

# Memo



Date: April 9, 2021  
To: Kim Ellis, Metro and Lidwien Rahman, ODOT  
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Project: Regional Mobility Policy Update  
Subject: Potential Mobility Policy Elements

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## INTRODUCTION

There is no single accepted definition of mobility throughout the transportation industry. When using the word mobility, some may be referring to how quickly vehicles can travel on a road, others may be referring to how effectively a person can reach goods, services, and opportunities, and others may be referring to the reliability of travel times on a facility or system. While neither ODOT nor Metro have adopted definitions of mobility to date, much can be understood about the way they view mobility by understanding the way they measure mobility. ODOT's mobility policy is to provide "acceptable and reliable" levels of mobility but it and Metro's associated mobility performance measures include volume-to-capacity ratio (v/c ratio) only which is a measure of vehicle congestion. It considers but does not measure how well the transportation system works for people riding a bus or train, biking or walking, or moving freight and goods around the region. In using only one metric, the volume-to-capacity ratio, the measures do not account for the many ways people get around.

Metro's interim regional mobility policy performance measures and targets are shown in Table 2.4 of the Metro Regional Transportation Plan (RTP)<sup>1</sup> and are mirrored from Table 7 of the Oregon Highway Plan

### **Direction Received and Next Steps:**

The revised draft of this memorandum was completed in October 2020. It included seven potential mobility policy elements. Based on stakeholder feedback from a survey and workshops with the TPAC and MTAC in 2020, five elements were identified as most integral to how we view mobility in an urban environment, specifically in the Portland region. The five policy elements are identified below and were used for identification of potential performance measures in the Best Practices Memorandum and the Most Promising Mobility Measures for Testing Memorandum.

**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.

The five Mobility Policy Elements and the Most Promising Measures will be subject to further stakeholder review and refinement during Spring 2021.

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<sup>1</sup> Metro. 2018 Regional Transportation Plan. December 2018.

(OHP)<sup>2</sup>. These measures and targets define the level of motor vehicle performance in the Portland metropolitan region deemed acceptable by the Joint Policy Advisory Committee on Transportation (JPACT), the Metro Council, and the Oregon Transportation Commission (OTC). The policy is used to evaluate current and future performance of the motor vehicle network.

This project to update the Regional Transportation Plan's interim mobility policy and ODOT's mobility policy for the Portland Metro Region was identified in the 2018 Regional Transportation Plan (RTP) as necessary to better align the mobility policy with the comprehensive set of shared regional values, goals and desired outcomes identified in the RTP and 2040 Growth Concept, as well as with local and state goals. ODOT has also identified the need to update their mobility policy to better define expectations about mobility for different travel modes based on land use context and functional classification(s) of roads. An updated policy should describe the region's desired mobility outcomes and more robustly and explicitly define acceptable and reliable levels of mobility for people and goods using the region's transportation system. This can in turn lead to reconsidering the way mobility is measured and the factors that are considered in setting the mobility targets and standards.

The following describes key questions that must be answered as part of updating the regional mobility policy and its performance measures:

- How should mobility be defined for the region's transportation system?
  - Should the definition and measures consider where, when, how, and for whom we are defining mobility and measuring mobility?
- Which of the RTP's desired transportation outcomes should we include as elements of the mobility policy?
- How are our expectations about mobility for different travel modes impacted by land use context and functional classification(s) of roads?
  - How do our expectations for throughway performance differ from expectations for arterials?
- How do we ensure that the mobility policy serves the transportation needs of traditionally underserved communities and underrepresented communities?
- How do we ensure that the mobility policy advances RTP priorities for equity, safety, climate, and congestion?

This memorandum identifies potential elements of mobility and outcomes related to mobility that could be reflected in an updated mobility policy and identifies illustrative performance measures that could help implement those elements of a mobility policy. The following list of potential mobility policy elements and their supporting performance measures was informed by reviewing best practices from jurisdictions around the country including review of Portland State University's synthesis research report on the subject.<sup>3</sup>

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<sup>2</sup> Oregon Department of Transportation. Oregon Highway Plan. Amended May 2015.

<sup>3</sup> Regional Mobility Policy Background Report: Policy Analysis and Best Practices, Transportation Research and Education Center (TREC) Portland State University, June 8, 2020

## POTENTIAL MOBILITY POLICY ELEMENTS AND RELATED RTP GOALS

The interim mobility policy currently addresses the performance of the roadway network and does not account for other things that people in the greater Portland area have said are most important to them. Community members in the Portland region want better access to buses, trains, trails and biking, walking and driving routes that safely, efficiently, reliably and affordably get them to the places they need to go. They want transportation options that address climate change and don't pollute the air and water. And they want to see these investments address racial, social and economic disparities that have resulted from past transportation decisions and have harmed communities.

An update to the mobility policy provides the opportunity to better address expectations for multi-modal network performance and support other goals related to the Portland metropolitan area's transportation system such as those listed below. Potential mobility policy elements consistent with RTP and OHP goals and policies are summarized below.

### Land Use

This potential mobility policy element calls for a transportation system that supports a compact, urban form and efficient use of land as adopted in the Metro 2040 Growth Concept and local comprehensive plans. This concept calls for integrating land use and transportation by directing growth and transportation investment in designated land use design types: Portland Central City, Regional and Town Centers, Corridors, Main Streets, and Employment and Industrial Areas. This reflects Goal #1 of the RTP, which aims to make the Portland region a great and affordable place to live, work, and play where people can easily and safely access opportunities.

A mobility policy that leads to progress toward this policy element would seek to provide multimodal transportation options that supports growth and increased density throughout the region, especially in designated 2040 Growth Concept centers and near transit. It would lead to an increase in the share of households in walkable, mixed-use areas and limit the costs of transportation on households and communities. This policy element complements other policies related to reducing VMT and GHG emissions while also increasing travel choices, efficient vehicle trips and accessibility. Improved accessibility makes it convenient for people to reach the goods, services, and activities they need. Improvements in accessibility can result when housing, jobs, schools, shopping and services are closer together (also known as location efficiency) and when biking, walking and riding transit are safe and convenient. Together, these factors contribute to reduced trip length, reduced vehicle trips per capita and increased biking, walking and transit mode share.

### Access to Opportunities, People, and Goods

This potential mobility policy element calls for an increase in access to opportunities, people, and goods for all people. This reflects Goal #2 of the RTP, which aims for a more connected region where people and businesses are provided access through an efficient and integrated system of thoroughways, arterial streets, transit services, bicycle and pedestrian facilities.

A mobility policy that leads to progress toward this policy element may seek to enhance completeness of all modal networks, provide improved connectivity between modes and between where people live and their essential destinations to achieve meaningful access to transportation (that's accessible, safe, and reasonably reliable and efficient) for people of all incomes and abilities.

### **Travel Choices**

This potential mobility policy element calls for an increase in the access to travel choices beyond personal vehicles for people throughout the region, including walking, biking, and transit options. This reflects Goal #3 of the RTP, which aims for people throughout the region to have safe, convenient, healthy, and affordable travel options.

A mobility policy that leads to progress toward this policy element may seek to increase the proportion of trips made by walking, bicycling, and transit, increase transit frequency and reliability, complete gaps in bicycle and pedestrian networks and reduce vehicle miles travelled (VMT) and VMT per capita.

### **Reliable and Efficient Vehicle Mobility**

This potential mobility policy element calls for the management and optimization of traffic flow on the regional transportation system. This reflects Goal #4 of the RTP, which aims to ease congestion and maintain reasonable personal and freight mobility and reliable travel times throughout the region, including transit.

A mobility policy that leads to progress toward this policy element may seek to reduce vehicle/freight congestion and improve auto, freight truck and transit travel time reliability on throughways and on arterials on the regional motor vehicle network, the regional freight network and the regional transit network<sup>4</sup>. However, this objective will need to be balanced with other potential mobility policy elements like minimizing the effects of climate change through reduced vehicle miles traveled and increased walking, biking and transit mode share, supporting regional land use policies and improving safety outcomes such as through pricing and other strategies that prioritize capacity for high-value trips.

### **Safety**

This potential mobility policy element calls for an elimination of fatal and serious injury crashes. This reflects Goal #5 of the RTP, which aims to save lives, avoid crashes, and ensure that people and goods are safe and secure when traveling in the region.

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<sup>4</sup> As defined in the RTP.

A mobility policy that leads to progress toward this policy element would seek to reduce fatal and serious injury crashes which it could do in part with a focus on VMT reduction.

### **Climate Change and Air Quality**

This potential mobility policy element calls for a reduction in greenhouse gas (GHG) emissions and other vehicular emissions throughout the region based on their effects on local air quality and their contribution to climate change. The Climate Smart Strategy for the Portland metropolitan region is the region's strategy for reducing greenhouse gas emissions from cars and small trucks. Among the policy recommendations included in this strategy are to coordinate land use and transportation; make transit convenient, frequent, accessible, and affordable; make biking and walking safe and convenient; and manage parking and travel demand. This reflects Goal #8 of the RTP which is based upon the Climate Smart Strategy.

A mobility policy that leads to progress toward this policy element may seek to reduce greenhouse gas emissions per person-vehicle mile traveled, transition Oregon to cleaner fuels and vehicles, and promote green infrastructure.

This policy element potentially shifts the focus of future transportation investments depending on if and how policy elements are prioritized. For example, adding roadway capacity to improve travel time reliability on thruways will result in more VMT and GHG emissions. Higher speeds on suburban arterials will result in more serious and injury crashes. The RTP and HP include strategies that should be considered before new roadway capacity is added which indicates that mobility policy elements may also need prioritization. For example, noting that while it is a policy element to improve travel time reliability or access to opportunity, it must not degrade progress toward GHG emissions reductions.

### **Transportation Equity**

This potential mobility policy element calls for the reduction or elimination of transportation-related disparities and barriers experienced by underserved and underrepresented communities, particularly communities of color. This reflects Goal #9 of the RTP, which aims to eliminate disparities related to access, safety, affordability, health outcomes, and eliminate barriers to meeting travel needs.

A mobility policy that leads to progress toward this policy element may seek to evaluate other demographic-based measures used in the RTP to identify and address disparities throughout the region, such as access to transit, low-stress walking and biking facilities, (including trip planning education programs), and shared electric vehicles (for areas and users that can't use these other modes); system completeness; pedestrian crashes; and affordability.

## **Fiscal Stewardship**

This potential mobility policy element calls for a regional transportation system that Metro and ODOT can afford to construct and maintain. This reflects Goal #10 of the RTP, which aims for regional transportation planning and investment decisions to provide the best return on public investments.

A mobility policy that leads to progress toward this policy element would seek to minimize project construction and maintenance costs; prioritize maintenance and operation over expansion or modification of the transportation network until a state of good repair is achieved and sustained; plan, build, and maintain assets to maximize their useful life; and lead to a preference for lower-cost transportation solutions, such as demand and system management or those that support walking and biking as well as overall reduction in lane miles per capita.

## **APPROACHES TO POTENTIAL MOBILITY POLICY ELEMENTS**

The following describes illustrative approaches to potential policy elements to help describe how including different policy elements in the mobility policy could address multiple RTP goals. It also identifies potential performance measures that could be used to support the policy elements. These will be further expanded upon in the Best Practices Memorandum once key elements to add to the mobility policy are identified. The updated policy should describe the region's desired mobility outcomes and more robustly and explicitly define acceptable and reliable levels of mobility for people and goods using the region's transportation system. The approaches described could be implemented alone or in combination. The approaches include:

- Approach #1: Current Mobility Policy
- Approach #2: Current Mobility Policy with Reliability Element
- Approach #3: Multi-modal Mobility Policy
- Approach #4: Add System Completion Element
- Approach #5: Add Accessibility Element
- Approach #6: Add VMT Element
- Approach #7: Add Safety Element
- Approach #8: Add Infrastructure Condition Element

### **Approach #1: Current Mobility Policy**

The current mobility policy is to maintain acceptable and reliable mobility on the state highway system and regional roadway network, with mobility defined by peak hour intersection vehicle demand-to-capacity ratio targets. Although the Oregon Highway Plan (OHP) policy references reliable mobility, its performance measures do not address actual traffic operations related to travel time or travel time reliability. Table 1 describes the RTP goals addressed by the current mobility policy.

**Table 1. RTP Goals Addressed by the Current Mobility Policy (Approach #1)**

Goal	Land Use (RTP Goal #1)	Access to Opportunities, People and Goods (Goal #2)	Travel Choices (Goal #3)	Reliable and Efficient Vehicle Mobility (Goal #4)	Safety (Goal #5)	Climate Change and Air Quality (Goal #8)	Transportation Equity (Goal #9)	Fiscal Stewardship (Goal #10)
Addressed?	○	◐	○	◐	◐	○	○	○

**Approach #2: Current Mobility Policy with Reliability Element**

This mobility policy approach would be to maintain acceptable and reliable mobility on the regional roadway network, with mobility defined both by a measure of congestion (or hours of congestion) and by travel time reliability targets. Many jurisdictions are moving away from peak hour v/c ratios as the congestion measure. Potential performance measures to support this policy approach with a different congestion measures include:

- Hours of congestion (as defined by hourly vehicular v/c ratios)
- Peak hour travel time reliability
- Throughway travel time reliability
- Freight travel time reliability
- Transit travel time reliability and on-time performance
- Percent system unreliable for given time periods or thresholds

Numerous state and local agencies have employed travel time reliability as a performance measure. Among these are ODOT through its key performance measures, Florida Department of Transportation (FDOT) through its Source Book<sup>5</sup>, Maryland Department of Transportation (MDOT) through its State Highway Mobility Report<sup>6</sup>, and the District Department of Transportation (DDOT) through its District Mobility Project<sup>7</sup>. FHWA also requires the analysis of a travel time reliability metric under MAP-21 and the FAST Act. Table 2 describes the RTP goals addressed by this policy approach.

<sup>5</sup> Florida Department of Transportation. *The FDOT Source Book*. February 2019.

<sup>6</sup> Maryland Department of Transportation. *Maryland State Highway Mobility Report*. 2018.

<sup>7</sup> District Department of Transportation. *District Mobility Project*. Ongoing.

**Table 2. RTP Goals Addressed by the Current Mobility Policy with Reliability Element (Approach #2)**

Goal	Land Use (RTP Goal #1)	Access to Opportunities, People and Goods (Goal #2)	Travel Choices (Goal #3)	Reliable and Efficient Vehicle Mobility (Goal #4)	Safety (Goal #5)	Climate Change and Air Quality (Goal #8)	Transportation Equity (Goal #9)	Fiscal Stewardship (Goal #10)
Addressed?	○	⊙	○	●	⊙	○	○	○

**Approach #3: Multimodal Mobility Policy**

This mobility policy approach would be to maintain acceptable and reliable mobility on the regional roadway network, with mobility defined by vehicle, bicycle, pedestrian, and transit levels of service. Potential performance measures to support this approach include:

- Hours of congestion (as defined by hourly vehicular v/c ratios)
- Peak hour travel time reliability (cars, freight trucks, transit)
- Multimodal level of service (Vehicle LOS, Transit LOS, Bike LOS, Ped LOS, TDM LOS and TSMO LOS)
- Transit availability, frequency, on-time performance, and average wait time
- System completeness (by mode)

Jurisdictions that employ multimodal level of service as a performance measure include the City of Bellevue through its comprehensive plan<sup>8</sup>, Central Oregon jurisdictions through the TRIP97 Partnership<sup>9</sup>, City of Charlotte through its Urban Street Design Guidelines<sup>10</sup>, and DDOT through the District Mobility Project. Table 3 describes the RTP goals addressed by this policy approach.

<sup>8</sup> City of Bellevue. *Comprehensive Plan*. 2015.

<sup>9</sup> Various Jurisdictions. *Transportation Reinvestment Innovation and Planning for US 97 in Central Oregon*. 2013.

<sup>10</sup> City of Charlotte. *Urban Street Design Guidelines*. Adopted October 2007.

**Table 3. RTP Goals Addressed by Multimodal Mobility Policy (Approach #3)**

Goal	Land Use (RTP Goal #1)	Access to Opportunities, People and Goods (Goal #2)	Travel Choices (Goal #3)	Reliable and Efficient Vehicle Mobility (Goal #4)	Safety (Goal #5)	Climate Change and Air Quality (Goal #8)	Transportation Equity (Goal #9)	Fiscal Stewardship (Goal #10)
Addressed?	○	●	●	○	○	○	●	○

**Approach #4: System Completion Element**

This mobility policy approach element would be to pursue a complete transportation system by eliminating gaps in modal and transportation management networks; including but not limited to sidewalk gaps, crosswalk gaps, bicycle lane gaps, transit gaps, and vehicle network gaps. Potential performance measures to support this element include:

- Sidewalk gaps per adopted plans
- Crosswalk gaps per adopted plans
- Bicycle infrastructure gaps per adopted plans
- Vehicle network gaps per adopted plans and RTP connectivity policies
- Percent planned networks meeting MMLoS standards
- Transit availability, frequency, on-time performance, and average wait time
- System Management & Operations infrastructure and services gaps per adopted plans
- Demand Management Services availability gaps per to be adopted plans

Jurisdictions that employ system completeness performance measures such as these include ODOT through its key performance measures, MnDOT through its Minnesota GO vision<sup>11</sup>, DDOT through its District Mobility Project, the cities of Kirkland, Kenmore, Redmond, Bellingham, Bellevue (adoption pending), Olympia (adoption pending) in Washington State, and FDOT through its Source Book. Table 4 describes the RTP goals addressed by this policy element.

<sup>11</sup> Minnesota Department of Transportation. *Statewide Multimodal Transportation Plan*. 2017.

**Table 4. RTP Goals Addressed by System Completion Mobility Policy Element (Approach #4)**

Goal	Land Use (RTP Goal #1)	Access to Opportunities, People and Goods (Goal #2)	Travel Choices (Goal #3)	Reliable and Efficient Vehicle Mobility (Goal #4)	Safety (Goal #5)	Climate Change and Air Quality (Goal #8)	Transportation Equity (Goal #9)	Fiscal Stewardship (Goal #10)
Addressed?	⊙	●	●	⊙	⊙	●	●	⊙

**Approach #5: Accessibility Element**

This mobility policy element would be to provide the Portland metropolitan region with adequate access to jobs, services, opportunities, and connections through a robust multimodal transportation system. Potential performance measures to support this element include:

- Number of jobs within a
  - 30-min. drive,
  - 45-min transit ride (including wait times)
  - 30-min. bike ride
  - 20-min walk
- Number of community places within a
  - 20-min. drive
  - 30-min transit ride
  - 20-min. bike ride
  - 20-min walk
- Percent planned networks meeting MMLOS standards
- Freight market access/ Access to industrial and intermodal facilities

Jurisdictions that employ accessibility performance measures such as these include MnDOT through its Minnesota GO vision and FDOT through its Source Book. Table 5 describes the RTP goals addressed by this policy element.

**Table 5. RTP Goals Addressed by an Access Focused Mobility Policy Element (Approach #5)**

Goal	Land Use (RTP Goal #1)	Access to Opportunities, People and Goods (Goal #2)	Travel Choices (Goal #3)	Reliable and Efficient Vehicle Mobility (Goal #4)	Safety (Goal #5)	Climate Change and Air Quality (Goal #8)	Transportation Equity (Goal #9)	Fiscal Stewardship (Goal #10)
Addressed?	○	●	○	○	○	○	●	○

**Approach #6: VMT Element**

This mobility policy approach element would seek to meet RTP goals by reducing vehicle travel per capita in the Portland metropolitan region. Potential performance measures to support this approach include:

- VMT per capita by geography
- Regional VMT per person miles traveled (PMT)

Jurisdictions that use VMT performance measures include ODOT through its Traffic Performance Report, Metro through its RTP Monitoring, and California through Senate Bill 743<sup>12</sup> and the California Environmental Quality Act (CEQA). The Los Angeles Mobility Plan 2035<sup>13</sup> cites both VMT and vehicle hours traveled (VHT) reduction as a desirable outcome. Table 6 below describes the RTP goals addressed by this policy element.

**Table 6. RTP Goals Addressed by a VMT Focused Mobility Policy Element (Approach #6)**

Goal	Land Use (RTP Goal #1)	Access to Opportunities, People and Goods (Goal #2)	Travel Choices (Goal #3)	Reliable and Efficient Vehicle Mobility (Goal #4)	Safety (Goal #5)	Climate Change and Air Quality (Goal #8)	Transportation Equity (Goal #9)	Fiscal Stewardship (Goal #10)
Addressed?	●	○	○	○	○	●	○	●

<sup>12</sup> California Senate. *Senate Bill 743*. 2013.

<sup>13</sup> City of Los Angeles. *Mobility Plan 2035*. Adopted September 2016.

**Approach #7: Safety Element**

This mobility policy element would be to reduce eliminate serious injury and fatal crashes on the roadway network. Potential performance measures include:

- Vehicle Miles Traveled
- Serious injury crashes and crash rates
- Fatal traffic crashes and crash rates
- Vehicle-pedestrian and vehicle-bicycle crashes and crash rates

Measures related to reduction in VMT on local and regional roads and reducing modal conflicts could be surrogates for incorporating safety into the mobility policy. The RTP designates high injury corridors that are typically arterials with higher occurrences of fatal and serious injury crashes. These are the priority corridors for safety related investments. Many of them are located in RTP designated equity focus areas (areas with greater concentrations of people of color, people with low-income and people who speak limited English).

Jurisdictions that employ safety performance measures such as these include ODOT through its key performance measures, Metro through its RTP and Regional Transportation Safety Strategy, MnDOT through its Minnesota GO vision, and FDOT through its Source Book, among many others. Table 7 below shows the RTP goals addressed by this policy element:

**Table 7. RTP Goals Addressed by a Safety Focused Mobility Policy Element (Option #7)**

Goal	Land Use (RTP Goal #1)	Access to Opportunities, People and Goods (Goal #2)	Travel Choices (Goal #3)	Reliable and Efficient Vehicle Mobility (Goal #4)	Safety (Goal #5)	Climate Change and Air Quality (Goal #8)	Transportation Equity (Goal #9)	Fiscal Stewardship (Goal #10)
Addressed?	●	⊙	⊙	○	●	●	○	●

**Approach #8: Infrastructure Condition Element**

This mobility policy element would be to preserve the affordability of the construction, operation and maintenance of the transportation system. ODOT tracks some of these as key performance measures already and the FAST Act/MAP-21 direct Metro and ODOT to track pavement and bridge condition for the National Highway System. Potential performance measures include:

- Percent of network in state of good repair
- Lane miles per capita
- Pavement condition rating
- Bridge condition rating
- Sidewalk condition rating

Table 8 below shows the RTP goals addressed by this mobility policy element.

**Table 8. RTP Goals Addressed by an Infrastructure Condition Mobility Policy Element (Option #8)**

Goal	Land Use (RTP Goal #1)	Access to Opportunities, People and Goods (Goal #2)	Travel Choices (Goal #3)	Reliable and Efficient Vehicle Mobility (Goal #4)	Safety (Goal #5)	Climate Change and Air Quality (Goal #8)	Transportation Equity (Goal #9)	Fiscal Stewardship (Goal #10)
Addressed?	⊙	○	⊙	○	⊙	⊙	⊙	●

**POLICY APPROACHES SUMMARY**

Table 9 summarizes the RTP goals that each potential policy approach would address. The “Score” column rates each policy element by assigning one point for every RTP goal it addresses and half a point for every RTP goal it partially addresses. As shown, the Multimodal Mobility Policy, System Completion Element, Access Element, VMT Element, and Safety Element received the highest scores under this methodology. This information can be used to consider different types of elements to consider in the updated mobility policy.

**Table 9. RTP Goals Addressed by Each Mobility Policy Element**

Mobility Policy Element Options	Land Use (RTP Goal #1) Land Use	Access to Opportunities, People and Goods (Goal #2)	Travel Choices (Goal #3)	Reliable and Efficient Vehicle Mobility (Goal #4)	Safety (Goal #5) Safety	Climate Change and Air Quality (Goal #8) Climate	Transportation Equity (Goal #9)	Fiscal Stewardship (Goal #10)	Score
Current Mobility Policy	○	⊙	○	⊙	⊙	○	○	○	<b>1.5</b>
Current Mobility Policy with Reliability Element	⊙	⊙	○	●	⊙	○	○	○	<b>2.5</b>
Multimodal Mobility	○	●	●	⊙	⊙	⊙	●	○	<b>4.5</b>
System Completion Element	⊙	●	●	⊙	⊙	●	●	⊙	<b>6</b>
Accessibility Element	⊙	●	⊙	⊙	⊙	⊙	●	⊙	<b>5</b>
VMT Element	●	○	⊙	⊙	⊙	●	⊙	●	<b>5</b>
Safety Element	●	⊙	⊙	○	●	●	○	●	<b>5</b>

● = Yes   ○ = No   ⊙ = Partially

**NEXT STEPS**

The potential mobility related policy elements described in this memo that could be incorporated into the region’s mobility policy will be reviewed with project stakeholders, revised, and narrowed down for testing based on input received. The refined set of potential draft policy elements and associated measures will be tested on illustrative case studies to demonstrate how different potential mobility policies could impact transportation outcomes and the planning process.

This process will need to address the following questions:

- How will we define mobility for the region’s transportation system?
- What mobility performance measures would better inform land use and transportation decisions and investments from a mobility perspective?
- What policy changes are needed to achieve the desired mobility outcomes?
- What are our expectations about mobility for different travel modes based on land use context and functional classification(s) of roads?
- What other factors should be considered in the mobility policy to better align the policy with our expectations about mobility?