

## Mobility Effects Evaluation

### EVALUATION OBJECTIVE

Identify potential for project effects on mobility and accessibility in the affected community; emphasis is afforded to the non-driving population groups (i.e., elderly, young, disabled, and low-income individuals).

### CONSIDERATIONS FOR EVALUATION OF SOCIAL EFFECTS

#### **Modal Choices**

Consider project implications on all forms of surface transportation modes (pedestrian, bicycle, transit and vehicle); note convenience, accessibility, and provided mode choices before and after the project.

#### **Transportation Disadvantaged**

Note special needs transportation services/service areas; note concentrations of transportation disadvantaged populations and potential effects on the quality of the transportation system serving these populations.

#### **Connectivity**

Considering all transportation modes, note whether the project will impede/enhance mobility in the community; consider effects on access to intermodal facilities, businesses, retail, parks, etc.

#### **Traffic Circulation**

Consider changes in traffic patterns/circulation (including access to major roads, connectivity to local roads, transit routing and other non-vehicular traffic); note potential of project to improve/diminish access to services; note the project’s consistency with regional and local transportation plans such as the STIP, LRTP and TIP.

#### **Public Parking**

Consider potential effects on public parking areas (including the extent to which the project will enhance/diminish access to the roadway network or other travel modes).

### RECOMMENDED EST DATA AND BUFFER WIDTHS

- “Census Data”** (e.g., elderly population and households with no vehicle) → 100 Feet / 500 Feet / 1,320 Feet
- “Community Focal Points”** (e.g., group care facilities, schools and shops) → 100 Feet / 500 Feet / 1,320 Feet
- “Mobility Features”** (e.g., sidewalks, trails, bus routes and ferry network) → 100 Feet / 500 Feet / 1,320 Feet

### DOCUMENTATION

Develop commentary on conditions and issues that are relevant to potential direct effects on mobility in the project area. Enter findings in the appropriate EST comment boxes in the SCE module under **“Direct Effects - Mobility.”**

#### **EST Comment Box: “Identify Resources and Level of Importance”**

##### **Minimum Content:**

- Identify mobility resources including transportation facilities and services, characteristics and features in the project area that have bearing on mobility, transportation disadvantaged population groups in the project area, and relevant transportation plans
- Assign a level of importance to identified resources as indicated through public input

#### **EST Comment Box: “Comment on Effects to Resources”**

##### **Minimum Content:**

- Describe the project (limits, typical section, location, etc.) and its relevance or importance in meeting local/regional mobility needs (i.e., hurricane evacuation)
- Discuss existing, planned or projected transportation facilities, services and users in the project area (e.g., truck routes, transit services, tourists, etc.) and any potential effects
- Indicate basis for the assigned Degree of Effect

### *Mobility Effects Evaluation (Continued)*

**EST Comment Box: “Additional Comments (Optional)”**

Provide additional comments as needed.

**EST Comment Box: “CLC Commitments and Recommendations”**

**Minimum Content:**

As applicable, provide recommended actions for:

- Identifying potential project-related effects on mobility in the community including effects on modes serving transportation-disadvantaged populations, etc.
- Resolving potential project effects including methods to avoid effects
- As appropriate, indicate commitments on behalf of the planning agency such as:
- Targeted community outreach (e.g., special needs patrons) to refine understanding of effects and potential methods for addressing effects.
- Technical study to help clarify significant issues identified

**Tip: Evaluating Mobility Effects**

The Long Range Transportation Plan goals and objectives pertaining to countywide and regional mobility and accessibility may provide additional insight regarding potential project effects.