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Stats for Your State | Transportation Decoders | Issue Areas | In The News | Library | Transfer Bulletin | Reports | Grassroots Coalition | About Us | Home



Transfer

Surface Transportation Policy Project's Electronic Update

January 24, 2002 - Volume 8, Issue 1

- [Transfer Headline](#)
- [Past Issues](#)
- [Health and Safety](#)
- [Economic Prosperity](#)
- [Equity and Livability](#)
- [Environment](#)
- [Join Our Coalition](#)
- [Action Center](#)
- [Donate](#)

Bicycle Advocates Gear Up for Reauthorization



Bikes Belong, an organization of bicycle manufacturers, has pledged \$500,000 to support a new campaign by the top national bicycling organizations to push for pro-bicycling policies in the reauthorization of TEA-21. The new bike TEA-3 campaign coalition plans to hire Martha Roskowski, Executive Director of Bicycle Colorado, to manage the campaign.

The coalition includes the Adventure Cycling Association, the Association of Pedestrian and Bicycle Professionals, the Bikes Belong Coalition, the International Mountain Bicycling Association, the League of American Bicyclists, the National Center for Bicycling & Walking, Rails-to-Trails Conservancy, and the Thunderhead Alliance. STPP is a non-voting member of the group.

"Bikes Belong is following through with its commitment to put more people on bikes more often by supporting this major legislative battle," said John Burke, President of the Bikes Belong Coalition.

Meanwhile, the Association of Pedestrian and Bicycle Professionals (APBP) has issued its platform for reauthorization, which aims to mainstream bicycling and walking, strengthen the role of bicycle and pedestrian programs established in ISTEA and TEA-21, and to initiate new programs. For more information on APBP's legislative agenda for reauthorization, visit www.apbp.org.

TRB Meets, Debates Level of Service



The Transportation Research Board's annual meeting in Washington last week included a

debate over the future of the Level of Service (LOS) measure of road quality. In this session, Adolf D. May of the University of California at Berkeley moderated as five panelists debated the usefulness of LOS, which grades roads from "A" to "F" based on volume and capacity or intersection wait. The majority of the panelists agreed that current LOS measures need to be substantially adjusted, or even scrapped, to allow for a broader definition of effectiveness. Panelists noted that although LOS is the measure used most frequently in traffic impact analysis of new developments, it is easily "gamed" to suit developers' purposes. Several participants also commented that the current LOS measure also usually penalizes roads for providing good pedestrian crossings, frequent bus stops, and similar transportation improvements. The implications of this debate are enormous, as LOS is commonly used as the primary justification