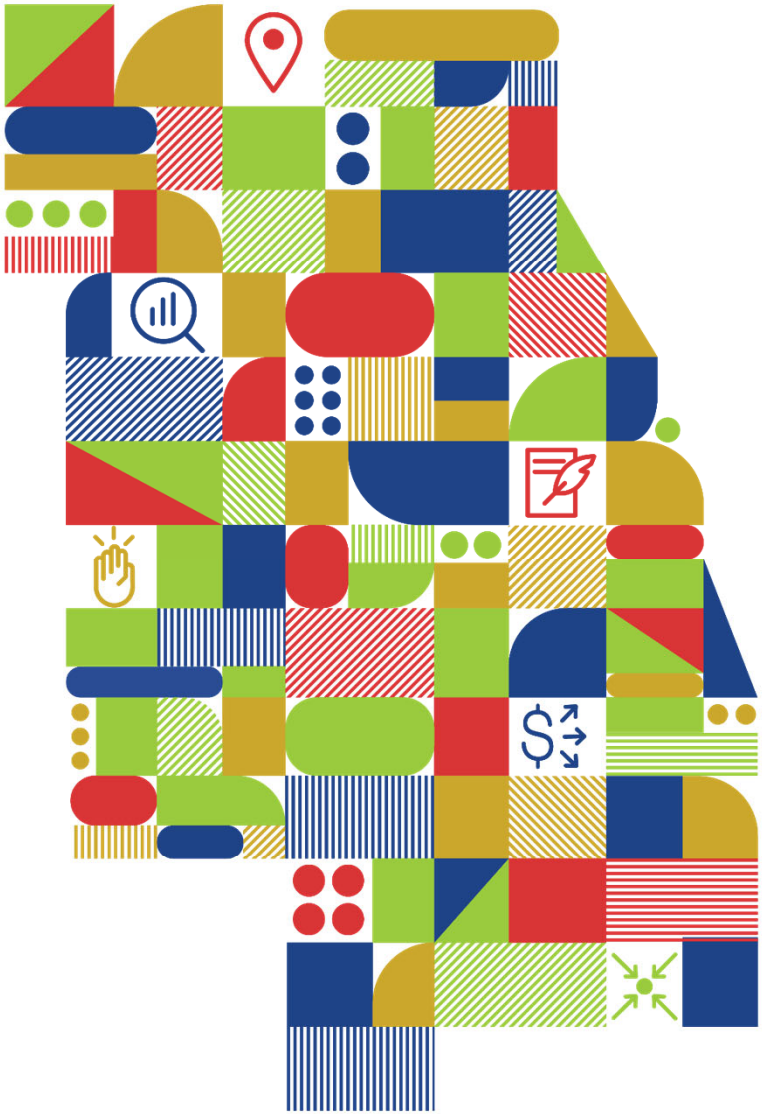
CMAP

Safety projects and revised bike/ped related proposals

September 3, 2020



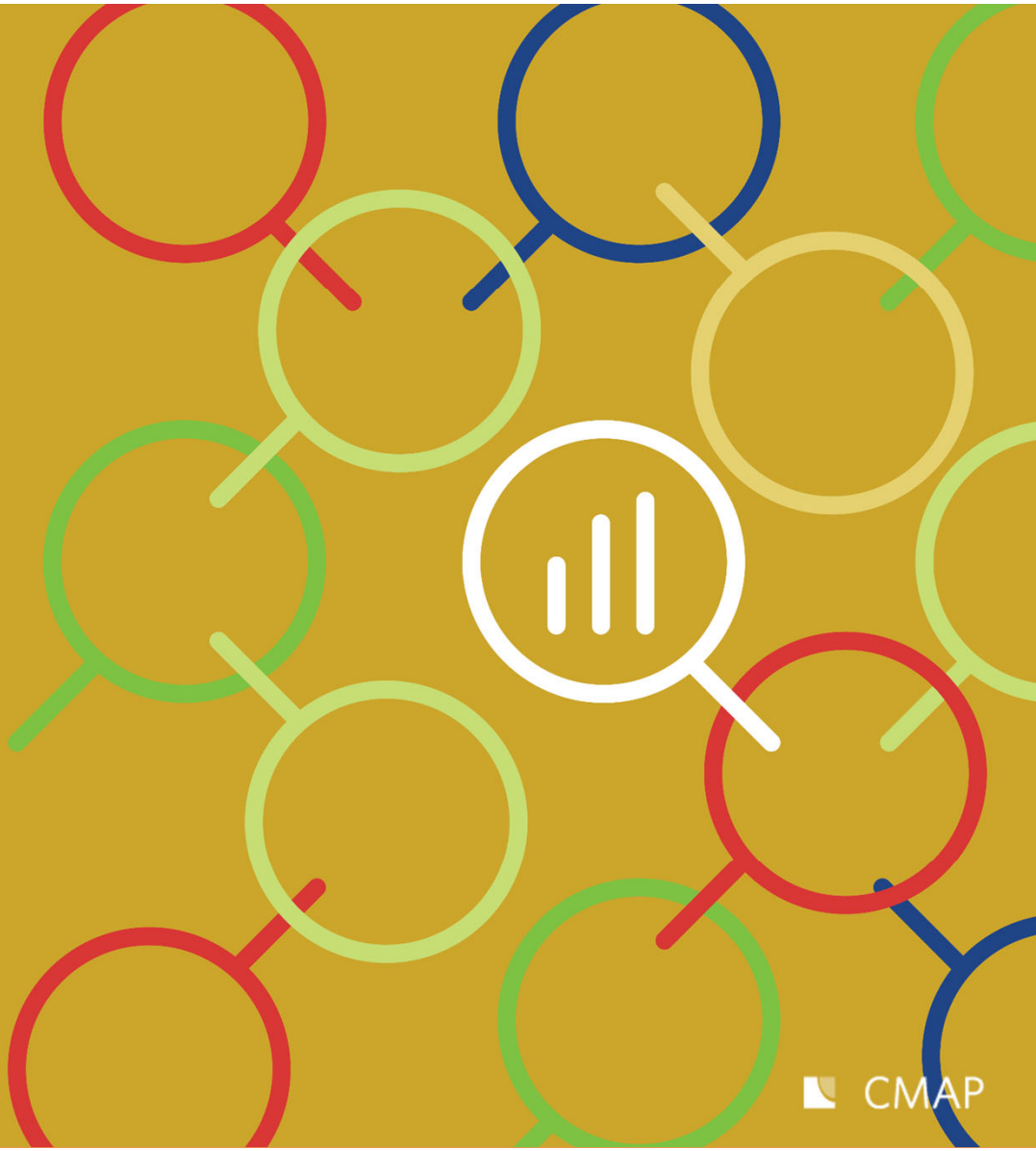
Overview

Minor changes to data for safety projects

Follow-up and revisions to earlier staff proposals

- Incentivizing multi-scope projects
- Sidewalks on one vs. both sides
- Quality of pedestrian crossings
- Bicycle access to stations
- Route characteristics: water barrier elimination
- Additional complete streets elements

Corridor/Small Area Safety Projects



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Current methodology

Existing Condition

IDOT Safety Road Index (SRI)

Improvement (cost effectiveness of)

Crash modification factors (CMF) determined for improvements included in the scope of the project multiplied by the number of crashes within the last 5 years for which data was available

The worst SRI within project limits and highest (most effective) CMF are used for scoring

Staff findings

Crash data provided by applicants was inconsistent (# of years and time period)

More detailed scope information is needed for more specific CMFs

Proposed changes

No scoring methodology changes proposed

Use only the most-recent 5-years of crash data, obtained from IDOT, unless the applicant provides more recent data

Revise application workbook to better capture relevant scope of work

Discussion and questions

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Transit Station projects

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Incentivizing multi-scope projects

Initial proposal: Need and improvement scores based on both the station improvements and access improvements (equally weighted)

Discussion suggested incentivizing doing more with one project

Revised proposal: For the improvement portion of the score, use the highest improvement value from either the station improvements or access improvements

Consider bicycle access

Initial proposal: Focused on sidewalks due to lack of comprehensive bike network data

Discussion: Lack of network data is understood, but in the interim consider bike parking/bike-sharing docks

Revised proposal: For both need and improvement, scale sidewalk scores to 15 pts and allocate 5 pts for bike parking/bike-sharing docks

Sidewalks on one vs. both sides

Initial proposal:

- Need: % of roads in station area with no sidewalk
- Improvement: % new plus improved sidewalk (linear ft)

Discussion suggested that 2x the length of roadway is the potential total length of sidewalk

Clarification: % calculations will be based on the potential total length of sidewalk

Quality of crossings

Discussion suggested that lack of safe and/or accessible pedestrian crossings should be considered a “need” and the addition of these facilities should be considered an “improvement”

Data constraints: There is no regional data source for crossings

Revised proposal: No revisions are proposed at this time. CMAP will work to identify or develop data for the next cycle.

Discussion and questions

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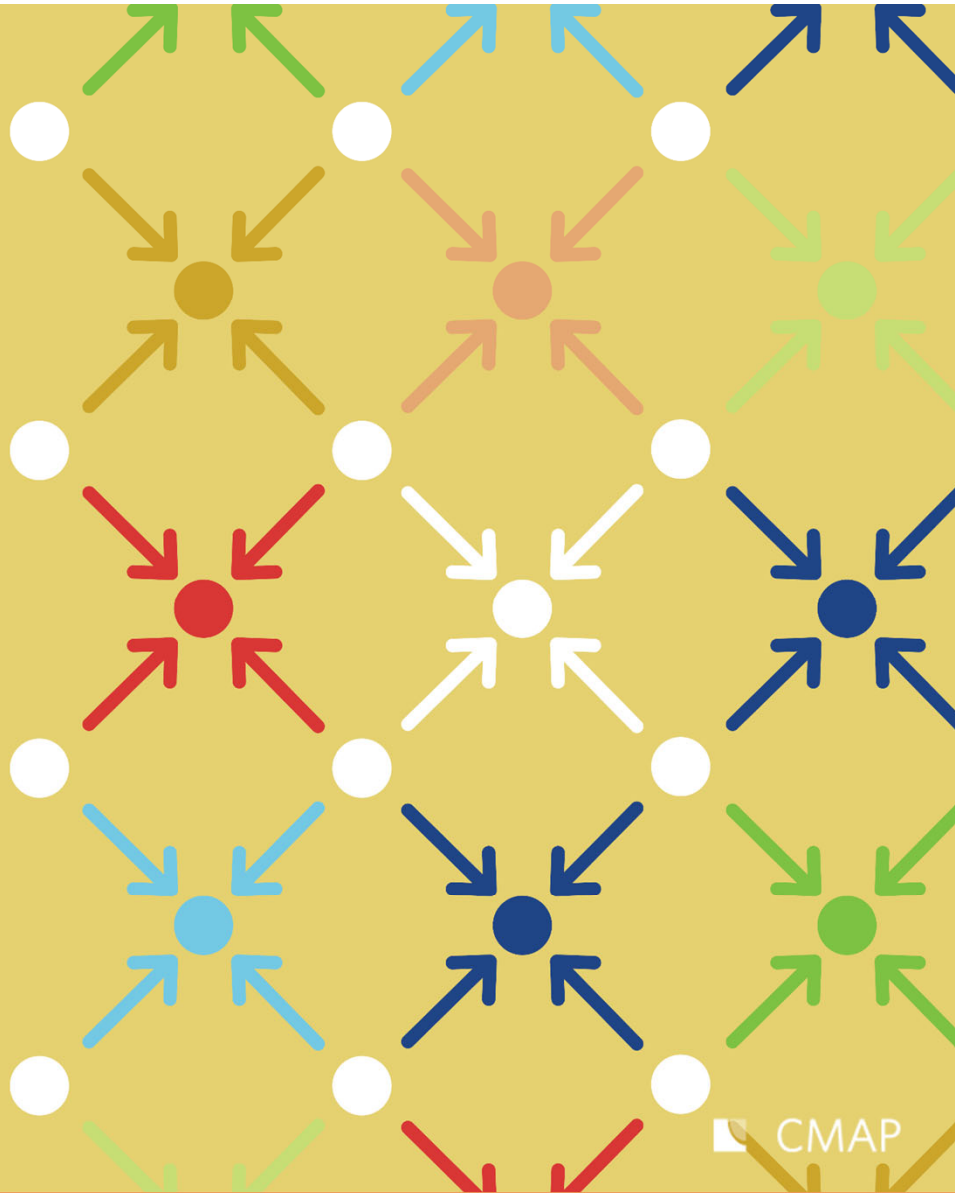
Bicycle and Pedestrian Barrier Elimination



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Market for facility (all barriers)

Initial proposal: Sum of population and employment density points and transit availability index points

Discussion: Presence of schools should be considered

Revised proposal: Re-scale previously proposed pts; Add +1 pt for a public or private school (K-12) within 1 mile of the project location

Pop/Employment Quintile	Points
Top quintile	2
Second quintile	1.5
Third quintile	1
Fourth quintile	0.5
Lowest quintile	0

Transit Availability Index	Points
5	2
4	1.5
3	1
2	0.5
1	0

Route characteristics (water barriers)

Initial proposal: Distance to nearest alternate crossing (with bike/ped infrastructure)

Discussion: The number of users should be more important than the distance to an alternate crossing; The quality/characteristics of the nearest alternate crossing should be considered

Scoring and data limitation concerns: Potential users are part of all project scoring via the jobs + households criterion; There is no regional data source for trail/path user counts or projections

Water barriers, cont'd

Revised proposal: No change to distance-based scoring; Adjust the nearest crossing definition to be "with *adequate* bike/ped facilities *such as:*

- The crossing is for bike/ped users only
- The crossing is a roadway with an 8' or greater sidewalk/shared-use path that is physically separated from the travel lanes on at least one side
- The crossing is a roadway with a 5' or greater physically separated sidewalk on at least one side *and* striped or protected bike lanes"

Discussion and questions

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Complete Streets Planning Factor

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Complete Streets elements

Initial proposal: Give points for inclusion of sidewalks, bike lanes, and/or multi-use paths/trails

Discussion: Additional elements should also receive points

Revised proposal: Give points shown below, up to 15 maximum (to be scaled to project category maximum), and allow consideration of other elements

Elements included in project*	Points (up to a max. of 15)
Sidewalks	+ 2 pts per side
Marked/striped bike lane	+ 1 pt per side
Buffered/protected bike lane	+ 3 pts per side
Multi-use path/trail (either side)	+ 4 pts
Refuge islands	**+ 1 pt**
Curb extensions/bump outs/chicanes	**+ 1 pt**
Bicycle racks and/or bike-sharing dock	**+ 1 pt**
Crosswalk or lane enhancements (e.g. colored, raised, textured)	**+ 1 pt**
Pedestrian beacons or countdown signals	**+ 1 pt**

*Added, replaced, improved, or existing; Other elements may be considered on a case-by-case basis

Discussion and questions

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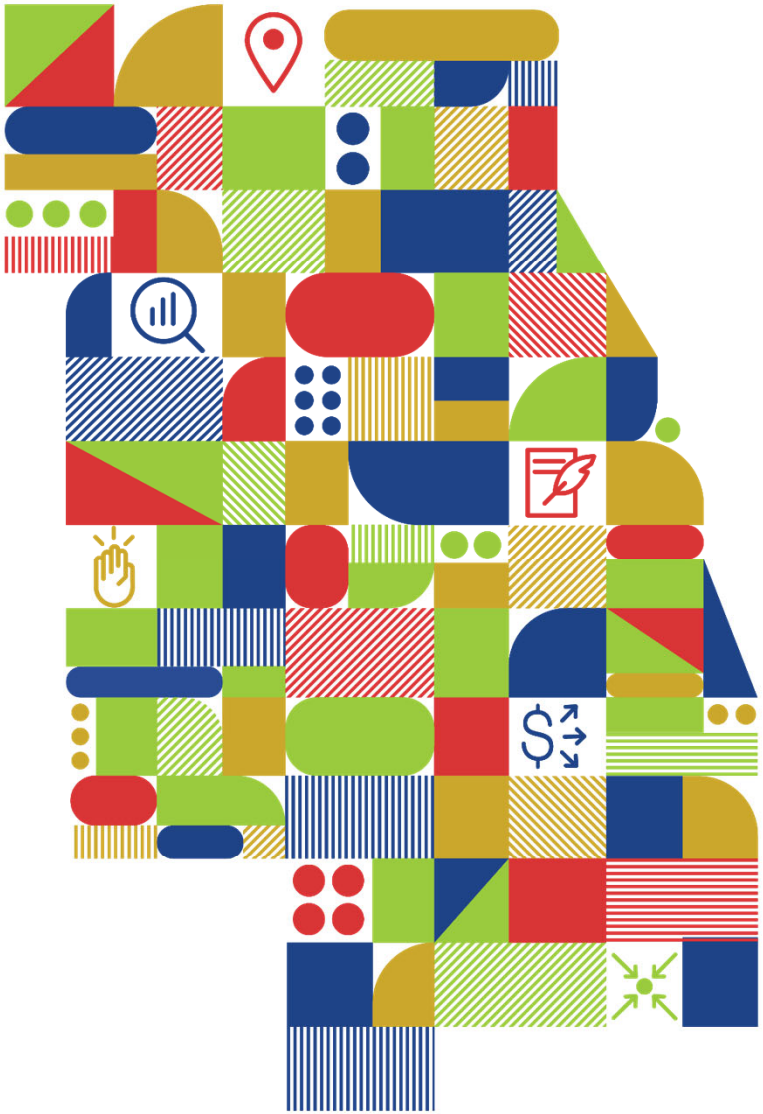
Subregional priorities, partial funding

July 16, 2020



Overview

Review staff proposals:

Replacing council bonus points with subregional priority points

Program development procedures

Subregional Priority Points

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Current methodology: bonus points

Points are in addition to the 100 pts from the methodology

Each council and CDOT allocated 25 bonus points

Each council/CDOT can apply up to 15 points to a single project

No project can receive more than 25 bonus points

No restrictions on allocating points outside of boundaries

Comments received

The weight of the bonus points was too high, overshadowing both project readiness and planning factors

Sharing between councils should be limited, or should require justification of benefits

Points should be allocated to projects that have benefits that are not captured in the rest of the scoring

Proposed: subregional priority pts

Included in the 100 point total score

Each council/CDOT can allocate 15 points, as follows:

Highest priority	5 points
2nd priority	4 points
3rd priority	3 points
4th priority	2 points
5th priority	1 points

Can allocate points outside boundaries, with justification

Maximum 5 points to a single project

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Discussion and questions

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Program Development Procedures

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Current methodology

Programming in any FFY cannot exceed estimated funds available in that year. Unprogrammed funds from one year are not available for programming in other years

Phases cannot be “split” across multiple FFYs due to federal authorization procedures

If all requested phases of a project cannot be fully funded in the 5-year program, the entire project cannot be funded

Project phases may be programmed in years later than requested, but cannot be programmed in years earlier than requested

Comments received

The application materials did not clearly state that a project phase could not utilize more than one years' funding or that projects that could not be fully funded would not be selected at all

All available funds should be offered to partially fund a project, before considering the next highest ranked project

If a single phase can be funded, but not the entire project, that phase should be programmed

Proposed programming procedures

No procedural changes

Clarifying language regarding the process and fiscal constraint limitations added to the application booklet

For projects proposing “staged” construction, each stage will be evaluated as a separate application, unless the applicant requests consideration of only the overall project

Stages must meet federal and state “independent utility” and “logical termini” requirements

Discussion and questions

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