



## MEMORANDUM

**To:** CMAQ Project Selection Committee

**From:** 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, or
- Project is a pedestrian facility providing direct access to high ridership transit stops and stations).

In addition, the proposed facility must:

- Be included in an adopted or approved plan, and
- Provide direct access to a CBD, activity 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>1</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>2</sup>.

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<sup>1</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).

*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)
- Journey-to-work non-motorized mode share
- Bicycle and pedestrian crashes
- Total crashes (including motor vehicles)
- Transit boardings and alightings
- Population (2010) + Employment (2000)

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>2</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).