

**Attachment 3: Criteria for Evaluating Potential Mobility Measures in Case Studies**

**Technical feasibility and clarity**

Are the performance measures reasonably simple to analyze?

Are they easy for both the public and practitioners to understand?

Do they rely on readily available data and a proven analysis process?

**Flexibility for intended applications and different contexts**

•Can it be focused on people, goods, or both?

Can it be distinguished for different facility types such as throughways vs arterials?

Can it consider land use context?

Can it be used for one or all intended applications (system planning, plan amendments, and development review)?

Can it be used at different scales to compare scenarios or alternatives?.

**Legal defensibility**

•Are the measures legally defensible with respect to legal mandates from the State of Oregon over the past 20 years?

Can they document incremental changes or impacts and be compared to a standard?

**Measure already in use**

•Is the measure(s) in use by other states, MPOs and/or jurisdictions?

Is the measure already in use by ODOT?

Is the measure already in use by Metro?

**Ability to impact outcome/show progress**

•Does the measure provide a link between the mobility policy and the outcomes demonstrated by the performance measures?

Are ODOT, Metro and local agencies (alone or working collectively toward the regional goals) able to impact these outcomes?