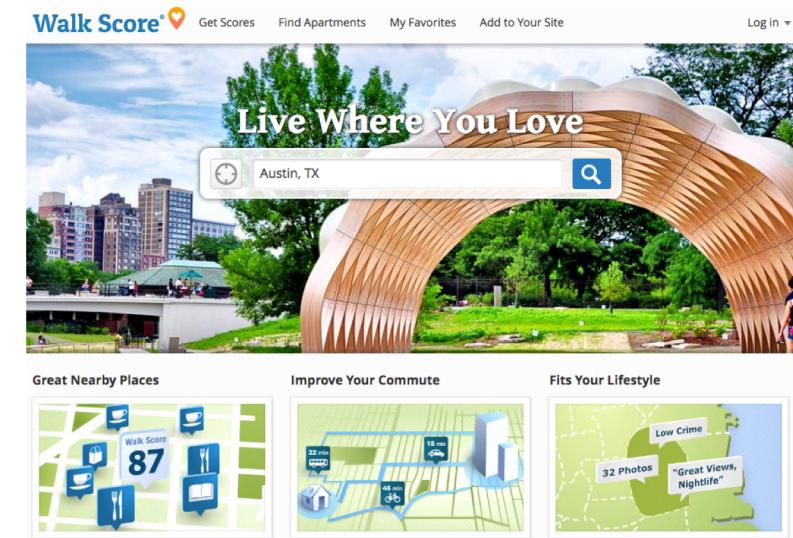
Deficiency Index (DI)

- Classifies features into physical, operational, and intermodal groups
- DI values are averaged per feature group, then per mode
- Score range: 0 to 18

Mode	Characteristics to Describe Physical Features	Characteristics to Describe Operational Features	Characteristics to Describe Intermodal Features
Auto	c ₁ : lane width (3.0) c ₂ : presence of parking (3.3) c ₃ : presence of median (3.1) c ₄ : frequency of median breaks (3.2) c ₅ : frequency of driveways (3.7)	c ₁ : vehicle volume/capacity ratio (4.2) c ₂ : average travel speed (3.7) c ₃ : signal progression (4.1) c ₄ : number of vehicle stops (4.1) c ₅ : travel time reliability (3.6) c ₆ : incident recovery time (3.6)	c ₁ : delay caused by transit (2.4) c ₂ : delay caused by pedestrians (2.4) c ₃ : delay caused by bicycles (2.0)
Transit	c ₁ : percent of transit stops with shelters (3.1) c ₂ : percent of transit stops with benches (2.9) c ₃ : maintenance quality of transit stops (3.0)	c ₁ : headway (4.2) c ₂ : transit travel time (3.7) c ₃ : headway variability (4.1) c ₄ : passenger crowding (3.4) c ₅ : hours of operation (3.9)	c ₁ : delay caused by auto mode (3.5) c ₂ : accessibility by pedestrians (3.8) c ₃ : accessibility by bicycles (2.8)
Pedestrian	c ₁ : existence of sidewalks (4.6) c ₂ : width of sidewalks (3.6) c ₃ : condition of sidewalks (3.5) c ₄ : distance from vehicular traffic (3.5) c ₅ : crossing conditions (4.3) c ₆ : ADA accessibility (3.5)	c ₁ : pedestrian volume/capacity ratio (2.8) c ₂ : midblock crossing delay (3.3) c ₃ : intersection crossing delay (3.8)	c ₁ : auto impact on pedestrians (4.1) c ₂ : transit impact on pedestrians (2.8) c ₃ : bicycle impact on pedestrians (2.2)
Bicycle	c ₁ : existence of bicycle lane (4.2) c ₂ : width of outside through lane (3.7) c ₃ : travel lane pavement quality (3.8) c ₄ : width of shoulder (3.9) c ₅ : shoulder pavement quality (3.8) c ₆ : presence of auto parking (3.7)	c ₁ : bicycle comfort (2.8) c ₂ : intersection crossing delay (3.3) c ₃ : bicycle speed (2.8)	c ₁ : auto impact on bicycles (4.4) c ₂ : transit impact on bicycles (2.9) c ₃ : pedestrian impact on bicycles (2.2)

Walk , Bike, and Transit Score® (Developed by Front Seat Management)

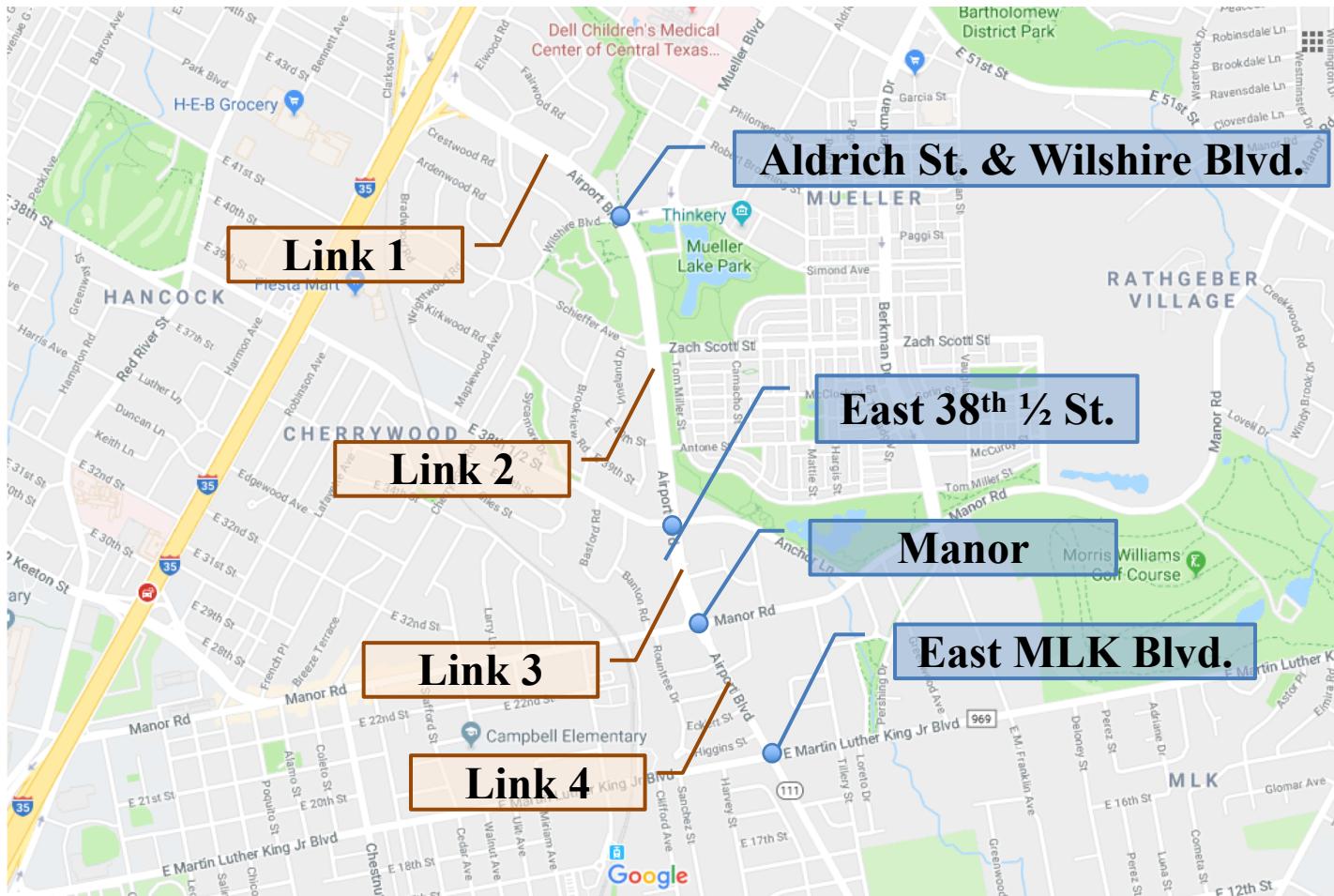
- Web-based tools
- Uses a variety of data sources (e.g. Google, Localeze, U.S. Census)
- Scored on a scale from 0 to 100



Case Study: Austin, Texas

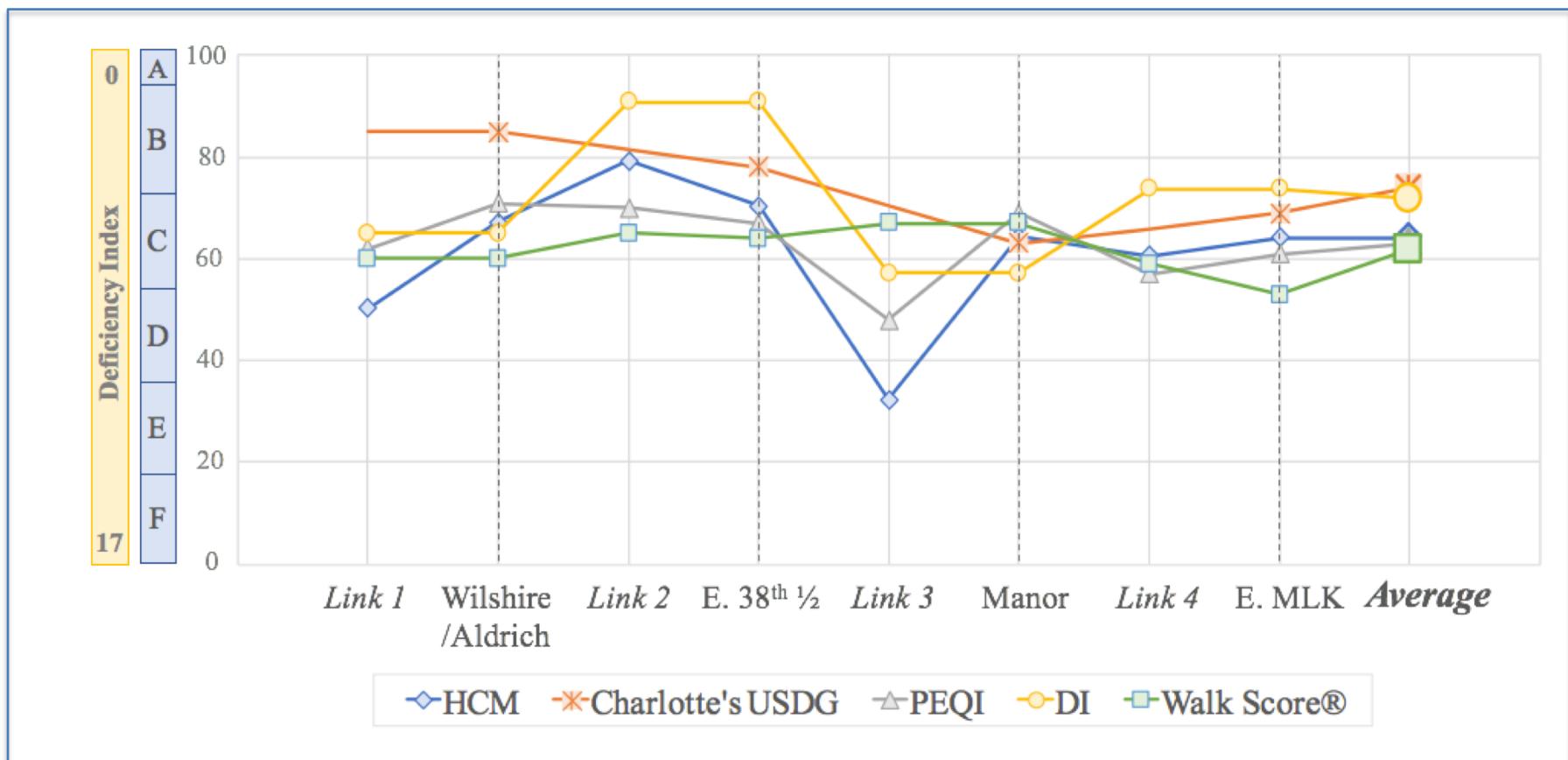
- Airport Boulevard (1.1-mile segment)
- Includes four major signalized-intersections:
 - Aldrich Street/Wilshire Boulevard
 - East 38th ½ Street
 - Manor Road
 - East Martin Luther King Jr. (MLK) Boulevard
- Applied at intersection and street-segment level

Case Study: Austin, Texas



Results and Discussion

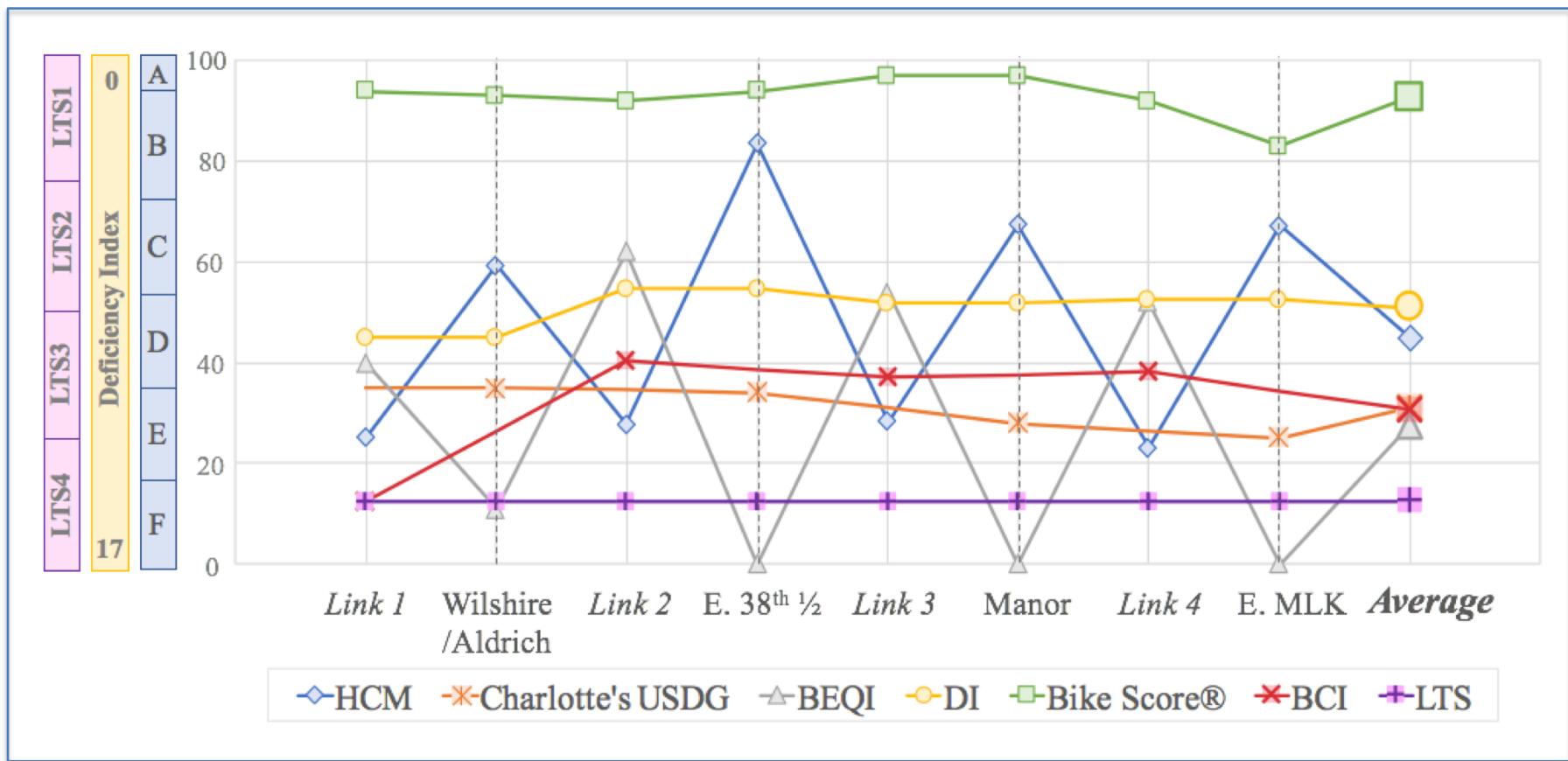
Pedestrian Level of Service



Note: The X-axis represents the corridor. Thus, links and intersections are intercalated.

Results and Discussion

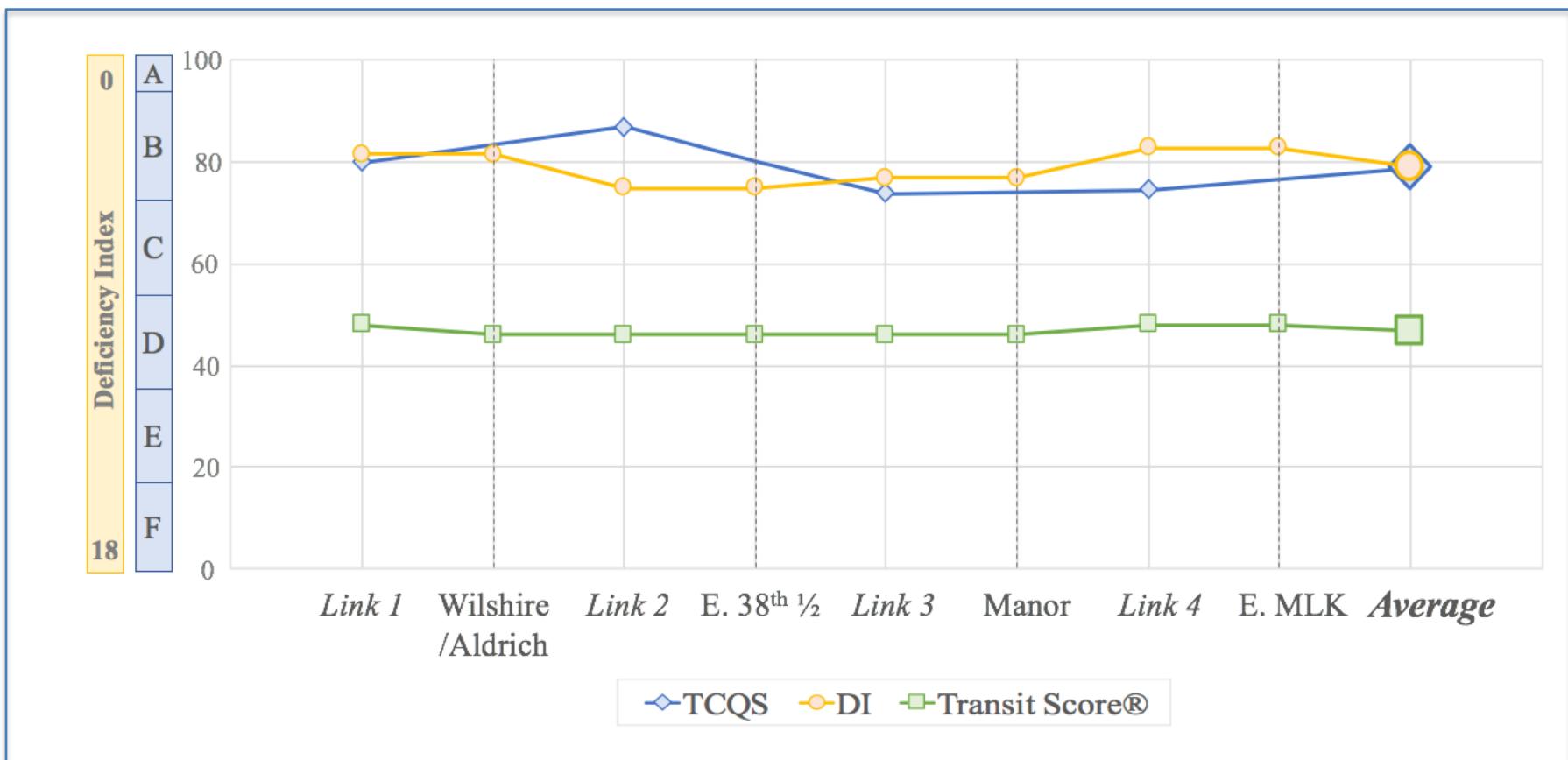
Bicycle Level of Service



Note: The X-axis represents the corridor. Thus, links and intersections are intercalated.

Results and Discussion

Transit Level of Service



Note: The X-axis represents the corridor. Thus, links and intersections are intercalated.

Results and Discussion

Method	Pros	Cons
HCM	<ul style="list-style-type: none">Evaluates both intersection and links	<ul style="list-style-type: none">Not easy to apply
	<ul style="list-style-type: none">Considers interaction of modes	<ul style="list-style-type: none">Requires training and technical knowledge
	<ul style="list-style-type: none">Strong research background	<ul style="list-style-type: none">Requires detailed data collection
TCQSM	<ul style="list-style-type: none">Easy to apply using the spreadsheet tool	<ul style="list-style-type: none">Requires detailed data collection
	<ul style="list-style-type: none">Considers interaction of modes	
	<ul style="list-style-type: none">Strong research background	
Charlotte's USDG	<ul style="list-style-type: none">Easy to apply using the spreadsheet tool	<ul style="list-style-type: none">Does not evaluate link segments
	<ul style="list-style-type: none">Detailed intersection assessment	
PEQI & BEQI	<ul style="list-style-type: none">Evaluates both intersection and links	<ul style="list-style-type: none">Bicycle intersection assessment only considers three features
	<ul style="list-style-type: none">Easy to apply	<ul style="list-style-type: none">Subjective scale of application
	<ul style="list-style-type: none">Requires minimal basic training	
LTS	<ul style="list-style-type: none">Easy to apply	<ul style="list-style-type: none">Does not evaluate pedestrian and transit
	<ul style="list-style-type: none">Evaluates both intersection and links	
	<ul style="list-style-type: none">Does not require intense data collection	

Results and Discussion

Method	Pros	Cons
BCI	<ul style="list-style-type: none">· Easy to apply· Does not require intense data collection	<ul style="list-style-type: none">· Does not evaluate intersections· Does not evaluate pedestrian and transit
Deficiency Index (DI)	<ul style="list-style-type: none">· Evaluates pedestrian, bicycle, and transit using comparable measures· Considers interaction of modes· Can be used in conjunction with other methods	<ul style="list-style-type: none">· Requires technical knowledge· Subjective scale of application
Walk Score®	<ul style="list-style-type: none">· Evaluates pedestrian, bicycle, and transit using comparable measures	<ul style="list-style-type: none">· Not sensitive to infrastructure deficiencies (e.g. lack of bike lane or sidewalk)
Bike Score®	<ul style="list-style-type: none">· Easy to apply	<ul style="list-style-type: none">· Methodology not reproducible
Transit Score®	<ul style="list-style-type: none">· Does not require data collection process· Evaluates both intersection and links	

Conclusions

- The multimodal analysis should be applied separately for each mode.
- Aggregation of results to one overall LOS requires judgement in terms of weighting modes, and therefore biases results.
- *HCM* and *TCQSM* allow a technical methodology that is replicable and comparable. Therefore, provide a MMLOS assessment that is suitable for a corridor evaluation.
- The DI is the most robust method. However, it requires technical knowledge and its application is subjective to user expertise. It is recommended to be used in combination with other methods.



Questions or Comments?

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THANKS