Council work session agenda

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Tuesday, April 13, 2021 **2:00 PM** **https://zoom.us/j/471155552 or 877-853-5257 (toll free)**

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2:00 Call to Order and Roll Call

Work Session Topics:

2:05 Regional Mobility Policy Update: Potential Mobility Policy Elements and Most Promising Measures — 21-5520

Presenter(s): Margi Bradway, Metro
Kim Ellis, Metro

Attachments: Work Session Worksheet
Adopted Project Purpose and Objectives
OHP Mobility White Paper FactSheet
Mobility Policy Elements and Promising Measures
Spring 2021 Engagement FactSheet

2:50 Chief Operating Officer Communication

2:55 Councilor Communication

3:00 Adjourn

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February 2017

Regional Mobility Policy Update: Potential Mobility Policy Elements and Most Promising Measures
Work Session Topics

Metro Council Work Session
Tuesday, April 13, 2021

REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES

Date: March 31, 2021

Department: Planning and Development

Meeting Date: April 13, 2021

Prepared by:
Kim Ellis, kim.ellis@oregonmetro.gov

Presenters: Margi Bradway, Deputy Director and Kim Ellis, Project Manager

Length: 45 minutes

ISSUE STATEMENT

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how we define and measure mobility in the Portland region in the Oregon Highway Plan (OHP), Regional Transportation Plan (RTP), local transportation system plans (TSPs) and corridor plans, and during the local comprehensive plan amendment process.

The current 20-year old mobility policy is contained in both the 2018 Regional Transportation Plan (RTP) and Policy 1F (Highway Mobility Policy) of the Oregon Highway Plan (OHP). The policy relies on a vehicle-based measure of mobility (and thresholds) to evaluate current and future performance of the motor vehicle network during peak travel periods. The measure, also known as the v/c ratio, is the ratio of motor vehicle volume to motor vehicle capacity of a given roadway.

The 2018 RTP failed to meet state requirements for demonstrating consistency with the OHP Highway Mobility Policy (Policy 1F) under the current mobility targets for the region. As a result, ODOT agreed to work with Metro to update the mobility policy for the Portland metropolitan area in both the 2018 RTP and OHP Policy 1F.

The 2018 RTP is built around four key priorities of advancing equity, mitigating climate change, improving safety and managing congestion. The plan recognizes that our growing and changing region needs an updated mobility policy to better align how we measure the performance and adequacy of the transportation system for both people and goods to serve planned land uses. The comprehensive set of shared regional values, goals and related desired outcomes identified in the RTP and 2040 Growth Concept, as well as local and state goals will guide to this update.

What is the Regional Mobility Policy?
State, regional and local transportation plans have many policies; the mobility policy is just one of them.

Last updated in 2000, the region's mobility policy relies on a vehicle-based measure of mobility and thresholds adopted in the Regional Transportation Plan (RTP) and Policy 1F of Oregon Highway Plan (OHP). The measure is referred to as the volume-to-capacity ratio (v/c ratio).

In the past, people often thought of mobility as our system of roads and how we use them—the way traffic flows throughout the day. And, historically, planners and engineers have evaluated performance of transportation systems using the v/c measure for these purposes:

- System planning for the future*
- Evaluating impacts of local comprehensive plan amendments*
- Mitigating development impacts
- Managing and designing roads

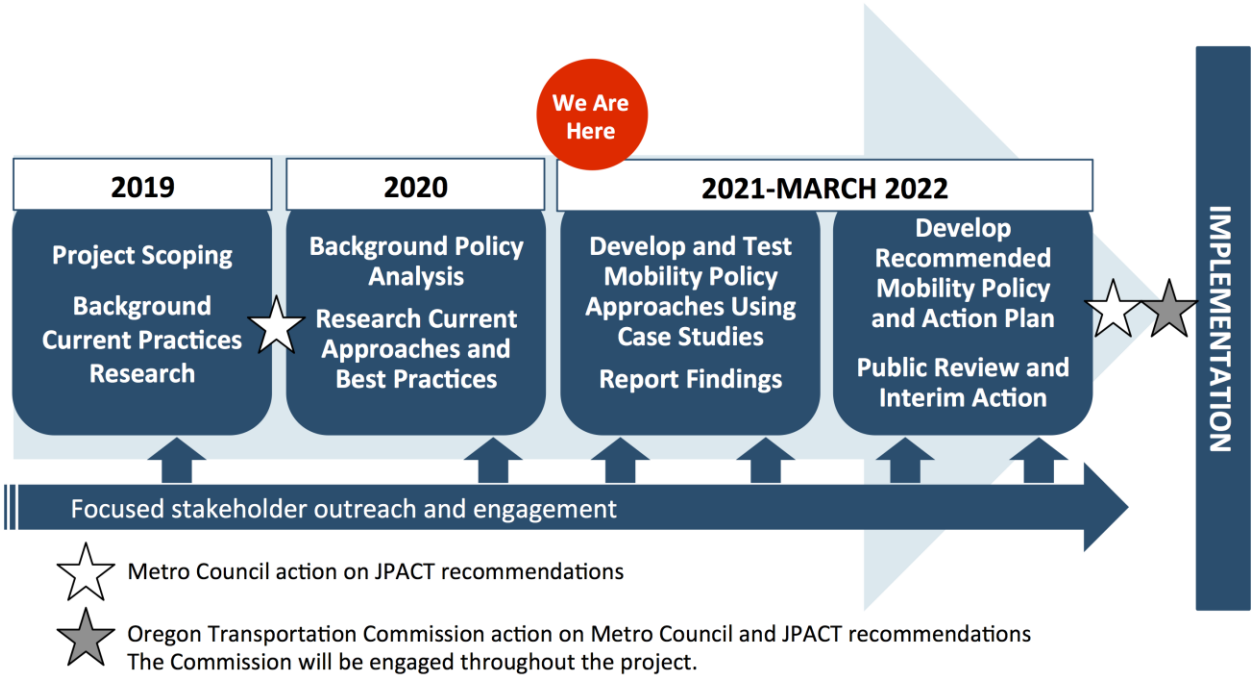
That is limiting for a growing region and transportation system that is far more complex. An improved mobility policy should consider and balance mobility for people riding a bus or train, biking, walking or moving goods. It should consider why, where, and when people need to travel, how long it takes to reach a destination, how reliable the trip is and if the system is safe for all users.

* The focus of this update.

Project timeline

Shown in **Figure 1**, the Regional Mobility Policy update began in 2019 and will be completed March 2022.

Figure 1. Project Timeline



A summary of activities and products completed to date follows.

2019 Activities and Products

From April to Dec. 2019, Metro and ODOT worked closely together and with local, regional and state partners to scope the project, seeking feedback on the project objectives and proposed approach. JPACT and the Metro Council approved the project work plan and engagement plan for this effort in November and December 2019, respectively.

A **Scoping Summary factsheet** describing the process and key themes from stakeholder feedback and a **Stakeholder Interviews Report** posted on the project website at: oregonmetro.gov/mobility.

Overall, there is broad support and enthusiasm for an updated policy that accounts for all modes of travel and a broader array of outcomes beyond the level of vehicle congestion. Stakeholders also broadly supported the project objectives and the need for an updated policy. See **Attachment 1** for the project objectives adopted in the work plan by JPACT and the Metro Council in 2019**.**

2020 Activities and Products

Several activities were completed in 2020 that will serve as foundational resources for the remainder of the project:

- **Consultant Selection Process.** From January to July, Metro and ODOT finalized an Intergovernmental Agreement (IGA) and completed the consultant selection process. Led by Kittelson and Associates, the selected consultant team also includes land use and transportation planners, engineers, attorneys and engagement specialists from several firms, including Fehr and Peers, Angelo Planning Group, Equitable Cities LLC, Bateman Seidel and JLA Public Involvement.

- **Portland State University's Synthesis Research on Current Measures and Tools.** From late Fall 2019 to June 2020, the Transportation Research and Education Center (TREC)/Portland State University documented current mobility-related performance measures and methods being used in the Portland region, statewide and nationally. The report reviews the existing mobility policy and summarizes current practices in measuring multimodal mobility. Intended to serve as a starting point, key findings from this work include:
    - There is no single definition of mobility throughout the transportation industry. The definition of mobility and the types of measures, methods and thresholds chosen will have significant impacts on the outcomes.
    - A variety of measures and methods are available to consider that are already used locally, regionally and by ODOT; no single measure emerged that could clearly apply to all applications (i.e., system planning, plan amendments, development review, roadway design and management/operations).
    - There is a need to consider measures that can show progress toward multiple RTP goals, including transportation equity, safety, climate leadership, accessibility, system completeness, and reliability.
    - Methods and thresholds should be well-documented and based on substantial evidence (i.e., academic/scientific research).
    - Existing data and tools cannot account for all the things we want to account for – particularly pedestrian travel and transportation demand management. The updated policy, measures and methods will drive future data collection and analysis tool development/refinement.
    - It is important that legal, planning, development review and engineering practitioners be engaged throughout the process and especially around how the policy gets implemented.

- **ODOT Oregon Highway Plan Mobility Policy White Paper.** The Oregon Transportation Commission (OTC) will be updating the Oregon Transportation Plan and Oregon Highway Plan during the next couple of years and will conduct its own statewide stakeholder engagement process to inform those plan updates. This project provides an opportunity for coordination and for the region to help inform those efforts. In August 2020**,** ODOT prepared a complementary white paper documenting the history and current use of the mobility policy statewide as well as considerations and potential approaches for updating the policy. The white paper includes a summary of

stakeholder interviews. A factsheet summarizing key findings from the white paper is provided in **Attachment 2**.

- **Research on Examples of Current Approaches in the Portland Area.** Since the 1990's, the current regional mobility policy has guided how streets and highways are planned for and managed in communities in the greater Portland area. The project team worked with individual cities and counties and county coordinating committees technical advisory committees (TACs) to identify and document examples of how the current mobility policy has been applied in the Portland region – in transportation system plans (TSPs), a corridor plan, several comprehensive plan amendments, local development review proposals with a transportation impact analysis and project design.

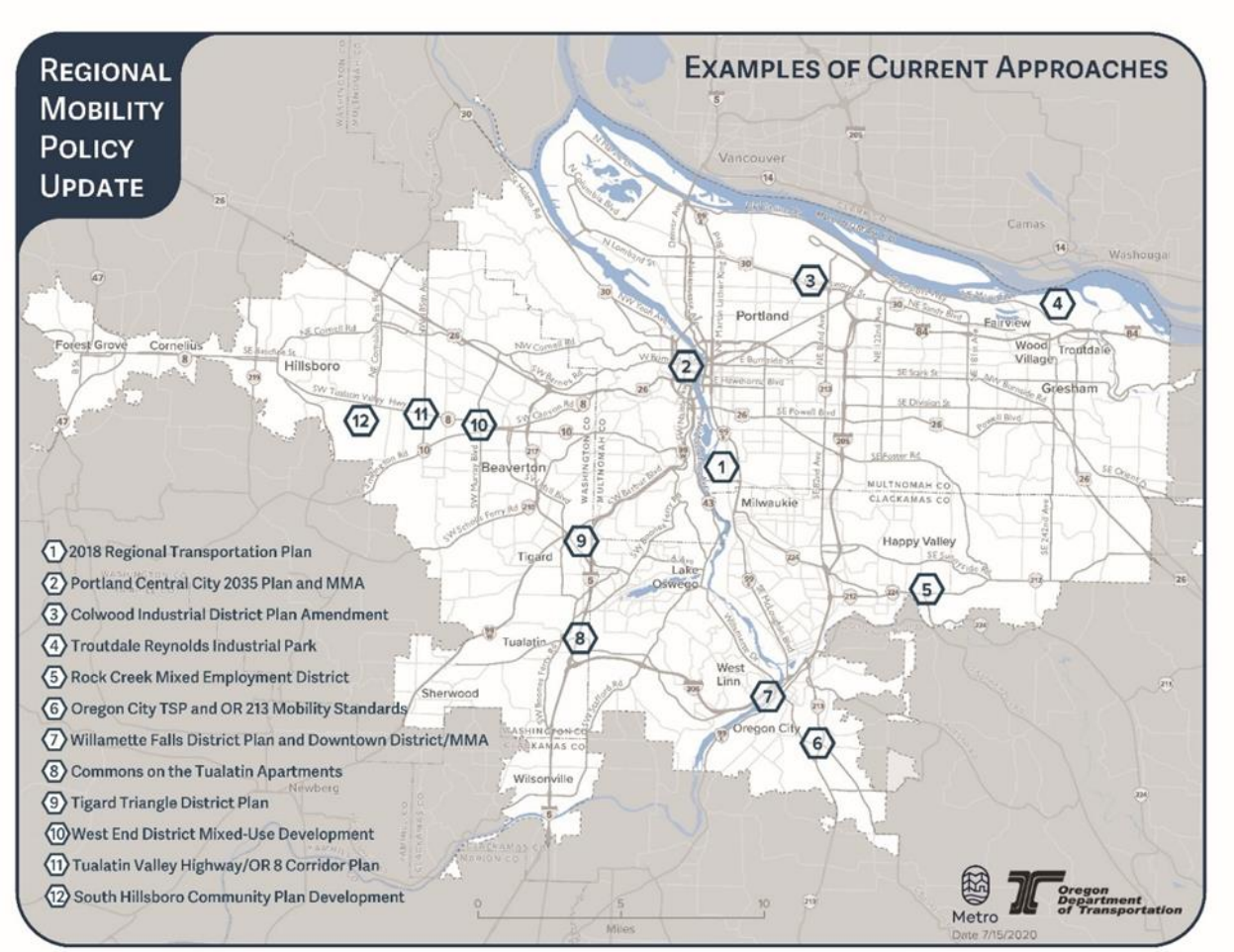
Figure 2. Applications of the current mobility policy

The research found the v/c ratio is more strictly applied as we move from system planning to plan amendments to development review to project design. It is a target in system plans and but often used as a standard in the other three applications.

Shown in **Figure 3,** the selected examples cover a range of state and regional transportation facilities (i.e., throughways[1] and state- and locally-owned arterials, including state and regional freight routes and enhanced transit corridors), 2040 land use contexts, geographies and availability of travel options. The research identifies strengths and weaknesses of the current v/c measure and policy as well as opportunities for improvement to be addressed with the updated mobility policy for the Portland area.

[1] Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.

Figure 3. Locations of Examples of Current Approaches



Key findings from this work include:

Transportation system planning

- The current mobility policy and v/c measures are typically used in combination with other multimodal policies and measures in the development of transportation system plans and are not a barrier to good decision-making in transportation system plans.
- The v/c ratio as the only measure of mobility is not consistent with the current view of mobility being about people and goods, not just motor vehicles. The updated mobility policy and measures need to reflect the many aspects of mobility, including all users' ability to get to the places they want or need to go by a range of modes. Flexibility is needed to apply different approaches in different areas based on land use and transportation contexts and multimodal functions of transportation facilities.

System Planning

Under Oregon's land use program, system planning results in a land use decision that integrates land use and transportation to provide long-range direction on the development of transportation facilities and services for all modes to serve adopted land use plans. System planning includes regional and local transportation system plans, corridor plans, ODOT facility plans and other area plans.

- The financially constrained RTP project list developed during system planning serves as the basis for making subsequent plan amendment decisions under the Transportation Planning Rule (Section 0060). Unlike the RTP, local TSPs are not required to include a financially constrained project list, though some jurisdictions choose to do so.
- Metro applies the RTP RMP v/c targets on arterial roadway links during development of the RTP while local governments and ODOT apply the RTP and OHP v/c targets at both the roadway link and intersection levels. The OHP v/c targets are applied to state transportation facilities.

Plan amendments

- ODOT and local agencies would like more multi-modal measures that could be applied to plan amendments.
- Plan amendments should focus more on consistency with an adopted local transportation system plan not just consistency with the mobility policy v/c standard as the primary evaluation method.
- While the TPR provides more flexibility in evaluating plan amendments than is being utilized (Section -0060 references the facility owner' or operators' performance standards), many local governments evaluate transportation impacts of plan amendments using the OHP v/c standard because it constitutes the best known, most easily used and widely accepted measure.
- The OHP Policy 1F Table 7 mobility policy v/c thresholds are applied as standards to determine whether the plan amendment has a significant effect on state transportation facilities.
- There are a variety of mitigation options available (provided in Section -0060) to help meet the mobility policy when the OHP Table 7 v/c standard cannot be met on state transportation facilities, including safety improvements, multimodal improvements, and transportation system and demand management actions. However, the process of agreeing on methods and assumptions in pursuing these options can be time-consuming and costly.
- The v/c target used during system planning is often not met in many locations in financially constrained TSPs. This makes it difficult for subsequent plan amendments to meet the adopted mobility standard.
- In effect, the OHP v/c standard has more importance in plan amendments than during system planning.

Plan Amendments

Under Oregon's land use program, plan amendments are city or county land use decisions that change a comprehensive plan or zoning text or map within their boundary. Plan amendments must comply with the Oregon Transportation Planning Rule (Section -0060). This means a jurisdiction must determine if there are any significant impacts to planned transportation facilities and if so, mitigate those impacts.

The series of individual factsheets are being finalized and will be published on the project website in April. The examples will provide a starting point for testing potential measures and updated policy approaches this summer through 4 to 6 case studies.

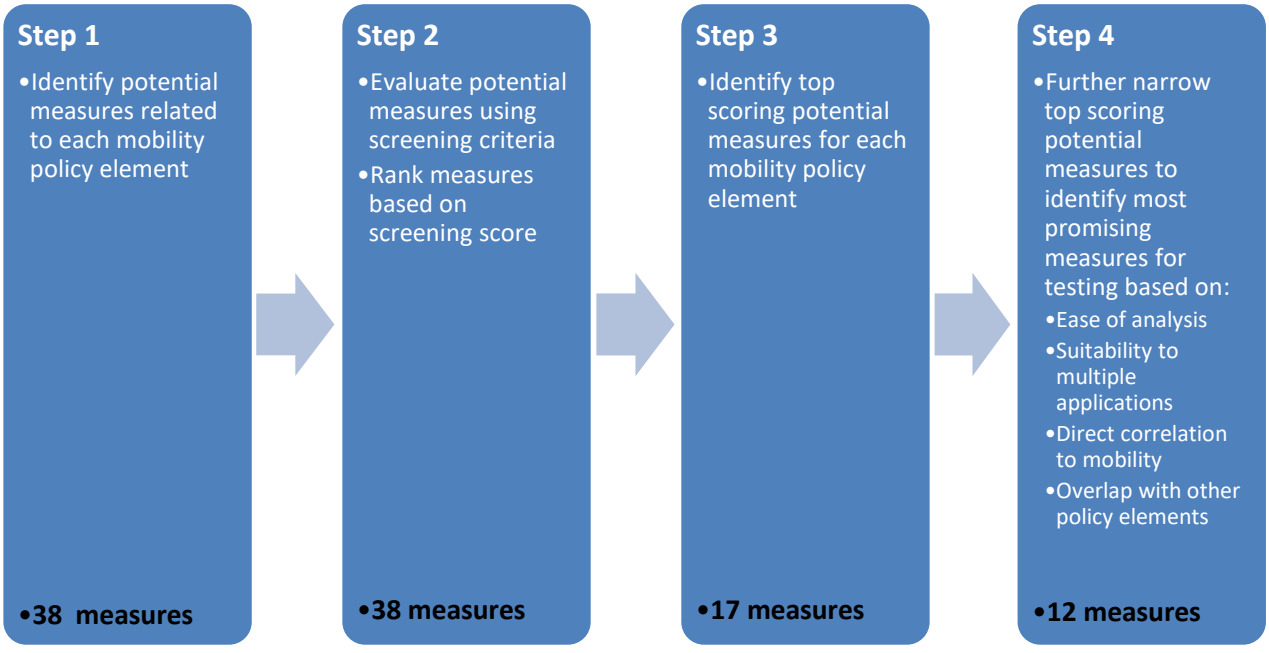
- **Research on State and Regional Policy Framework and Past Stakeholder Input on Mobility Shape Key Policy Elements and Potential Measures to Consider for Testing.** The project team reviewed existing state and regional policy documents and past stakeholder input from the 2018 Regional Transportation Plan update, development of the Get Moving 2020 funding measure and the Scoping Engagement Process for this effort.

  Based on this review and subsequent feedback received through two workshops with the Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) in fall 2020, five key transportation outcomes were identified as integral to how we view mobility in the Portland region:

  Potential Mobility Policy Elements
  - **Access –** All people and goods can get where they need to go.
  - **Time Efficiency –** People and goods can get where they need to go in a reasonable amount of time.
  - **Reliability –** Travel time is reliable or predictable for all modes.
  - **Safety –** Available travel options are safe for all users.
  - **Travel Options –** People can get where they need to go by a variety of travel options or modes.

TPAC and MTAC also provided feedback on criteria to be used to screen and select potential mobility performance measures for testing that address one or more mobility policy elements. Since January 2021, the Consultant team applied the criteria through a four-step process (shown in **Figure 4**) to narrow a list of 38 potential mobility measures to 12 potential mobility measures that appear most promising for testing through case studies this summer.

Figure 4: Screening Process to Inform Selection of Potential Mobility Measures for Testing



REGIONAL MOBILITY POLICY UPDATE: POTENTIAL MOBILITY POLICY ELEMENTS AND MOST PROMISING MEASURES

At this work session, staff will seek Metro Council initial feedback and direction on the potential policy elements and most promising measures these outcomes. **Attachment 3** summarizes the potential mobility policy elements and most promising measures for testing.

As shown in **Attachment 4**, throughout April and May, Metro and ODOT will engage regional advisory committees (JPACT and the Metro Policy Advisory Committee), county coordinating committees (staff and policy-levels), and other stakeholders to seek feedback on the key policy elements and most promising measures identified to date.

ACTION REQUESTED
Staff seeks Metro Council discussion and feedback on the key policy elements and most promising measures identified to date.

IDENTIFIED POLICY OUTCOMES
As directed by the 2018 RTP, this project will update the 20-year old "interim" mobility policy that is used to define and measure mobility in regional and local transportation system plans (TSPs), corridor plans, and during the plan amendment process in the Portland area. The project will develop a holistic alternative mobility policy and associated measures, targets, and methods for the Portland region. The project will advance the RTP policy goals for addressing equity, climate, safety and congestion as well as support other state, regional and local policy objectives, including implementation of the 2040 Growth Concept and the region's Climate Smart Strategy.

In addition, this project will develop guidance to jurisdictions on how to balance multiple policy objectives and document adequacy, i.e. consistency with the RTP and OHP, in both transportation system plans (TSPs) and plan amendments, when there are multiple measures and targets in place. Finally, the project will recommend considerations for future local, regional and state actions outside the scope of this project to implement the new policy and to reconcile differences between the new TSP and plan amendment measures and targets and those used in development review and project design processes.

POLICY QUESTIONS
1. Thinking about the different ways that people travel and goods move in our region, are the elements identified the most important elements of mobility to include in an updated state and regional mobility policy for the Portland region?
2. Does the Council have initial feedback on the most promising performance measures being considered for testing through case studies?

POLICY OPTIONS FOR COUNCIL TO CONSIDER
Policy options for Council to consider include:

- **Option 1: Council supports the key policy elements and most promising measures**, as presented.
- **Option 2: Council provides feedback and direction to staff**, if the key policy elements and potential ways to measure them do not fully reflect Council's desired mobility outcomes.

STAFF RECOMMENDATIONS

Staff recommends that Council discuss and provide feedback on the key policy elements to include in the updated policy and most promising measures being considered for testing, pending feedback gathered during stakeholder engagement activities planned for April and May.

Together, the technical screening process and stakeholder input will help shape staff's recommendation to JPACT and Council on the key policy elements and measures recommended for testing through case studies. In June, staff will report back on stakeholder feedback received and seek JPACT and Council direction on the key policy elements and measures to be recommended for testing through case studies.

In summer, 2021, the project team will test the potential measures through case studies. In Fall 2021, staff will report the results of the case studies to stakeholders and decision-makers. Staff will continue to engage TPAC and MTAC in developing an updated regional mobility policy and implementation plan for public review and discussion in early 2022 by JPACT, MPAC, and the Metro Council.

STRATEGIC CONTEXT & FRAMING COUNCIL DISCUSSION

When the mobility policy update was defined and adopted unanimously in Chapter 8 of the 2018 RTP, JPACT and the Metro Council recognized this work must holistically advance the RTP policy goals for addressing equity, climate, safety, and congestion as well as support other state, regional and local policy objectives, including implementation of the 2040 Growth Concept and the region's Climate Smart Strategy. This understanding and direction provided by the Metro Council is reflected in the project work plan and engagement plan adopted by the Metro Council in 2019.

Legal Antecedents

- **Ordinance No. 18-1421** (For the Purpose of Amending the 2014 Regional Transportation Plan to Comply with Federal and State Law and Amending the Regional Framework Plan), adopted December 6, 2018.
- **Resolution No. 20-5086** (For the Purpose of Adopting the Fiscal Year 2020-21 Unified Planning Work Program and Certifying that the Portland Metropolitan Region is in Compliance with Federal Transportation Planning Requirements), adopted May 21, 2020.

Anticipated Effects

This project will recommend amendments to the mobility policy contained in the 2018 RTP and Policy 1F of the OHP for the Portland metropolitan region for consideration by JPACT, the Metro Council and the OTC.

Pending "tentative" approval and direction by the JPACT, the Metro Council and expressed support from the OTC, the updated policy will be applied in the next update to the RTP (due in Dec. 2023). In addition, the recommended policy will be forwarded to the OTC for consideration as an amendment to the OHP 1F (Table 7 and related policies for the state-owned facilities in the Portland region). Pending adoption in the 2023 RTP by JPACT and the Metro Council and amendment of the OHP by the OTC, the updated policy will guide

development of regional and local transportation plans and studies, and the evaluation of potential impacts of plan amendments and zoning changes subject to the Transportation Planning Rule.

Financial Implications

This project is accounted for in the 2020-21 budget approved by the Metro Council on June 18, 2020 and the 2020-2021 Unified Planning Work Program (UPWP) approved by the Metro Council on May 21, 2020. The project will rely on a combination of Metro's federal transportation planning grants and ODOT resources per the intergovernmental agreement between Metro and ODOT.

ATTACHMENTS

- Is legislation required for Council action? Not at this time
- What other materials are you presenting today?
  1. Adopted Project Objectives
  2. ODOT Oregon Highway Plan Mobility Policy White Paper
  3. Potential Mobility Policy Elements and Most Promising Performance Measures for Testing
  4. Stakeholder and Public Engagement - Spring 2021

Metro/ODOT Regional Mobility Policy Update

Project purpose and objectives

(as identified in work plan approved by JPACT and the Metro Council in 2019)

July 24, 2020

Project purpose

The purpose of this project is to:

- Update the regional transportation policy on how the Portland area defines and measures mobility for people and goods to better align how performance and adequacy of the transportation system is measured with broader local, regional and state goals and policies.
- Recommend amendments to the Regional Transportation Plan and Policy 1F of the Oregon Highway Plan (Table 7 and related policies for the state-owned facilities in the Portland metropolitan planning area boundary).

The updated policy will be considered for approval by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council as an amendment to the Regional Transportation Plan (RTP) as part of the next RTP update (due in 2023). The updated policy for state owned facilities will be considered for approval by the Oregon Transportation Commission (OTC) as an amendment to Policy 1F of the Oregon Highway Plan.

The updated policy will be applied within the Portland area metropolitan planning area boundary and guide the development of regional and local transportation system plans and the evaluation of the potential impacts of plan amendments and zoning changes on the transportation system as required by Section 0060 of the Transportation Planning Rule (TPR). In addition, the updated policy will provide a foundation for recommending future implementation actions needed to align local, regional and state codes, standards, guidelines and best practices with the new policy, particularly as it relates to mitigating development impacts and managing, operating and designing roads.

Project objectives

The 2018 RTP is built around four key priorities of advancing equity, mitigating climate change, improving safety and managing congestion. The plan recognizes that our growing and changing region needs an updated mobility policy to better align how we measure the performance and adequacy of the transportation system for both people and goods. The comprehensive set of shared regional values, goals and related desired outcomes identified in the 2018 RTP and 2040 Growth Concept, as well as local and state goals will provide overall guidance to this work.

The following project objectives will direct the development of the updated mobility policy that meets these broad desired outcomes for the Portland metropolitan region.

The project will amend the RTP and Policy 1F of the OHP to:

1. Advance the region's desired outcomes and local, regional and state efforts to implement the 2040 Growth Concept and 2018 RTP policy goals for advancing equity, mitigating climate change, improving safety and managing congestion.
2. Support implementation of the region's Climate Smart Strategy, the Statewide Transportation Strategy for Reducing Greenhouse Gas Emissions and related policies.

3. Provide a clear policy basis for management of and investment in the throughway[1] and arterial system to better manage growing motor vehicle congestion in the region in order to maintain interstate and statewide mobility on the throughway system while providing for intra-regional mobility and access by transit, freight and other modes of travel on the arterial roadway system and other modal networks.
4. Develop a holistic alternative mobility policy and associated measures, targets, and methods for the Portland region that focuses on system completeness for all modes and system and demand management activities to serve planned land uses. The updated policy will:
   a. Clearly and transparently define and communicate mobility expectations for multiple modes, users and time periods, and provide clear targets for local, regional and state decision-making.
   b. Provide mobility equitably and help eliminate disparities historically marginalized communities[2] face in meeting their travel needs.
   c. Address all modes of transportation in the context of planned land uses.
   d. Be innovative and advance state of the art practices related to measuring multimodal mobility.
   e. Use transportation system and demand management to support meeting mobility needs.
   f. Help decision-makers make decisions that advance multiple policy objectives.
   g. Address the diverse mobility needs of both people and goods movement.
   h. Balance mobility objectives with other adopted state, regional and community policy objectives, especially policy objectives for land use, affordable housing, safety, equity, climate change and economic prosperity. [3]
   i. Distinguish between throughway and arterial performance and take into account both state and regional functional classifications for all modes and planned land uses.
   j. Evaluate system completeness and facility performance for all modes to serve planned land uses as well as potential financial, environmental, greenhouse gas and community impacts of the policy, including impacts of the policy on traditionally underserved communities and public health.
   k. Recognize that mobility into and through the Portland region affects both residents across the region and users across the state, from freight and economic perspectives, as well as access to health care, universities, entertainment and other destinations of regional and statewide importance.
   l. Be financially achievable.
   m. Be broadly understood and supported by federal, state, regional and local governments, practitioners and other stakeholders and decision-makers, including JPACT, the Metro Council and the Oregon Transportation Commission.
   n. Be legally defensible for implementing jurisdictions.
   o. Be applicable and useful at the system plan, mobility corridor and plan amendment scales.

[1] Throughways are designated in the 2018 RTP and generally correspond to Expressways designated in the OHP.

[2] Historically marginalized communities are defined as people of color, people who do not speak English well, low income people, youth, older adults and people living with disabilities.

[3] Including the Oregon Transportation Plan, state modal and topic plans including OHP Policy 1G (Major Improvements), Oregon Transportation Planning Rule, Metro 2040 Growth Concept, Metro Regional Transportation Plan, Metro Regional Transportation Functional Plan and the Metro Congestion Management Process.

Project requirements and considerations

The project will address these requirements and considerations:

1. Comply with federal, state and regional planning and public involvement requirements, including Oregon's Statewide Planning Goals, ORS 197.180, the process set forth in OHP Policy 1F3 and associated Operational Notice PB-02.
2. Consider implications for development review and project design.
3. Consider implications for the region's federally-mandated congestion management process and related performance-based planning and monitoring activities.
4. Coordinate with and support other relevant state and regional initiatives, including planned updates to the Oregon Transportation Plan and Oregon Highway Plan, the ODOT Region 1 Congestion Bottleneck and Operations Study II (CBOS II), the ODOT I-205 Tolling Project, the ODOT I-5 Tolling Project, Metro Regional Congestion Pricing Study, the Metro Regional Transportation System Management and Operations (TSMO) Strategy update and the Metro jurisdictional transfer framework effort.
5. Document data, tools and methodologies for measuring mobility.
6. Provide guidance to jurisdictions on how to balance multiple policy objectives and document adequacy, i.e. consistency with the RTP and OHP, in both transportation system plans (TSPs) and plan amendments, when there are multiple measures and targets in place.
7. Recommend considerations for future local, regional and state actions outside the scope of this project to implement the new policy and to reconcile differences between the new system plan and plan amendment measures and targets and those used in development review and project design.

KEY FINDINGS BRIEF

OREGON HIGHWAY PLAN MOBILITY POLICY WHITE PAPER

OREGON DEPARTMENT OF TRANSPORTATION | AUGUST 2020

1 OREGON'S MOBILITY POLICY

"It is the policy of the State of Oregon to maintain acceptable and reliable levels of mobility on the state highway system, consistent with the expectations for each facility type, location, and functional objectives. Highway mobility targets will be the initial tool to identify deficiencies and consider solutions for vehicular mobility on the state system." —1999 Oregon Highway Plan (OHP) mobility policy

The Oregon Mobility Policy is intended to maintain acceptable and reliable levels of mobility on the state highway system, as reliable and continuous mobility is a key engine of economic opportunity and connectivity throughout the state. However, throughout the history of the mobility policy and continuing today, there have been situations where the highway mobility targets within the mobility policy have unintended outcomes. The policy states that mobility is to be measured with a vehicular volume-to-capacity ratio. This has led to stakeholder frustrations that focusing on the mobility of trucks and cars, rather than people and other modes, does not adequately reflect the current and future needs of the transportation system and surrounding community.

Over time ODOT has adapted the policy to make it more accommodating. Changes have included clarifying that the measures are targets not standards, allowing for land use contexts where they do not apply, and providing a clearer path towards alternate targets when needed. However, it is likely that further clarity and flexibility will be needed in the future.

The purpose of this paper is to understand the history and current use of the mobility policy and develop considerations, options, and potential approaches for updating the mobility policy as part of the next OHP and Oregon Transportation Plan (OTP) updates. Such an update could define what "acceptable and reliable levels of mobility" entail and explore different measures that more holistically reflect that definition. This will help the new OHP better provide for outstanding mobility options for all people throughout the state.

2 | CONSIDERATIONS FOR UPDATING THE POLICY

- Stakeholder desire for a more multimodal, network-focused policy
- Best practices from other states
- ODOT's more current planning documents and other mode plans
- Comprehensive plan amendments and the TPR
- Land use context and functional classification

SATISFYING ALL APPLICATIONS

Oregon is unique in that the current OHP mobility targets are used in a variety of applications. These include Transportation Planning Rule (TPR) compliance, development review, long-range transportation planning, and project delivery. Some of these applications are direct outcomes of legal mandates, while others are more flexible. Any changes to the policy must be able to be similarly applied to these processes and to be effective in a variety of applications.

STAKEHOLDER FEEDBACK

Local jurisdictions, stakeholders, and community members acknowledge that the OHP mobility targets are easy to use, measure, and understand. They have also expressed concern that interaction between the TPR and OHP highway mobility targets are having unintended and undesirable consequences in their communities, such as making it difficult to increase the planned land use densities in their comprehensive plans. They are concerned that the requirements to meet v/c standards give vehicle mobility precedence over other local objectives, such as active transportation operations and safety, compact land use planning, and economic development.

BEST PRACTICES FROM OTHER STATES AND OTHER ODOT DOCUMENTS

Many transportation agencies around the country are using performance measures to evaluate various dimensions of mobility, focusing less on eliminating peak-hour congestion and more on improving mobility as a whole. When mobility is defined as a more robust measure than simply the absence of congestion, the strategies employed to provide the best mobility possible to all users expand, and can better be tailored to roadway function and land use context.

The Oregon Transportation Commission's Strategic Investment Plan, *A Strategic Investment in Transportation*[1] (2017), also helps illustrate ODOT's current goals for state highway investment. Statewide mode and topic plans are adopted as a part of the OTP and include statewide policy, requirements, and guidance related to transportation system planning. These documents help clarify mobility goals for the various modes.

1 Oregon Transportation Commission. A Strategic Investment in Transportation. 2017.

3 APPROACHES FOR UPDATING THE POLICY

There are a range of potential options to consider for updating, revising, or replacing the state mobility policy.

These include better reflecting multiple aspects of mobility (such as peak-hour performance, network reliability, accessibility, etc.), land use context, and a variety of modes. The descriptions below discuss benefits and drawbacks to various options but do not recommend any option over the others. For each mobility policy option shown below, the white paper includes potential approaches to updating the mobility performance measures.

POTENTIAL MOBILITY POLICY UPDATE OPTIONS

	Mobility Policy Option	Description
#1	No Change	Keep the mobility policy and v/c-based measures in place with no updates. ODOT could, however, recommend the targets for long-range planning only and make the process of adopting alternative mobility targets easier.
#2	Define Mobility in the OHP Mobility Policy	Better define mobility within the OHP mobility policy. This definition could be mode-neutral or include a separate definition for each mode. The definition could also describe the different mobility needs inherent to different land use contexts and/or highway classifications.
#3	Define Mobility in the OTP	Better define mobility within the OTP. This definition could be mode-neutral or include a separate definition for each mode. The definition could also describe the different mobility needs inherent to different land use contexts and/or highway classifications.
#4	Define Mobility Within Various Modal Plans	Better define mobility within the various modal plans. These definitions would be tailored to the individual modes described within each plan. The definitions could also describe the different mobility needs inherent to different land use contexts and/or highway classifications.
#5	Amend the TPR	Amend the TPR so that it no longer relies on the mobility policy to determine if a land use decision causes a significant transportation impact. Note that this would not be an ODOT action, but rather would be under Department of Land Conservation and Development purview.

4 NEXT STEPS

The current OHP mobility policy does not define what "acceptable and reliable levels of mobility" entails other than stating that it is to be measured through the mobility measures housed within the policy. Applications of these measures have led to the stakeholder frustrations described and difficulty balancing mobility with other needs and goals, such as economic development, housing, and urbanization. The flexibility that has been added to the policy over time remains largely vehicle centric, is time and cost intensive, and is focused on tolerating increased congestion rather than about defining desired mobility for the land use context and highway classification.

The OHP is scheduled to be updated in the next few years and the mobility policy will be one aspect of the plan that will be reviewed and considered for an update. An updated policy should address desired mobility outcomes and define acceptable and reliable levels of mobility for the Oregon highway system more robustly and explicitly. There are several potential directions ODOT could take to update the mobility policy. The options proposed are just some of the potential approaches to create a more broad-based mobility policy. These, in turn, can lead to reconsidering the way highway mobility is measured and the factors that are considered in setting the standards.

By considering the best practices described from other agencies and heeding Oregon's unique history, land use planning approach, and uses of mobility targets, a new policy can better balance multiple needs and goals while working towards improved mobility across the state. The following are a few key questions to consider during the OHP update.

QUESTIONS FOR THE OTP/OHP ADVISORY COMMITTEES

- How should mobility be defined for the Oregon highway system?
- What policy changes may be needed to achieve the desired mobility outcomes?
- Should additional land use context be considered in the mobility policy and if so, what are our expectations about mobility based on land use context?
- Should highway classification continue to be a factor in how we set mobility expectations for a facility and do the highway classifications need updating?
- What other factors should be considered in the mobility policy to better align the policy with our expectations about mobility?
- What mobility performance measures should be considered to better inform transportation decisions and investments from a mobility perspective?

For more information about the OHP and OTP update project, see https://www.oregon.gov/ODOT/Planning/Pages/Plan-Development.aspx.

Potential Mobility Policy Elements and Most Promising Performance Measures to Consider for Testing

Metro and the Oregon Department of Transportation (ODOT) are working together to update the policy on how we define and measure mobility in the Portland region in the Oregon Highway Plan (OHP), Regional Transportation Plan (RTP), local transportation system plans (TSPs) and corridor plans, and during the local comprehensive plan amendment process.

This document summarizes the potential mobility policy elements and most promising performance measures to consider for testing. Throughout April and May, Metro and ODOT will engage the Metro Council, regional advisory committees (JPACT and the Metro Policy Advisory Committee), county coordinating committees (staff and policy-levels), and other stakeholders to seek feedback on the key policy elements and most promising measures identified to date.

Potential Mobility Policy Elements

The project team reviewed existing state and regional policy documents and past stakeholder input from the 2018 Regional Transportation Plan update, development of the Get Moving 2020 funding measure and the Scoping Engagement Process for this effort. Based on this review and subsequent feedback received through two workshops with the Transportation Policy Alternatives Committee (TPAC) and Metro Technical Advisory Committee (MTAC) in fall 2020, five key transportation outcomes were identified as integral to how we view mobility in an urban environment, specifically in the Portland region:

- **Access** - All people and goods can get where they need to go.
- **Time Efficiency** – People and goods can get where they need to go in a reasonable amount of time.
- **Reliability** - Travel time is reliable or predictable for all modes.
- **Safety** - Available travel options are safe for all users.
- **Travel Options** - People can get where they need to go by a variety of travel options or modes.

TPAC and MTAC also provided feedback on criteria to be used to screen and select potential mobility performance measures for testing that address one or more mobility policy elements. Since January 2021, the Consultant team applied the criteria through a four-step process to narrow a list of 38 potential mobility measures to 12 potential mobility measures that appear most promising for testing through case studies this summer. The screening process is summarized on page 2.

Most Promising Performance Measures to Consider for Testing

The most promising performance measures to consider for testing are shown below. As a group, the measures cover all modes. Seven of the 12 measures relate to more than one mobility policy element. Seven of the measures can be used for both system planning and plan amendments, the focus of this regional mobility policy update.

		Mobility Policy Elements					Planning Applications		
ID	Measure	Access	Time Efficiency	Reliability	Safety	Travel Options	System Performance/ Scenario Testing/Target	Needs Identification/ Project Identification	Plan Amendments/ Standard
13A	Multimodal Level of Service (MMLOS)	●			●	All modes		●	
13B	Level of Traffic Stress (LTS)	●			●	Bike, Pedestrian		●	●
15	Pedestrian Crossing Index	●	●		●	Pedestrian		●	●
24	System Completeness	●			●	All modes	●	●	●
27	Travel Speed			●	●	Vehicle, Freight, Transit	●	●	●
2	Accessibility to Destinations	●				All modes	●	●	
10	Hours of Congestion/Duration of Congestion		●	●		Vehicle, Freight, Transit	●	●	●
29	Travel Time Reliability (Planning and Buffer Travel Time Indexes)			●		Vehicle, Freight, Transit	●	●	●
36	VMT per Capita		●		●	Vehicle, Freight, Transit	●	●	
28	Travel Time		●			All modes	●	●	●
38	V/C for Roadway Links		●			Vehicle, Freight	●	●	●
37	Volume-to-Capacity Ratio (V/C) at Intersections		●			Vehicle, Freight		●	●

●□□□□□□□□□□□□□□□□□□□□

Together, the technical screening process and stakeholder input will help shape staff's recommendation to JPACT and Council on the key policy elements and measures recommended for testing through case studies.

Screening Process Leading to Most Promising Mobility Measures For Testing

Step 2: Ranked Measures	Step 3: Top Scoring from Each Element	Step 4: Most Promising Mobility Measures for Testing
• Multimodal Level of Service (MMLOS)	• **Multimodal Level of Service (MMLOS)**	• **Multimodal Level of Service (MMLOS)**
• Level of Traffic Stress (LTS)	• **Level of Traffic Stress (LTS)**	• **Level of Traffic Stress (LTS)**
• Pedestrian Crossing Index	• **Pedestrian Crossing Index**	• **Pedestrian Crossing Index**
• System Completeness	• **System Completeness**	• **System Completeness**
• Bicycle/Pedestrian Network Directness/Connectivity	• **Bicycle/Pedestrian Network Directness/Connectivity[1]**	• Bicycle/Pedestrian Network Directness/Connectivity
• Travel Speed	• **Travel Speed**	• **Travel Speed**
• Accessibility to Destinations	• **Accessibility to Destinations**	• **Accessibility to Destinations**
• Person Throughput	• **Person Throughput[2]**	• Person Throughput
• Accessibility to Employment	• Accessibility to Employment	• Mode Share
• Accessibility to Transit	• Accessibility to Transit	• **Hours of Congestion/Duration of Congestion**
• Mode Share	• **Mode Share[3]**	• Freight Delay
• Opportunity Index	• Opportunity Index	• Vehicle Miles Traveled (VMT)
• Hours of Congestion/Duration of Congestion	• **Hours of Congestion/Duration of Congestion**	• **Travel Time Reliability (Planning and Buffer Travel Time Indexes)**
• Freight Delay	• **Freight Delay[4]**	• **VMT per Capita**
• Vehicle Miles Traveled (VMT)	• **Vehicle Miles Traveled (VMT)[5]**	• **Travel Time**
• Travel Time Reliability (Planning and Buffer Travel Time Indexes)	• **Travel Time Reliability (Planning and Buffer Travel Time Indexes)**	• **V/C for Roadway Links**
• Transit Ridership	• Transit Ridership	• **Volume-to-Capacity Ratio (V/C) at Intersections**
• VMT per Capita	• **VMT per Capita**	
• Travel Time	• **Travel Time**	
• Person Capacity	• Person Capacity	
• Vehicle-Bicycle Crashes	• Vehicle-Bicycle Crashes	
• Vehicle-Pedestrian Crashes	• Vehicle-Pedestrian Crashes	
• V/C for Roadway Links	• **V/C for Roadway Links**	
• Accessibility to Freight Terminals, Ports, and Industry	• Accessibility to Freight Terminals, Ports, and Industry	
• Percent System Reliable	• Percent System Reliable	
• Person Hours of Travel (PHT)	• Person Hours of Travel (PHT)	
• Person Miles Traveled (PMT)	• Person Miles Traveled (PMT)	
• Queuing	• Queuing	
• Recurring Delay/Non-Recurring Delay	• Recurring Delay/Non-Recurring Delay	
• Vehicle Hours of Delay (VHD)/Peak Hour Excessive Delay	• Vehicle Hours of Delay (VHD)/Peak Hour Excessive Delay	
• Congestion Extent	• Congestion Extent	
• Fatal and Serious Injury Crashes and Crash Rates	• Fatal and Serious Injury Crashes and Crash Rates	
• Total Crashes	• Total Crashes	
• Percent of Congested Traffic	• Percent of Congested Traffic	
• AADT/Capacity	• AADT/Capacity	
• Trip Length/Trip Length Distributions	• Trip Length/Trip Length Distributions	
• Level of Service	• Level of Service	
• Volume-to-Capacity Ratio (V/C) at Intersections	• **Volume-to-Capacity Ratio (V/C) at Intersections**	
• Vehicle Hours Traveled (VHT)	• Vehicle Hours Traveled (VHT)	
38 measures	**17 measures**	**12 measures**
Note: All measures ranked by screening criteria ranking.	Note: Top scoring measures for each mobility policy element based on screening criteria ranking in previous step.	Note: Further narrowing of the top scoring potential measures based: on ease of analysis, suitability to multiple applications, direct correlation to mobility, and overlap with other elements.

[1] Removed because of its similarities to System Completeness and Accessibility to Destinations.
[2] Although a useful corridor-level metric, removed because is a difficult to apply.
[3] Removed because it is an outcome and goal for the region, rather than a direct measure of mobility.
[4] Removed because of its similarity to Hours/Duration of Congestion..
[5] Removed because VMT per capita better reflects impacts to mobility.

March 2021

Regional Mobility Policy Update

Stakeholder and public engagement - Spring 2021

Potential Mobility Policy Elements

Access - All people and goods can get where they need to go.

Time Efficiency- People and goods can get where they need to go in a reasonable amount of time.

Reliability- Travel time is reliable or predictable for all modes.

Safety- Available travel options are safe for all users.

Travel Options- People can get where they need to go by a variety of travel options or modes.

oregonmetro.gov/mobility

Spring 2021 engagement will seek input on how to measure mobility in the region.

Through recent transportation planning efforts and the Regional Mobility Policy update scoping processes, community members and stakeholders have told us what is important about how and why they move around the region.

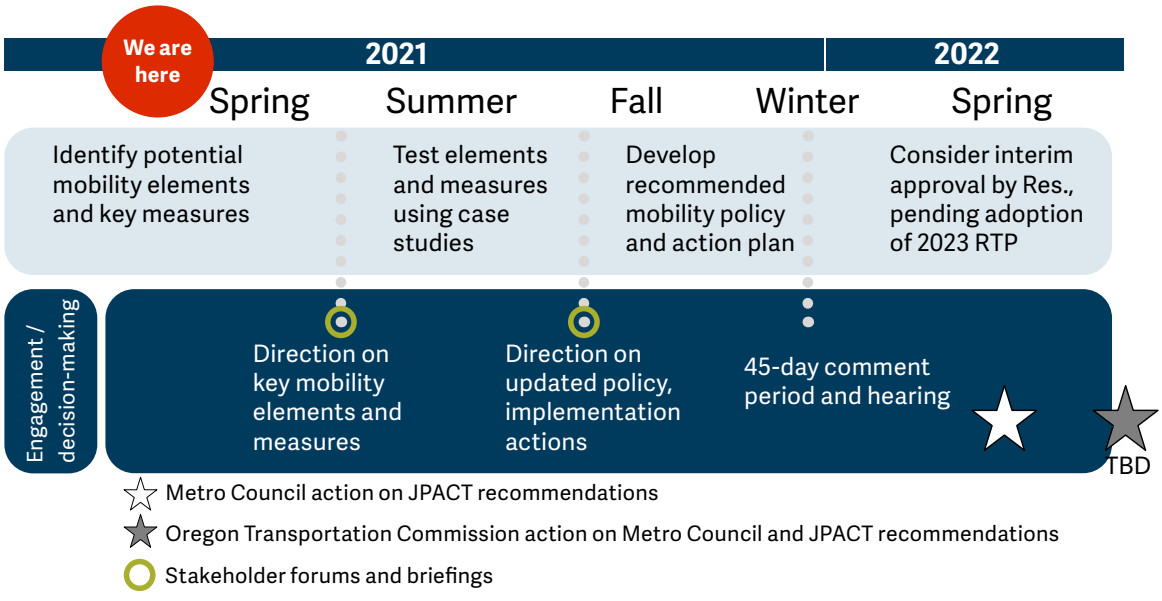
Based on this input and feedback from two workshops with the TPAC and MTAC in 2020, five key transportation elements were identified as integral to how we view mobility in the Portland region.

Now, we need to identify more holistic ways to measure these elements that address the region's mobility needs and priorities.

This spring, Metro and ODOT are engaging policymakers, practitioners, community leaders and other stakeholders to help shape the proposed elements and measures to include in the updated policy.

Input from this engagement will be shared with regional decision-makers as they work together to develop the recommended outcomes and measures. In June, JPACT and the Metro Council will be asked to direct staff on the measures to be tested through case studies this summer. Staff will report the results of the case studies to stakeholders and decision-makers in Fall 2021. Staff will continue to engage TPAC and MTAC in developing a recommended updated Regional Mobility Policy and action plan for public review and discussion early next year by JPACT, MPAC and the Metro Council.

Key engagement opportunities



See page 2 for Spring 2021 engagement schedule

Spring 2021 engagement schedule

Dates are subject to change pending availability of agenda time.

Metro Council and Regional Committees

Who	Anticipated Date
Metro Council	April 13
TransPort Subcommittee to TPAC	April 14
Joint Policy Advisory Committee on Transportation (JPACT)	April 15
Metro Policy Advisory Committee (MPAC)	April 28
County Coordinating Committees	Various dates in April and May
Stakeholder Forums	
JPACT	May 20
Metro Council *(requested)*	June 15
JPACT *(requested)*	June 17
Metro Council *(requested)*	June 29

County Coordinating Committees

Who	Anticipated Date
Clackamas County TAC	April 27
East Multnomah County Transportation Committee TAC	May 5
Washington County Coordinating Committee TAC	May 6
Washington County Coordinating Committee (policy)	May 17
East Multnomah County Transportation Committee (policy)	May 17
Clackamas County C-4 subcommittee (policy)	May 19

Stakeholder Forums

Who	Anticipated Date
Practitioner Forum 1*	April 21
Freight and Goods Forum	April 23
Practitioner Forum 2*	April 30
Housing and Land Development Forum	May 4
Community Leaders Forum	May 14

* The two practitioner forums will be the same format/content to provide an option for stakeholders to participate on the date that works best for their schedule.

Interested in participating in a forum?

Send an email to transportation@oregonmetro.gov

Project contacts

Kim Ellis, Metro project manager
Kim.Ellis@oregonmetro.gov

Lidwien Rahman, ODOT project manager
Lidwien.Rahman@odot.state.or.us

March 31, 2021

Materials following this page were distributed at the meeting.

Regional mobility policy update

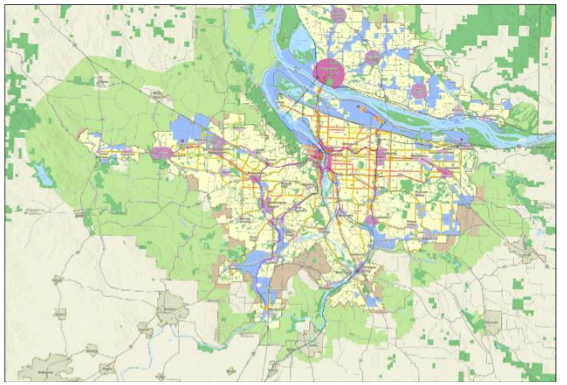
Metro Council

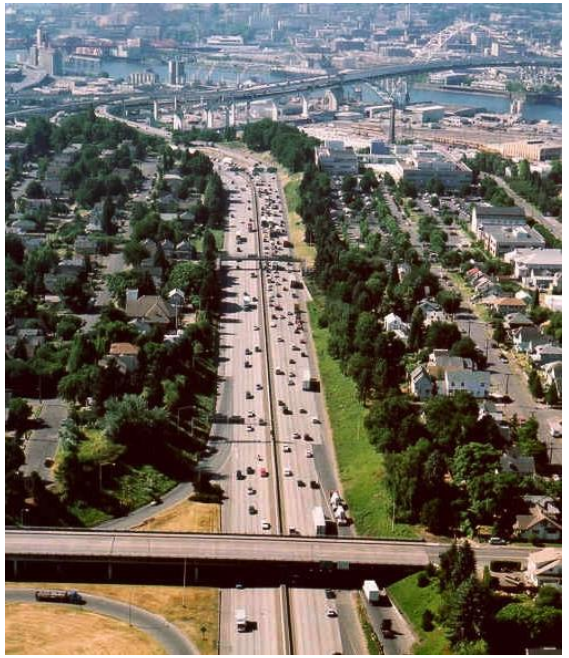
April 13, 2021

Margi Bradway, Planning Deputy Director
Kim Ellis, Metro project manager

Metro

Oregon Department of Transportation



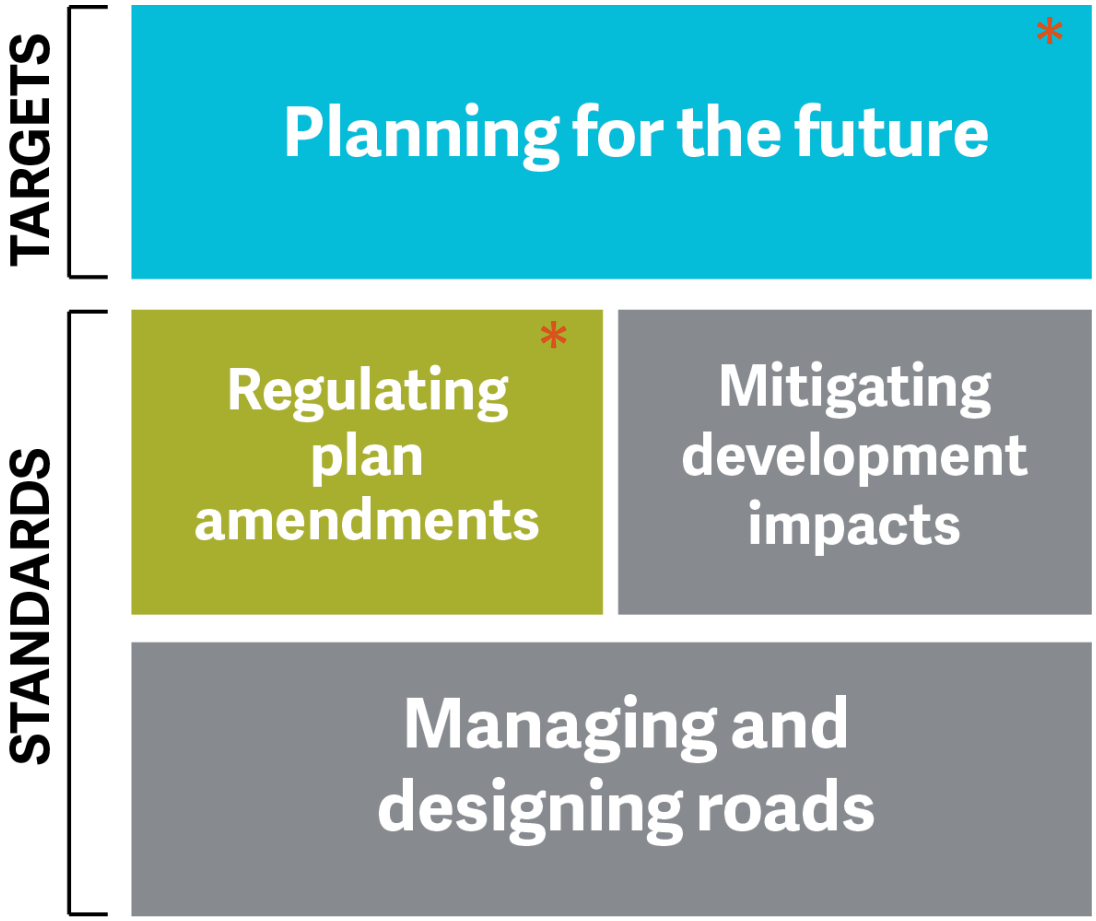


Project purpose

- Update the policy on how we define and measure mobility for the Portland area transportation system
- Recommend amendments to the RTP and Oregon Highway Plan Policy 1F for the Portland area

Visit oregonmetro.gov/mobility

State and local decisions are connected to current congestion (mobility) policy



Transportation system plans, corridor and area plans, including concept plans to set performance expectations to identify needs as defined in the RTP and Oregon Highway Plan

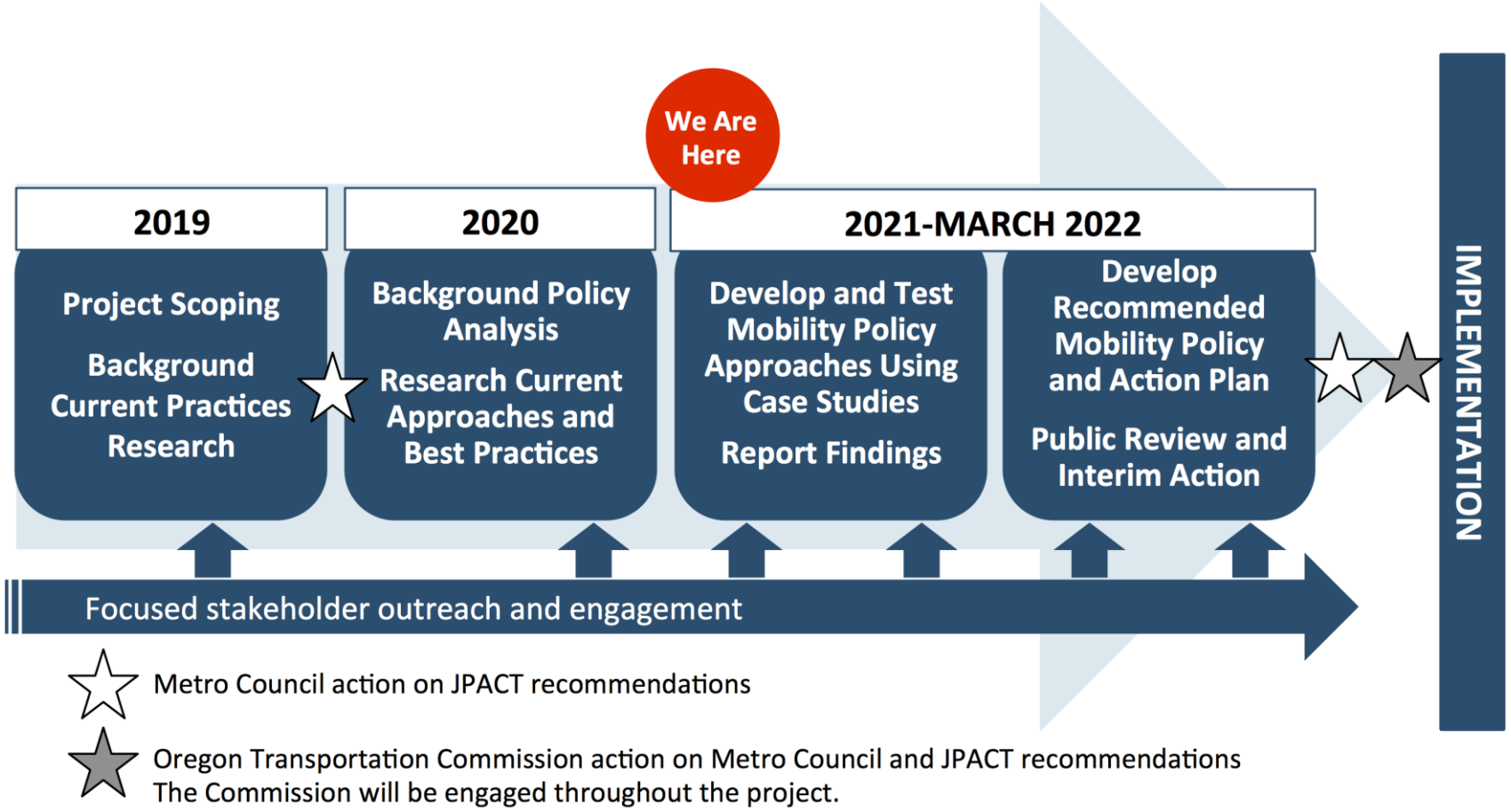
Zoning changes and land use plan amendments using transportation thresholds defined in the Oregon Highway Plan for state-owned roads and local codes for city- and county-owned roads

Development approval process to mitigate traffic impacts using thresholds defined in the OHP and local codes

Operational and road project designs as defined in the 2012 Oregon Highway Design Manual and local codes

* Focus of this effort

Project timeline



Where is this headed?

Plan 2020-23

2020-22

- Develop updated regional mobility policy (and associated measures)

This effort

2022-TBD

- Incorporate through OHP amendment/update (pending OTC approval)

2022-23

- Incorporate through RTP and functional plan updates (pending JPACT and Council approval)

Implement Post 2023

Post 2023

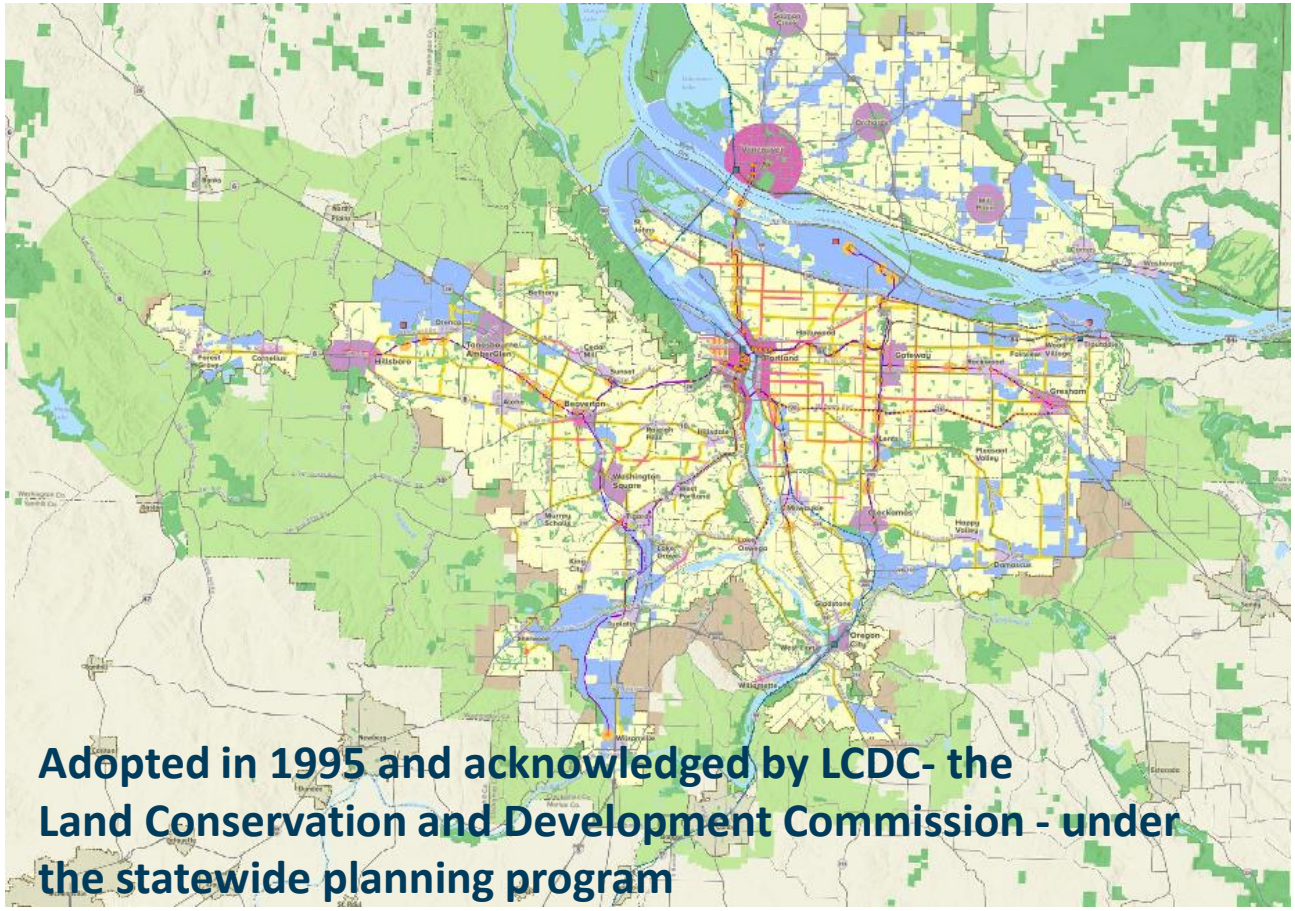
- Implement through TSPs and other local ordinances
- Update state and local standards, guidelines and best practices

2040 Growth Concept is our foundation

Adopted as the land use plan for the region under state law (ORS 197)

Transportation plans must be adequate to serve planned land uses

Codified in regional plans governing cities and counties



2018 Regional Transportation Plan priorities

Equity

Climate

Safety

Congestion

Oregon Transportation Commission Strategic Action Plan Priorities...

Equity

Prioritize diversity, equity, and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.

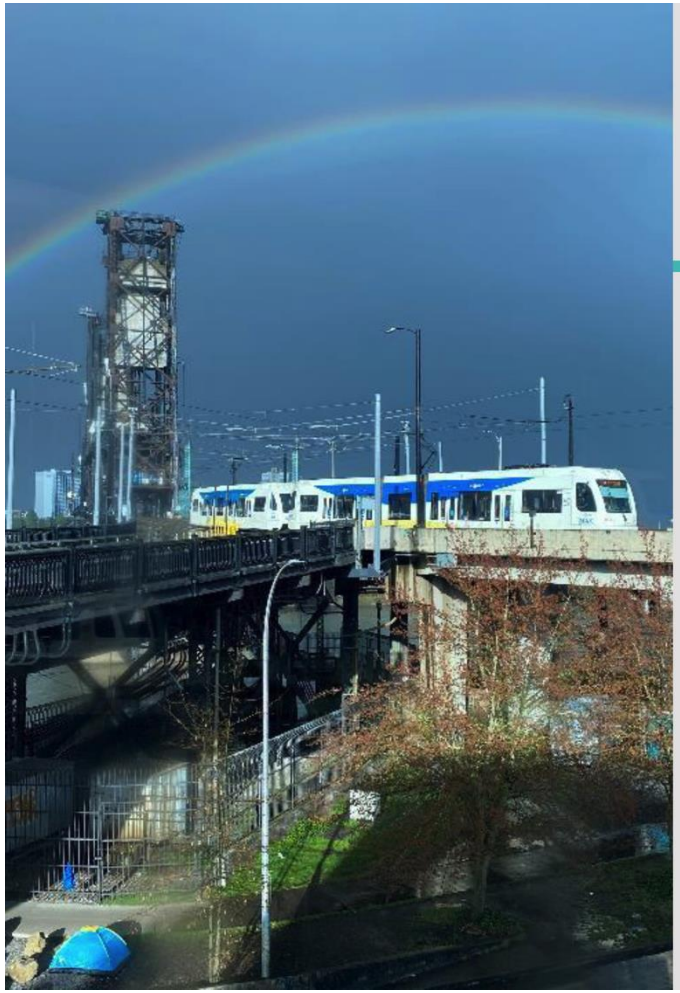
Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

Sufficient and Reliable Funding

Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.

...Oregon Transportation Commission Strategic Action Plan Priorities

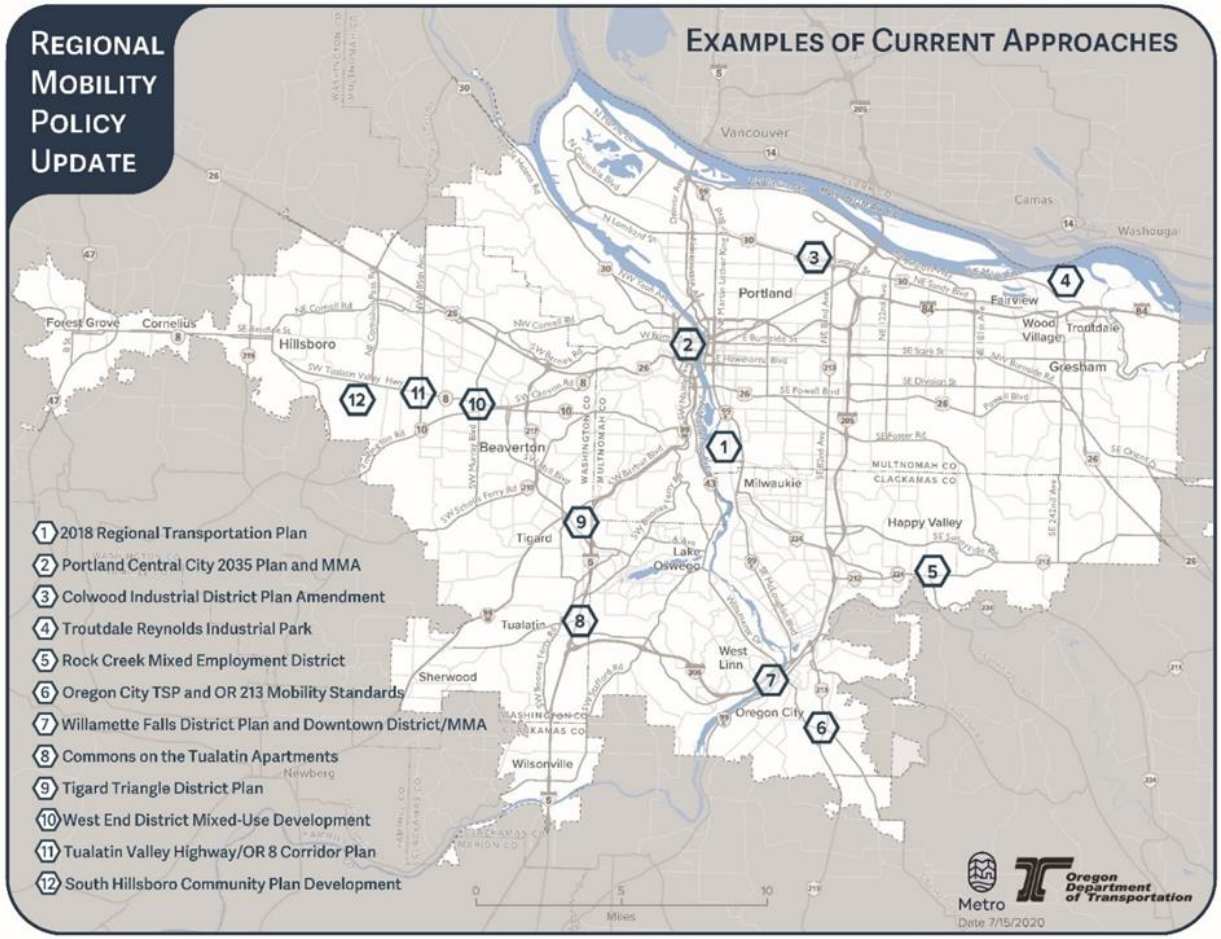


Modern Transportation System

Build, maintain, and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.

- **Preservation and Stewardship:** Preserve, maintain, and operate Oregon's multimodal transportation system and achieve a cleaner environment.
- **Safety:** Prevent traffic fatalities and serious injuries and ensure the safety of system users and transportation workers.
- **Accessibility, Mobility and Climate Change:** Provide greater transportation access and a broader range of mobility options for Oregonians and address climate change.
- **Congestion Relief:** Invest in a comprehensive congestion management strategy for the Portland metropolitan region to benefit all Oregonians. Implement system and operational innovations to reduce traffic congestion throughout Oregon.
- **Project Delivery:** Develop practical solutions to transportation problems in order to address community needs and ensure system reliability and resiliency.
- **Innovative Technologies:** Invest in and integrate technologies to improve transportation services and operations throughout Oregon.

Current approaches in the region



Series of 12 factsheets to be posted on the project website

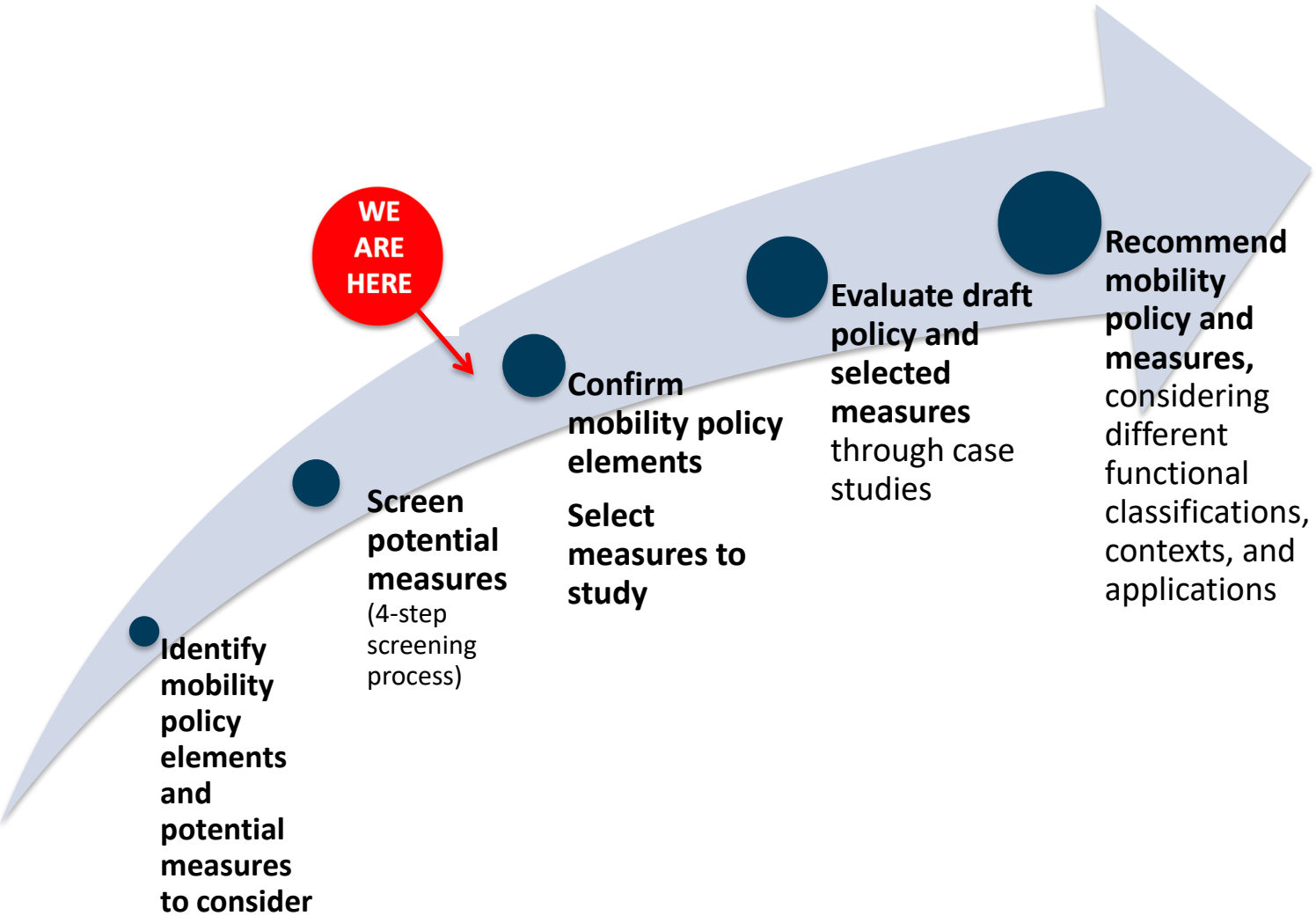
oregonmetro.gov/mobility

Key Themes and Observations from research on current approaches

- V/C measure is a useful diagnostic tool
- V/C ratio is more strictly applied as we move from system planning to project design

- Mobility is one of many policies and measures considered in system planning
- ODOT and local agencies would like more multi-modal measures that could be applied to plan amendments and development review
- Plan amendments should focus more on consistency with the local plans than the v/c measure

Process for updating policy & measures



Craft updated **mobility policy and implementation plan**, including its related measures and their targets/standards

Fall/Winter 2021-2022

Stakeholder definitions of mobility

- “Getting to where you need to go safely, affordably and reliably no matter your [mode of travel], age, gender, race, income level, ZIP code...”
- "Mobility – focus on moving people and moving goods predictably and efficiently.”
- "Efficient freight movement and access to industry and ports...play a key role in the state’s economic development."

How do you *define* mobility?

Draft Mobility Policy Elements

Access	• All people and goods can get where they need to go.
Time Efficiency	• People and goods can get where they need to go in a reasonable amount of time.
Reliability	• Travel time is reliable or predictable for all modes.
Safety	• Available travel options are safe for all users.
Travel Options	• People can get where they need to go by a variety of travel options or modes.

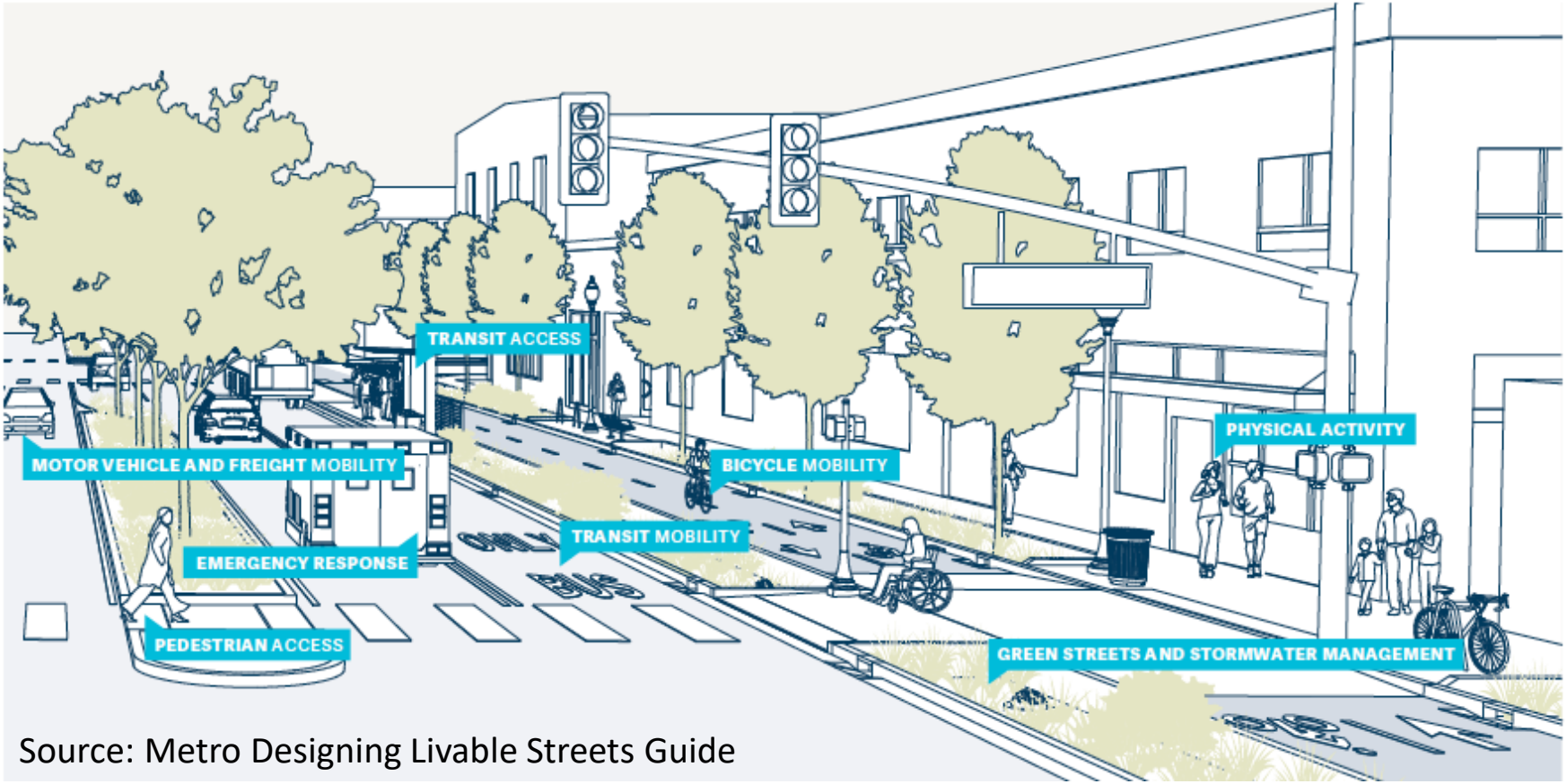
Mobility policy considerations

Updated policy needs to:

- be equitable
- consider who, why, when, where and how
- include multiple measures that consider:
  - location and land use context
  - facility type and function(s)
  - user needs
  - time of day
  - travel options

What does mobility look like?

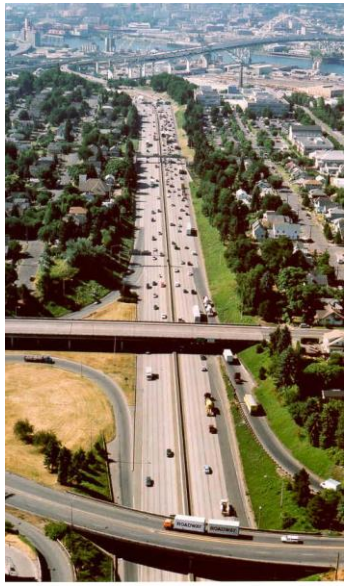
Streets serve many different functions. Various functions and modes may be prioritized on different streets depending on planned land use context.



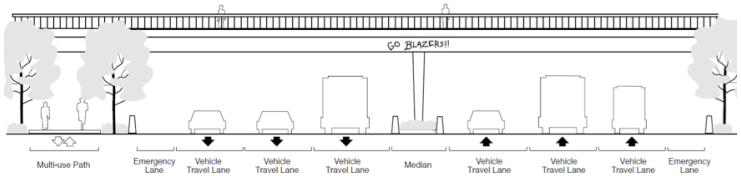
Source: Metro Designing Livable Streets Guide

How should we measure mobility in different contexts?

Source: Metro Designing Livable Streets Guide

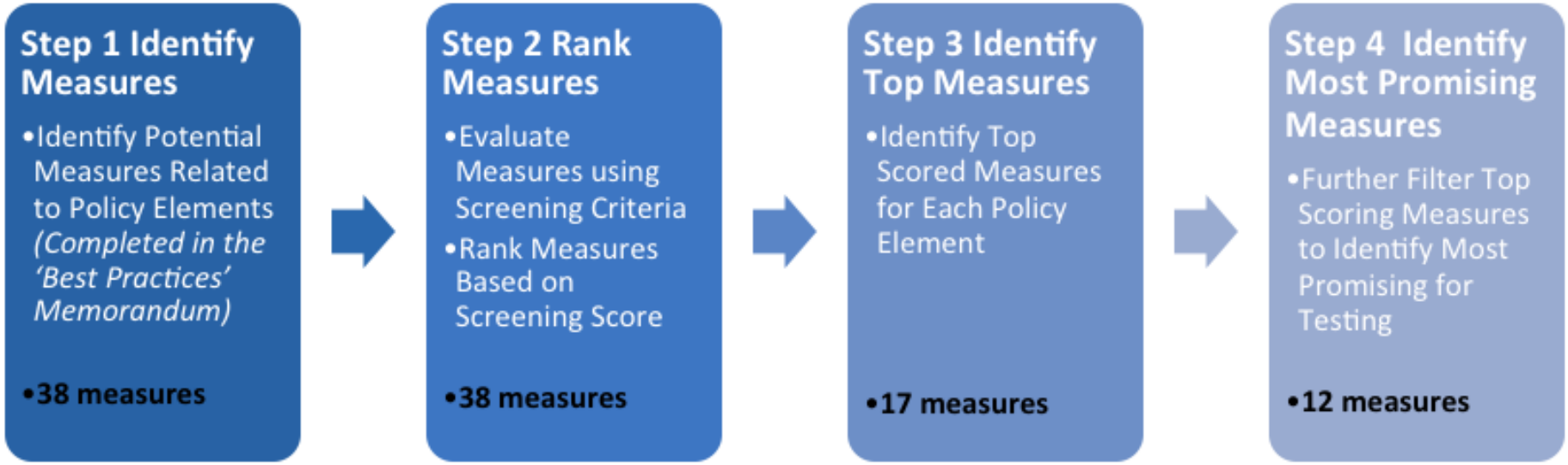



Source: Metro Designing Livable Streets Guide



Source: 2018 Regional Transportation Plan (Chapter 3)

Screening process



Measure	Mobility Policy Elements					Planning Applications		
	Access	Time Efficiency	Reliability	Safety	Travel Options	System Planning / Scenario Testing/ Target	Needs Identification/ Project Identification	Plan Amendments/ Standard
Multimodal Level of Service (MMLOS)	●			○	All modes	●	●	
Level of Traffic Stress (LTS)	●	○		●	Bike, Pedestrian	●	●	●
Pedestrian crossing index	●	●		●	Pedestrian	●	●	●
System completeness	●	○		●	All modes	●	●	●
Travel speed			○	●	Vehicle, Freight, Transit	●	●	●
Accessibility to destinations	●	○			All modes	●	●	●
Hours of congestion/ duration of congestion		●	●		Vehicle, Freight, Transit	●	●	●
Travel time reliability			●		Vehicle, Freight, Transit	●	●	●
Vehicle miles traveled (VMT) per capita	○	●		○	Vehicle, Freight, Transit	●	●	●
Travel time		●			All modes	●	●	●
Volume-to-capacity ratio for roadway links		●	○		Vehicle, Freight	●	●	●
Volume-to-capacity ratio at Intersections		●	○		Vehicle, Freight	●	●	●

● direct measure ○ indirect measure

Draft

Potential measures being considered for testing

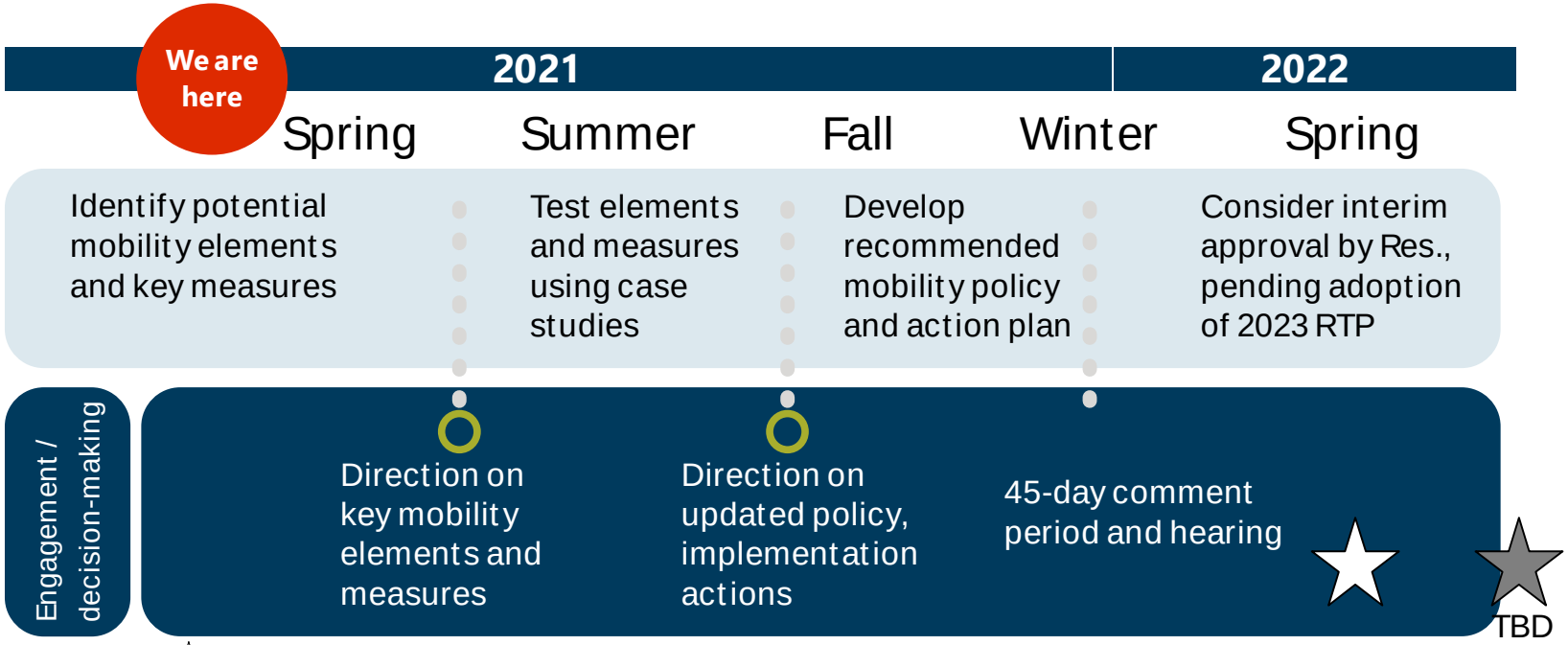
subject to further refinement

listed in order from highest to lowest screening score

Yellow = updated from packet

Engagement and outreach

Key engagement opportunities



Next steps

April to May 2021 – Engage policymakers, practitioners, community leaders and other stakeholders on mobility elements and related performance measures to be tested

June – JPACT and Council direction to staff on mobility policy elements and measures to test through case studies

Council discussion

1. Thinking about the different ways that people travel and goods move in our region:
   - **Are these the most important elements of mobility to include in the updated mobility policy?**
   - **Anything missing?**
2. Looking at the list of potential measures being considered for testing:
   - **What measure(s) stand out to you? Why?**
   - **Anything missing**?

Thank you!

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Screening criteria used in Steps 2 and 3 to rank and identify top measures by mobility policy element

▪Access	➉Measure helps estimate potential increase in access to opportunities, social connections, and goods for all people? ➉Measure evaluates access for people and/or for goods at the statewide, regional, and local levels, consistent with functional classification? ➉Measures if a transportation system provides meaningful access to travel choices for all people?
▪Travel Choices	➉Measure helps evaluate the availability and viability of modal choices? ➉Measure helps evaluate the availability and viability of modal choices for goods?
▪Reliable and Efficient Mobility	➉Measure helps evaluate whether the transportation system is used efficiently? ➉Measure helps evaluate whether the people and/or goods are able to travel efficiently? ➉Measure helps evaluate whether people and freight can conduct their regular travel in a predictable and reasonable amount of time?
▪Safety	➉Measure helps estimate potential reduction in crashes, especially fatal and serious injury crashes? ➉Measure correlates to factors that are known to increase or decrease safety?
▪Other Regional Goals	➉Measure has a positive correlation to equity goals? ➉Measure has a positive correlation to climate change and air quality goals? ➉Measure has a positive correlation to land use goals and support 2040 land use implementation? ➉Measure has a positive correlation to fiscal stewardship goals?

Screening criteria used in Step 4 to identify most promising measures

Technical needs and feasibility

- ✓ Ease of analysis
- ✓ Suitability to multiple applications
- ✓ Direct correlation to mobility
- ✓ Overlap with other policy elements

Initial qualitative assessment of evaluation criteria that will be applied during the case studies.