



## MEMORANDUM

**To:** CMAQ Project Selection Committee

**From:** Tom Rickert, Chairman, Bicycle and Pedestrian Task Force

**Date:** September 19, 2012

**Re:** Focused Programming for Bicycle and Pedestrian Facility Projects

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To further implementation of GO TO 2040, the CMAP Bicycle and Pedestrian Task Force recommends the following two-tier approach in evaluating CMAQ Program bicycle and pedestrian facility projects. The first tier gives the proposed criteria which bicycle and pedestrian facility projects would need to meet in full in order to be recommended. The second tier identifies data that will help CMAP and implementers identify potential projects, evaluate project proposals, and estimate the impact of built projects over time.

Both tiers are intended to enable the CMAQ program to assist in implementing the goals and action areas of GO TO 2040. These criteria and measures were discussed at the Bicycle and Pedestrian Task Force meeting on September 19, 2012. Note that the criteria and measures apply to facilities, not to programmatic projects, which may require evaluations specific to the proposal.

**Criteria.** First, the Bicycle and Pedestrian Task Force has adopted criteria, all of which would need to be met, for facility project recommendations:

- Project is either a bikeway,<sup>1</sup> or
- Project is a pedestrian facility providing direct access to high ridership transit stops and stations).<sup>2</sup>

In addition, the proposed facility must:

- Be included in an adopted or approved plan, and

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<sup>1</sup> A bikeway may include a bike lane, buffered bike lane, protected bike lane, bicycle-friendly shoulder signed as a route, a bicycle boulevard (sometimes referred to as a neighborhood greenway), or an off-street multi-use path. See the AASHTO *Guide for the Development of Bicycle Facilities* (2012) and the NACTO *Urban Bikeway Design Guide* (2011).

<sup>2</sup> The evaluation of ridership is dependent on the context, highly urban, urban, suburban, and ex-urban. A CTA ridership area is not comparable to a Pace ridership area. The goal is to connect pedestrian facilities to those transit stations/services that serve high numbers of riders for the context in which they exist. Also, for clarification, the "high-ridership" transit criterion does not apply to bikeways.

- Provide direct access to a CBD, activity<sup>3</sup> center, transit service, school, or a regional-scale park or recreation facility (including trails); and
- Show major improvement in safety and attractiveness criteria from “before” to “after”, as a result of the proposed improvement (see 2011 memo about these criteria<sup>4</sup>); and
- Meet the other programming eligibility requirements for CMAQ project proposals in the Chicago region established by the MPO Policy Committee, including project readiness<sup>5</sup>.

*Evaluation Measures.* Second, the Bicycle and Pedestrian Task Force has adopted evaluation measures to identify potential projects, evaluate project proposals, and estimate the impact of built projects over time:

- Bicycle and pedestrian facility user counts (before and after, annual for four years)<sup>6</sup>
- Journey-to-work non-motorized mode share<sup>7</sup>
- Bicycle and pedestrian crashes<sup>8</sup>
- Total crashes (including motor vehicles)<sup>9</sup>
- Transit boardings and alightings<sup>10</sup>
- Population (2010) + Employment (2000)<sup>11</sup>

With the exception of total crashes, these criteria and measures are a subset of the evaluations undertaken for the FY 2012-2016 CMAQ Program.

The Bicycle and Pedestrian Task Force also endorses using these criteria and measures for other regional programming of bicycle and pedestrian facility projects at the MPO level.

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<sup>3</sup> Activity center is understood to include employment centers for this purpose.

<sup>4</sup> Entitled, “CMAQ Focused Programming -- May 2011 Memo: Project Evaluation for Safety/Facility Attractiveness,” posted at [www.cmap.illinois.gov/bicycle-and-pedestrian-task-force/minutes](http://www.cmap.illinois.gov/bicycle-and-pedestrian-task-force/minutes).

<sup>5</sup> For more detailed information, see Section 2.b.i.(1) and (2) of the document, “CMAQ Programming and Management Policies” at [www.cmap.illinois.gov/cmaq/active-program-management-policies](http://www.cmap.illinois.gov/cmaq/active-program-management-policies).

<sup>6</sup> In no case would counts be part of the application process, but would be conducted by the sponsor agency for programmed projects. “Before” counts would apply only to on-street facilities, sidewalks, and sidepaths.

<sup>7</sup> This analysis would be prepared by CMAP staff.

<sup>8</sup> This analysis would be prepared by CMAP staff.

<sup>9</sup> This analysis would be prepared by CMAP staff.

<sup>10</sup> This analysis would be prepared by CMAP staff.

<sup>11</sup> This analysis would be prepared by CMAP staff. The most recent employment data available will be used for this analysis.