The Guidebook for Measuring Multimodal Network Connectivity is a guide for transportation planners and analysts on the application of analysis methods and measures to support transportation planning and programming decisions. It describes a five-step analysis process and numerous methods and measures to support a variety of planning decisions. It includes references and illustrations of current practices, including materials from five case studies conducted as part of the research process.
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This report discusses general research associated with performance measures and elements of a performance management framework. This report was not intended to address the specific requirements associated with the FHWA rule that established national measures for system performance and other associated requirements, including specific target setting, data collection/reporting, and other general reporting requirements. That final rule [“National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program”: Docket No. FHWA–2013–0054, RIN 2125–AF54, Federal Register - Vol. 82, No. 11, Pg. 5970 - January 18, 2017] can be found at: https://www.gpo.gov/fdsys/pkg/FR-2017-01-18/pdf/2017-00681.pdf. Within this final rule a measure to track the percentage of travel occurring in non-single occupancy vehicles (non-SOV) was established to reflect multimodal transportation use. The FHWA acknowledged in the rulemaking that the approaches to effectively track multimodal performance will improve with time, and, for this reason, noted that the required non-SOV measure will serve as a starting point. The FHWA further discussed its intent to revisit this measure in the future, as research projects underway to evaluate multimodal performance reach their completion. This report is an example of a research project that will help inform transportation decision makers in how they can effectively measure and improve multimodal performance. Complimentary efforts that are underway both within and outside of FHWA will be used as well to evaluate how and when required multimodal performance measures can be improved.

ACKNOWLEDGEMENTS

All photographs by Nathan McNeil, Portland State University, unless otherwise noted.
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