

The background of the cover features a photograph of a city park, likely Central Park in New York City. In the foreground, a person wearing a plaid shirt and a backpack is riding a bicycle on a paved path. Other people are visible walking in the distance. The background is filled with tall, modern skyscrapers under a clear blue sky. A large, semi-transparent blue diagonal shape covers the left side of the image, containing a faint, light-colored map of a city grid.

FHWA GUIDEBOOK FOR

MEASURING MULTIMODAL NETWORK CONNECTIVITY



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The contents of this report reflect the views of the authors, who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official policy of the U.S. Department of Transportation. This report does not constitute a standard, specification, or regulation.

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.

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