NORTHWEST MUNICIPAL CONFERENCE
1600 East Golf Road, Suite 0700
Des Plaines, Illinois 60016
(847) 296-9200 • Fax (847) 296-9207
www.nwmc-cog.org

A Regional Association of Illinois Municipalities and Townships Representing a Population of Over One Million

Northwest Municipal Conference
Bicycle and Pedestrian Committee
Tuesday, December 18, 2018
10:30 a.m.
NWMC Offices

I. Call to Order/Introductions

II. Approval of September 18, 2018 Meeting Minutes (Attachment A)
Action Requested: *Approval of Minutes*

III. NWMC Multimodal Plan Update (Attachment B)
Staff will provide an update on the development of the NWMC multimodal plan, as well as an overview of the plan's proposed content.
Action requested: *Information/Discussion*

IV. Des Plaines River Trail UP Railroad Steering Committee (Attachment C)
Staff will report on the November 29 meeting of the steering committee and discussions regarding improvements to the Des Plaines River Trail crossing at the UP railroad.
Action Requested: *Information/Discussion*

V. CMAQ and TAP Call for Projects (Attachments D, E, and F)
Staff will discuss the upcoming call for Congestion Mitigation and Air Quality (CMAQ) Improvement and Transportation Alternatives Program (TAP) projects scheduled to open in January 2019.
Action Requested: *Informational*

VI. Local Project Updates
Municipalities and others will be asked to provide updates on bicycle and pedestrian related projects.
Action Requested: *Information/Discussion*

VII. 2019 NWMC Bicycle and Pedestrian Committee Proposed Meeting Dates
Staff proposes meeting on the following dates in 2019. Please note that meetings in January, February, March, and August will be held on the fourth Tuesday of the month to avoid NWMC staff conflicts.

Tuesday, January 22
Tuesday, February 26
Tuesday, March 26
Tuesday, April 16
Tuesday, May 21
Tuesday, June 18
Tuesday, July 16
Tuesday, August 27
Tuesday, September 17

Tuesday, October 15
Tuesday, November 19
Tuesday, December 17
Action Requested: Approval of Meeting Schedule

VIII. Other Business

IX. Adjourn

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Attachment A

A Regional Association of Illinois Municipalities and Townships Representing a Population of Over One Million

Northwest Municipal Conference
Bicycle and Pedestrian Committee
Tuesday, September 20, 2018
Draft Meeting Minutes
10:30 a.m.
NWMC Offices, Des Plaines

Committee Members Present:
Derek Peebles, Civil Engineer, City of Des Plaines (co-chair)
Sharon Caddigan, Manager, Village of Streamwood
Billie Roth, President, Village of Streamwood
Patrick Knapp, Transportation Planner, Village of Schaumburg
Mike Hankey, Director of Transportation, Village of Hoffman Estates
Dan Randolph, Civil Engineer 2, Village of Niles
Jim Baxa, Civil Project Engineer, Village of Northbrook
Adriana Webb, Capital Project Manager, Village of Glenview
Brooke Casolari, Senior Planner, Village of Wheeling
Andrew Jennings, Community Development Director, Village of Wheeling
Andrew Binder, Planning and Zoning Coordinator, Village of Barrington

Others Present:
John Carlisle, City of Park Ridge
Deb Kutska, Oakton Community College
Josh Klingenstein, Northwest Municipal Conference
Cole Jackson, Northwest Municipal Conference
Larry Bury, Northwest Municipal Conference

I. Call to Order/ Introductions

Mr. Peebles called the meeting to order at 10:31 a.m. and asked those present for introductions.

II. Approval of March 20, 2018 Meeting Minutes.

Mr. Klingenstein reported that due to the transition to new Program Associates for Transportation, staff was unable to locate the minutes for the meeting on July 17.

III. NWMC Multimodal Plan Update

Mr. Jackson reported that the RFP for the NWMC Multimodal Plan was currently being processed by CMAP staff. He said that once the RFP is processed, it will be released on the CMAP website and a pre-bid meeting will be held with potential consultants. He also noted that Heidy Persaud, Associate planner at CMAP, had taken over as project manager from Senior Planner Lindsay Bayley. Mr. Bury noted that

NWMC would like to see the RFP get approved soon, so that the consultant selection process could begin.

IV. STP Project Selection Committee Update

Mr. Klingenstein discussed the background of the STP Regional Shared Fund and noted the eligible project types. He noted that NWMC and the Northwest Council of Mayors Technical Committee had each submitted a comment letter to CMAP staff with concerns about the Shared Fund scoring methodology and active program management strategies. He reviewed the main concerns articulated in each letter and said that formal responses to the comments were expected soon. He also said that he did not expect the methodology to change significantly between the meeting and adoption of the policies on September 26.

Mr. Klingenstein then reviewed the implications of the scoring methodology for bike and pedestrian projects. He noted that, while bicycle and pedestrian projects on their own were not eligible for STP funding, all project types received points for complete streets. He said that projects could receive points for either including complete streets elements or for having a complete streets policy or ordinance in effect. Mr. Hankey asked for clarification on which types of policies would count for points. Mr. Klingenstein responded that he believed that CMAP would count any complete streets-related policy or ordinance, but that he would get clarification from CMAP.

Mr. Klingenstein said that each call for projects would focus on different project types, and that municipalities applying for funds should plan accordingly. He also noted that points are given for project readiness, including the completion of phase II engineering and the acquisition of right of way.

Ms. Caddigan asked if the conference would be willing to provide assistance to multi-jurisdictional applications. Mr. Klingenstein responded that they would. Mr. Randolph asked if the Shared Fund was related to Council STP funding. Mr. Klingenstein responded that it was related, but that there were separate calls for projects for each.

V. Available Grants and Opportunities

Mr. Jackson reviewed two available grants. First, Mr. Jackson provided information about the Safe Routes to School program. He noted that applications open September 24 and will close November 19. He also said that no local match was required, and the projects must be located within two miles of an eligible school. He said that the program would fund both infrastructure and non-infrastructure projects, and provided examples of each.

Mr. Jackson then provided information about the CMAP Local Technical Assistance program and the RTA Community Planning program. Mr. Jackson explained that the grants provided technical assistance to municipalities for a variety of projects, and he then reviewed some of the eligible project types. He also noted that applications were due on October 6.

Mr. Jennings asked if high schools were eligible for funding. Mr. Randolph responded that he believed they were not. Mr. Bury said that NWMC would confirm. Ms. Webb

asked if there was a cap on project costs. Mr. Klingenstein said he was not certain, but that NWMC staff would look into the matter. Mr. Carlisle asked if all projects were required to have a non-infrastructure component. Mr. Klingenstein said he believed they did not. Mr. Bury said NWMC staff would confirm.

VI. Local Project Updates

Mr. Carlisle said that the City of Park Ridge was beginning to implement some of the draft recommendations of its bike plan, and he reviewed some of the specific improvements being made. Mr. Peebles asked if the bike plan had been completed. Mr. Carlisle responded that it was in draft form but that the city had funding available for some of the projects. Mr. Carlisle also discussed some of the issues the City had when drafting the bike plan.

Mr. Knapp noted that the Village of Schaumburg had obtained funding to repair bicycle paths rated as being in either poor or fair condition. Mr. Peebles asked if most of the paths were asphalt, and Mr. Knapp responded that they were. Mr. Peebles asked how the Village handled roots on the path and noted that he had seen some interesting strategies to manage roots on other paths.

Mr. Hankey noted that Hoffman Estates had received an Invest in Cook grant for engineering of its Beverly Road bicycle path. Mr. Hankey also noted that the Village submitted an Access to Transit grant application for Central Road near Barrington Road. Mr. Peebles said that construction has begun on the Ballard Rd. sidepath and that feedback has been positive. Mr. Randolph asked if there were any plans to widen Central Rd. Mr. Peebles said it was unlikely. Mr. Carlisle noted that the Main-Northfield Comprehensive Plan, funded by CMAP's LTA program, would be finished soon.

VII. Other Business

There was no other business.

VIII. Next Meeting

Mr. Peebles reported that the next meeting was scheduled for October 16, 2018 at 10:30 a.m. at the NWMC offices.

IX. Adjournment

The committee voted to adjourn on a motion by Ms. Caddigan, seconded by Mr. Randolph.

Attachment B

NWMC Multimodal Plan Update

A Collaboration

Chicago Metropolitan Agency for Planning

+

Northwest Municipal Conference

Building Off Success

2010 NWMC Bike Plan

2012 NWMC Regional Bicycle Signage Plan

2012 Northwest Highway Corridor Plan

2014 Des Plaines River Trail Plan

What to Expect

Results of the NWMC Bike Plan Update

Corridor Analysis

Evaluating regional corridors proposed during the 2010 plan to determine if they remain the best options for implementation

Connectivity

The 2019 plan will incorporate analysis of pedestrian and transit connectivity

Best Practices

Provide documents with guidance and best practices for member communities to use on their own projects

Prioritized Plans

To support implementation proposals will be prioritized based on cost, feasibility and data

Engagement

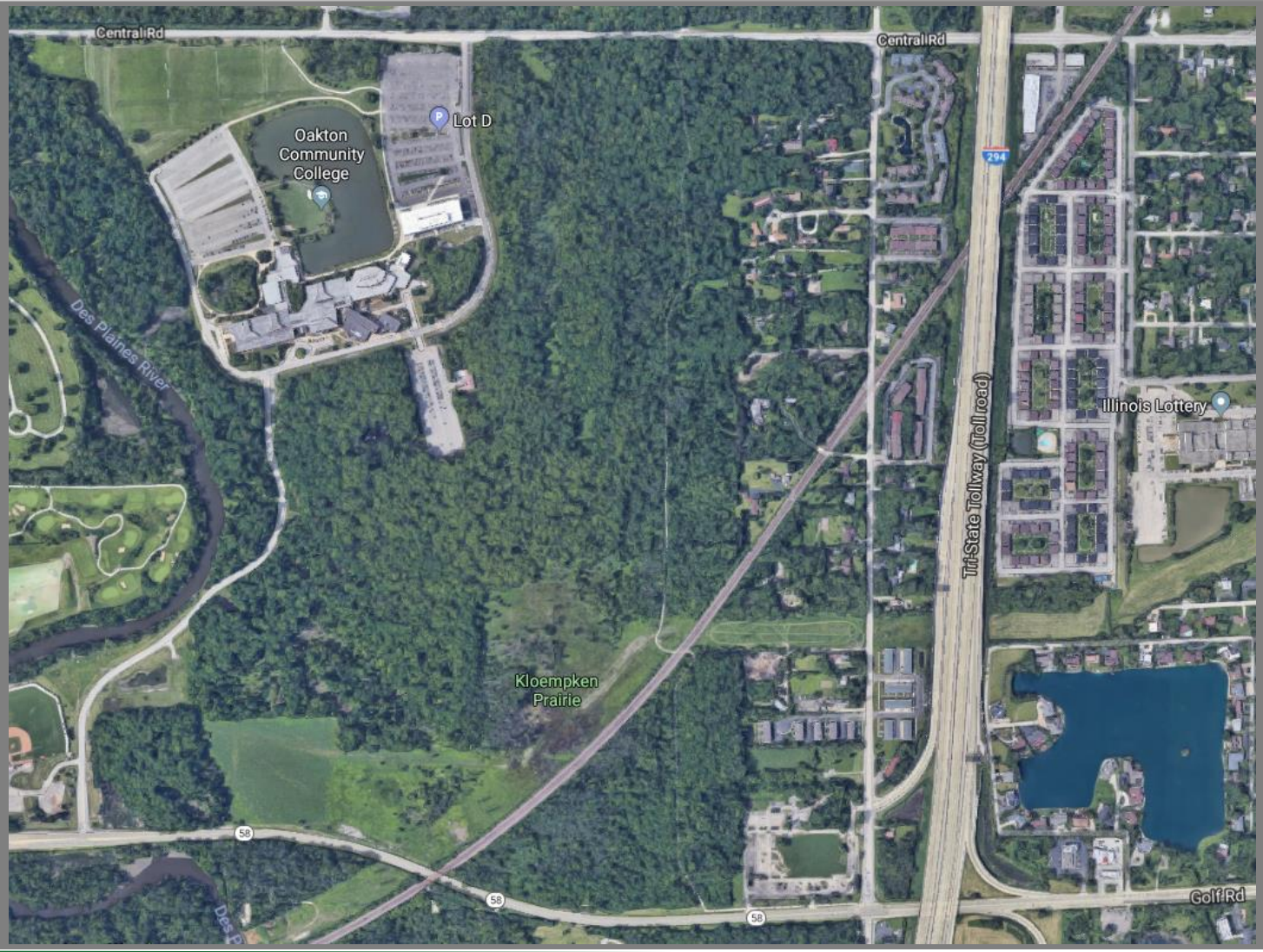
There will be opportunities for engagement with the steering committee, municipal leaders, and the general public

Questions?

Des Plaines River Trail

Preliminary Design Study

Area of Study

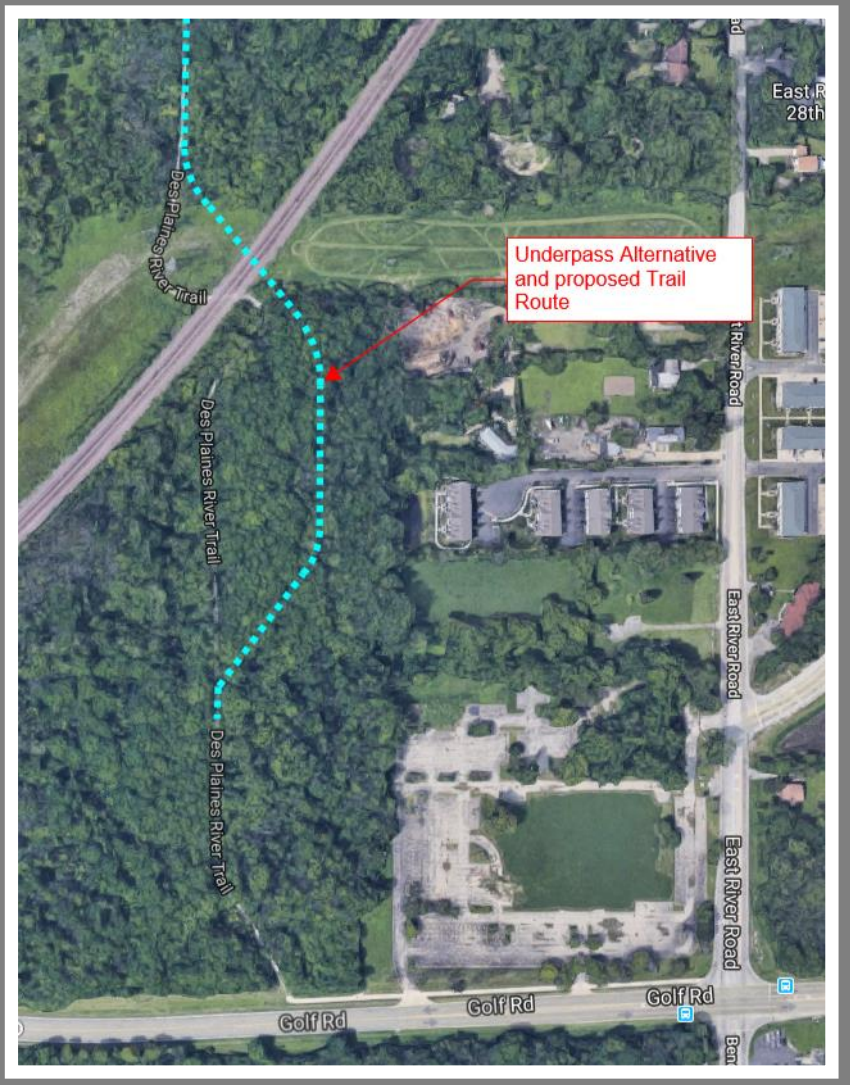


Existing Conditions

- Existing Aggregate Trail
- Closed At-Grade Railroad Crossing
- Comed High Voltage Lines
- Kloempken Prairie

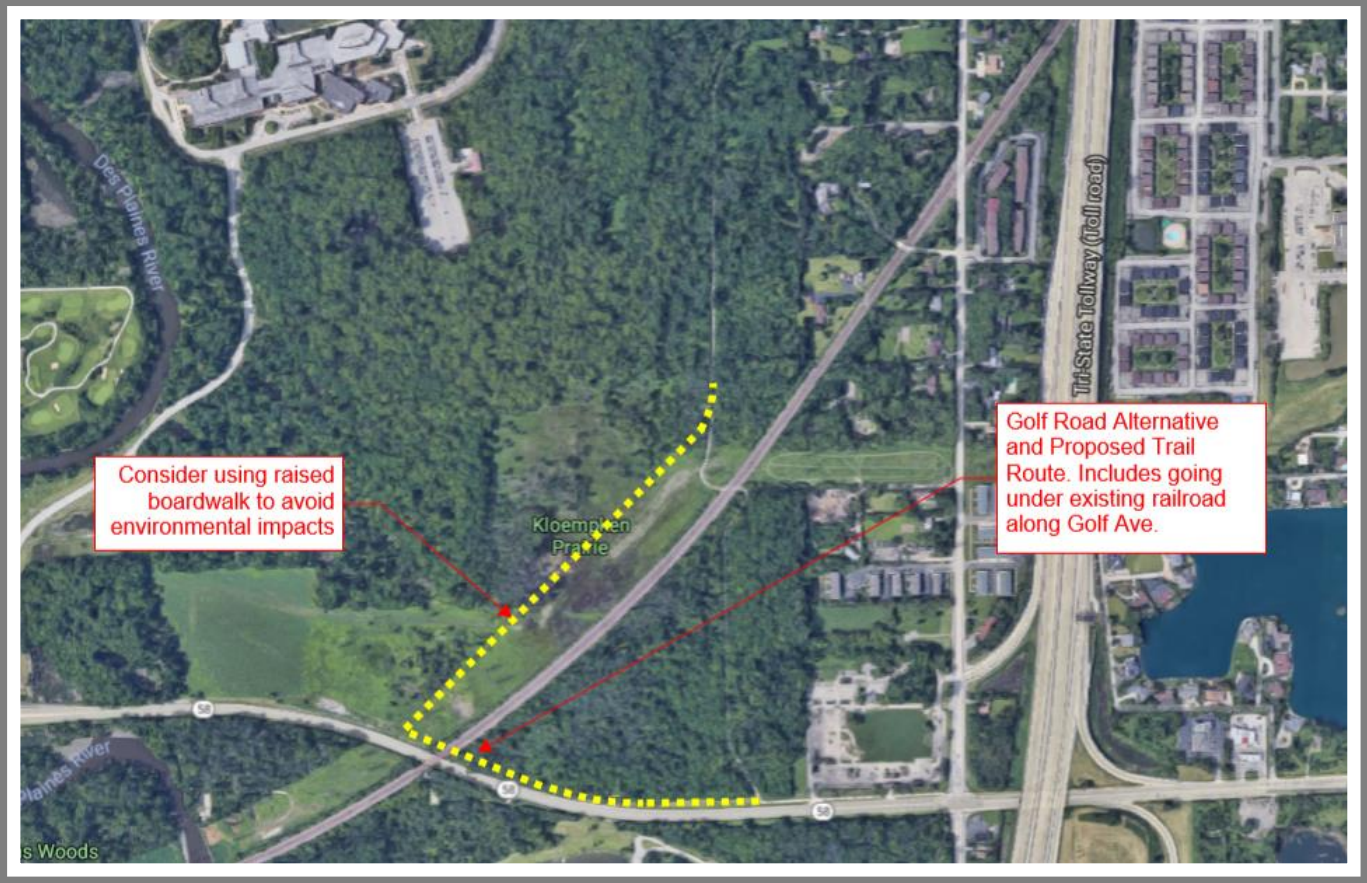
Alternative B - Eliminated

- Underpass under UP tracks.
- A rail runaround or bridge insertion would be required which is extremely expensive, if even permitted by the UP.
- Drainage structures and a pump station will be required due to the floodplain and depressed trail condition.
- Tree impacts or extensive use of retaining walls.
- Cost



Alternative C - Eliminated

- Trail is re-routed to the west along Golf Road under the UP railway then routed to the northeast.
- Golf Road roadway work required.
- Significant environmental impacts at Kloempken Prairie.
- Cost



Alternative D - Eliminated

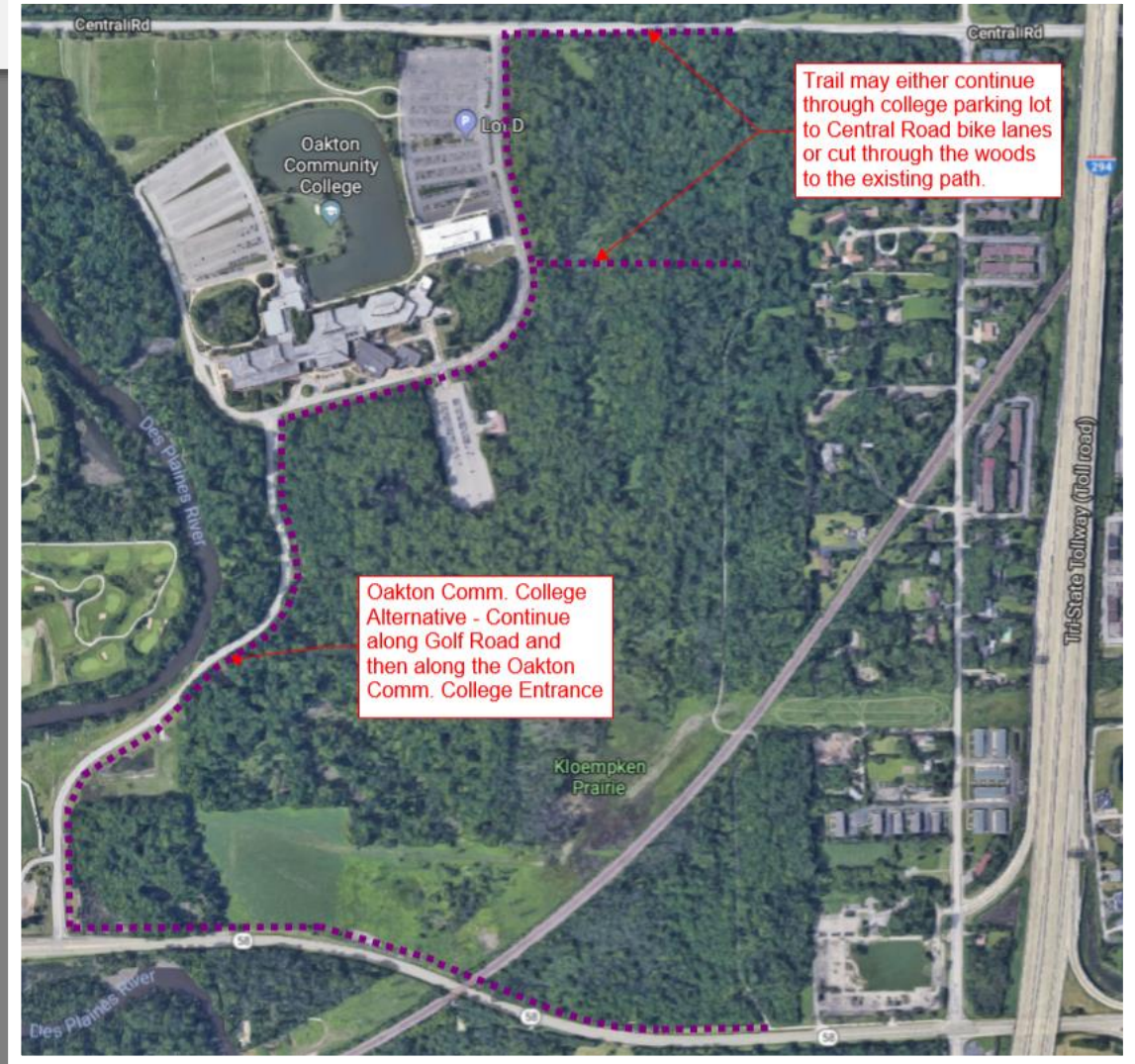
- Trail is routed north to Central Road from the intersection of Bender/East River Road and Golf Road.
- Trail is located on the west side of East River Road.
- New at-grade crossing adjacent to East River Road required.
- Significant right of way issues along much of East River Road.
- Significant tree removal in front of residences.
- Abandons the more scenic existing trail route.

Alternative E - Eliminated

- New at-grade rail crossing with signals and gates at Des Plaines River Trail.
- Would never be approved by the UP Railroad.
- Closing of other existing crossings may not help since it is a private crossing.

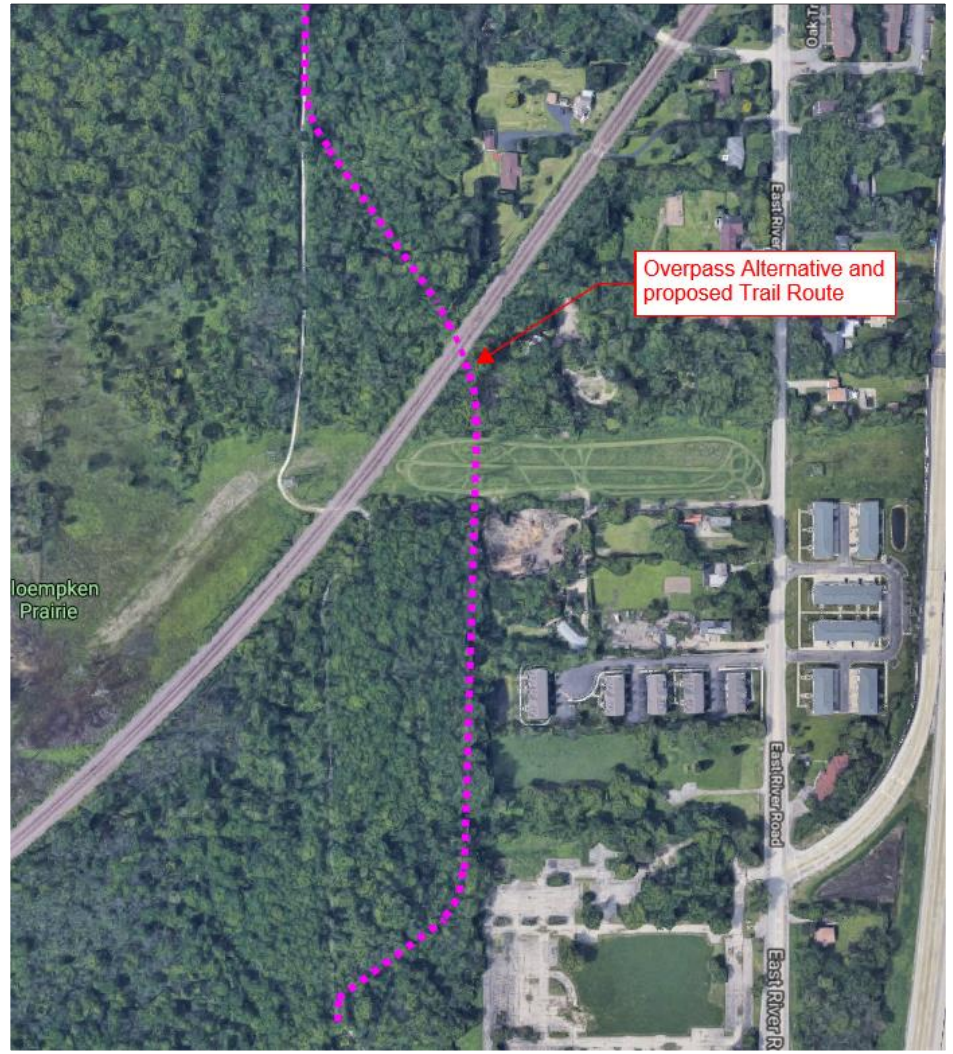
Alternative F - Eliminated

- Des Plaines trail re-routed along Golf, then north along College Road, then either turn into the woods or continue north to Central Road to the existing on-street bike lanes.
- This route takes the trail users further away from the existing alignment.
- Does not meet Purpose and Need.



Alternative A - Preferred

- Bridge going over railroad tracks and under the ComEd High Voltage Wires.
- Minimum 23’-4” vertical clearance above the railroad tracks.
- Placement is close to ComEd high voltage line towers on the east side of preserve and extends north towards the railroad tracks.
- Minimum 15’ horizontal clearance from the ComEd towers.
- Tree impacts.



Equestrians

Next Steps

- Obtain preliminary approval from UP and ComEd
- Public Meeting
- Obtain Environmental Signoffs
- Draft PDR

Credits

- Thank you to Terra Engineering for creating these slides.

Attachment D

CMAQ/TAP Call for Projects

CMAQ

Congestion Mitigation and Air Quality

Administered by CMAP

Eligible sponsors: counties, municipalities, townships, park districts, forest preserve districts, and transit agencies.

Eligible project types: transit improvement, traffic flow improvement, bicycle facility, direct emissions reduction, demonstration projects, and others

TAP-L

Transportation Alternatives Program

Administered by CMAP

Eligible sponsors: local governments, regional transportation authorities, transit agencies, natural resource or public land agencies, school districts

Eligible project types: bicycle facility projects

More Eligiblity Requirements

- Phase I engineering complete
- Sponsor must have committed matching funds – generally 20 percent
- Bike facility projects must be feature in at least one adopted bike plan, comprehensive plan, or other plan

Example Projects

- Skokie Valley Trail Extension (TAP-L)
- Roselle Rd/Euclid Av Multi-Use Path in Palatine (CMAQ)
- Howard St. Bicycle Path in Niles (TAP-L)
- Metra Bike Parking Extension (CMAQ)
- US 20 Pedestrian Access to Metra Station in Hanover Park – CMAQ
- Higgins Rd Bike Path in Schaumburg (TAP-L)

2019 Call For Projects

Timeline

- January 15 – Call for Projects Released
- January 17 – Webinar on CFP submittal process
- March 1 – Planning Liaison Review Deadline
- March 15 – Applications due by COB
- March through May – CMAP staff evaluation of applications
- May/June – Review of analysis and focus group input

Timeline (cont'd)

- June through July – CMAP develops staff recommended program
- July 18 – CMAQ/TAP Project Selection Committee considers staff recommended draft program
- July 18 through August 16 – Public comment period
- September 5 – Project Selection Committee reviews public comments and considers final program
- October 9 – CMAP Board and MPO Policy Committee consider and approve proposed programs
- November – Federal eligibility determination and notification of funding

Application Procedure

- Submission through eTIP databse – more information will be available in the January 15 webinar
- PLs will review applications for municipal sponsors and alert sponsors of any missing information

Project Scoring

CMAQ Scoring Overview

- Scoring differs by project type for CMAQ
- Primary consideration for all CMAQ projects is cost-effectiveness of air emissions reductions
  - Measured by cost per kilogram reduction in VOC or NOx and PM2.5

CMAQ Scoring Overview

- Secondary considerations: Transportation Impact Criteria (30 points) and meeting Regional Priorities (10 points)
- TIC differ by project type – highway, transit, bicycle, and direct emissions reduction
- Regional priorities include being part of a regionally significant project, supporting inclusive growth, and having transit-supportive zoning/design requirements (transit only)

CMAQ Scoring

- Other factors include input from modal focus groups, geographic balance, project readiness, sponsor capacity, and project mix

TAP-L Scoring

- 5 Factors
  - Project contributes to completion of Regional Greenways and Trails Plan
  - Population and Employment Density
  - Safety and Attractiveness
  - Benefits to Economically Disconnected Areas
  - Project Readiness – ROW and Phase II engineering

Questions?

Attachment E

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

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MEMORANDUM

To: **Project Selection Committee**

From: CMAP Staff

Date: October 25, 2018

Re: Modification of Proposed Changes for the FFY 2020-24 CMAQ and FFY 2020-22 TAP-L Call for Projects

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At the June and August meetings, staff proposed several changes for the January 2019 CMAQ and TAP-L call for projects for the Federal Fiscal Years 2020-2024 and 2020-2022 respectively[1, 2]. Based on the discussion at those meetings and discussions with individual members and other regional partners, a revised proposal is being submitted for consideration. The proposed revisions with final language for the application booklet are described in this memo.

Revisions to Proposed Changes

1. NOx cost effectiveness will only be included in the scores for Direct Emissions Reduction project applications. The NOx cost effectiveness will account for 50% of the total cost benefit score with PM2.5 cost effectiveness making up the other 50%. The effects of using NOx to score the remaining projects would drastically alter the emphasis of the project types selected for funding. At this time, staff is not prepared to change the scoring method to include NOx for all project types but will continue to estimate NOx for all projects as required by FHWA. Staff will continue to explore the best way to incorporate NOx information into funding decisions.

2. Originally staff had proposed to modify the Safety score for highway projects under the Transportation Impact Criteria (TIC). The change was to include a safety "need" score and a safety "improvement" score. Several concerns were voiced about the "improvement" score and the ability of staff to capture the potential safety improvements of projects. Staff proposes to keep the new "need" score, which will remain on a 5 point scale and use IDOT's safety road index (SRI). Highway project

[1] CMAP Staff, "Proposed Changes for the FFY 2020-24 CMAQ and FFY 2020-22 TAP-L Call for Projects" memo to CMAQ Project Selection Committee, June 6, 2018

[2] CMAP Staff, "Follow up to Proposed Changes for the FFY 2020-24 CMAQ and FFY 2020-22 TAP-L Call for Projects" memo to CMAQ Project Selection Committee, August 14, 2018

applications would only receive the "need" score if the project demonstrated a safety improvement by providing the details of the improvement on the application materials. Staff will use the safety improvement information to continue to evaluate the potential of a safety "improvement" score.

3. Because the Safety score for highway TIC would remain at 5 points, the Reliability score would not be changed and would remain at 15 points.

4. Staff had proposed a new Corridor/Transit Improvement criteria for the highway TICs that would replace the On CMP Network and Transit Benefit scores. Comments were received that the threshold for receiving all 10 points was too low. Staff proposes that if a project is part of a demonstrated corridor improvement project or program, then it would receive 5 points. If the project includes a transit component as part of the scope of work that it would receive the additional 5 points. Highway projects would receive either zero, 5 or 10 points.

5. The Regional Priority criteria score for Inclusive Growth would remain as proposed at the August meeting.

CMAQ Project Selection Process Language for Application Booklet

The primary consideration for CMAQ projects is the cost-effectiveness of their air emissions reductions, measured as either the cost per kilogram reduction of volatile organic compounds (VOC) or the cost per kilogram reduction of fine particulate matter (PM2.5) and Nitrogen Oxide (NOx). Projects will be ranked by their air quality cost-effectiveness within in their project type category.

Additional criteria for projects will be secondary to the air quality cost-effectiveness but will be considered when evaluating projects for potential funding. These are referred to as Transportation Impact Criteria and will be scored on a 30-point scale by project type category. The Transportation Impact Criteria and weights are as follows.

Project type	Criteria and Weights			
Highway	Reliability 15	Safety 5	Corridor/Transit Improvement 10	
Transit	Ridership 15		Reliability (transit service) or asset condition (transit facilities) 15	
Bicycle	Safety & attractiveness 10		Transit accessibility 10	Facility connectivity 10
Direct Emissions Reduction	Benefits sensitive population 20		Annual health benefits 5	Improves public fleets 5

Projects meeting Regional Priorities outlined in ON TO 2050 will be given an additional 10 points. The regional priorities identified for this call are:

1. The project is a component of an ON TO 2050 regionally significant project.
2. The project is supportive of the inclusive growth principle of increasing access to opportunity for low income residents and people of color.
3. The zoning and urban design requirements in the area around a proposed transit project are supportive of transit (discussed under the "Scoring Transit Projects" section below).

The program of projects selected by the CMAQ Project Selection Committee will consider input from the modal focus groups along with other factors such as geographic balance, project readiness, sponsor capacity, and project mix.

Scoring for Highway Projects

Travel Time Reliability

Improving travel time reliability is a critical aspect of congestion relief. A project's ability to address travel time reliability is evaluated with both quantitative and qualitative components. The quantitative portion is based on the planning time index (PTI, 95th percentile travel time divided by free flow travel time) and has a maximum of **10 points**. The score is calculated based on the percentiles shown in the middle column in the table below. A PTI map is located on the CMAP website at [add PTI map link].

Maximum Approach PTI*	Percentile	Score
<= 1.40	0 - 50th	2
1.41 to 1.81	51st to 75th	4
1.82 to 2.55	76th to 90th	6
2.56 to 3.35	91st to 95th	8
3.36 and greater	>95th	10

* Maximum corridor PTI for signal interconnects and for bottleneck eliminations; maximum intersection leg PTI for intersection improvements.

The qualitative dimension of the score has a maximum of **5 points** and is developed by determining whether the project has any of the following characteristics or helps implement any of the following as part of a larger program:

Systematic Improvements	**Score**
Integrated corridor management	5
Work zone management (traveler information improvements)	5
Truck travel information systems	4
Transit on-time performance improvement strategies	4
Ramp metering	4
Road weather management systems	2
Special event management	3
Traffic signal interconnect	4
Adaptive signal control	5
Spot improvements:	
Highway-rail grade separation with more than 10K AADT and more than 10K annual minutes of delay lasting > 10 minutes	5
Implementation of effective crash reduction strategy (e.g., access management) as part of highway improvement	3
Highway-rail grade separation in ICC top 20 delay list	3
Highway-rail grade separation with more than 5K AADT and >5K annual minutes of delays lasting > 10 minutes	2
Implementation of an access management strategy	2
Other highway-rail grade separation	1
Incident Detection:	
Traffic Management Center (TMC) to TMC Communications	4
Computer-aided dispatch (911 call center) to (TMC) communications	4
Extension or improvement of real-time traffic surveillance on regional expressways and tollways, including video and detectors	3
Integration of real-time probe data into incident detection procedures	3
Establishment of detector health program	3
Incident Response:	
Expansion of response operations capabilities (e.g., minutemen)	5

Dispatch improvements, including center-to-operator and supervisor-to-operator communications (including supervisor-bus communications)	4
Response equipment (e.g., minuteman vehicles)	4
Incident Recovery:	
Expediting coroner's/medical examiner's accident investigation process	5
Dynamic message signs (DMS, multiple, including arterial DMS)	3
Incident-responsive ramp meters	3
Speed management systems	2
On-scene communication, coordination, and cooperation	2
Highway closure detour routes development and improvement	2

Safety

Safety is a consideration for all highway projects. If a project addresses a location with significant safety problems, it should be treated as a higher funding priority than other projects, all else being equal. Higher crash rates also are associated with nonrecurring congestion. Highway projects will receive a safety need score calculated using IDOT's safety road index (SRI) for roadway segments and intersections. The SRI score is based on the location's Potential for Safety Improvement (PSI) score. IDOT developed SRI scores for local and state routes and categorized them by peer group into critical, high, medium, low, or minimal. Within each peer group, locations categorized as critical have the highest PSIs, and locations categorized as minimal are less likely to have safety benefits from treatments. The proposed project's safety need score will be the highest SRI category along the project location. This will include both segment and intersection locations. A proposal will only receive a score of **1 to 5** points if the project includes potential safety improvements, so sponsors should be prepared to answer project safety improvement questions.

The safety need score point assignment:

SRI	Points
Critical	5
High	3
Medium	2
Low	1
Minimal	0

Corridor and Transit Improvement

In an effort to encourage corridor and/or transit improvements, points will be awarded to projects that are part of a corridor improvement or have a transit element in the project design/scope. **Five (5) points** will be given to project applications that are corridor level improvements or are part of a corridor improvement. Applicants will need to provide evidence of the corridor improvement either through a completed corridor study or based upon programmed project(s) in the Transportation Improvement Projects (TIP). The TIP project(s) could constitute one single corridor project or multiple projects that make up a corridor.

Projects that include transit improvements as part of the overall project scope would receive **5 points**. This could include but is not limited to transit signal priority, cue jumps, dedicated bus lanes, fixed station/stop improvements, and pedestrian access to transit.

Scoring for Direct Emissions Reduction Projects

Improving the Condition of Public Fleets

Given public agency funding challenges and the condition of public fleets, as a matter of policy a project improving public sector vehicles should be a higher priority than one benefitting the private sector. The score is **5** if the project improves publicly owned fleets and **0** if it does not.

Annual Health Benefits

Annual health benefits are calculated by U.S. Environmental Protection Agency's Diesel Emissions Quantifier (https://www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq) at the county level and divided by annualized project costs. No points are given for a benefit/cost ratio less than $1.00. One point is given for a cost/benefit ratio of $1.00 and one point for each $0.50 above that, with a maximum of **5 points**.

Benefits to Sensitive Populations

Impacts from fine particulate matter emissions may be more pronounced in children and older adults, who are especially susceptible to illnesses caused or exacerbated by exposure to fine particulate matter. Minority and poverty status likely influence susceptibility as well. The sensitive population score shows diesel particulate concentrations in relation to persons who are over 65, under 5, minority, and low-income by census tract. The sensitive populations score map, [add update sensitive populations map], provides an indication of a project's score. Higher index values indicate greater sensitivity. To score a project, the sensitive population index is then multiplied by an estimate of the population benefiting from the project, the magnitude of the emissions reduction, and the time of exposure. The final project score is assigned **0 to 20 points**.

Scoring for Bicycle Facility Projects

Safety and Attractiveness Rating

The "safety and attractiveness rating" scores the improvement in conditions for biking that result from building a facility. A project score is calculated as the safety and attractiveness rating after project less the rating before project, as shown in the table below. For example, a protected bike lane built on an arterial with no bicycle accommodation presently would receive a score of 10 – 2 = 8. The score has a maximum value of **10 points**.

Narrative description	Rating
Impassable barrier for walking and bicycling	0
Arterial road with no bicycle accommodation	2
Arterial road with some bicycle accommodation, including marked shared lanes, and collector streets with no accommodation;	4
Low-speed, local streets with no bicycle accommodation	6
Unprotected bike lane; local and collector streets with full accommodation	8

Narrative description	Rating
Trail or arterial sidepath, cycletrack, protected bike lane, buffered bike lane	10

Connectivity

Connectivity measures how much a bicycle project improves the ability to get from place to place by bicycle. The connectivity score is the greater of either (a) the connectivity of bikeways resulting from the project (shown in the table below), or (b) the project's street network connectivity rating, measured with the pedestrian environment factor [add PEF link]. This maximum is then weighted by the land use diversity index [add LUD Index link], which emphasizes locations likely to generate short trips between nearby land uses conducive to cycling, to arrive at a final score. The score has a maximum value of 10. In general, projects in locations with a better pedestrian environment (typically above a PEF of about 25) and more mixed land uses will score better under the street network connectivity measure.

The following table shows the assignment of points related to improving bikeway connectivity:

Connectivity of bikeways resulting from the project	Value assigned
Project fills a gap between existing bikeways	10
Project intersects an existing bikeway	6
Project extends an existing bikeway	3
Project is a new isolated bikeway segment	0

Transit Accessibility Index

Measuring transit accessibility helps ensure that a bicycle facility provides a realistic alternative to auto use by evaluating the potential to link bicycling with transit for longer trips. The maximum score on this measure is **10 points** (since the transit accessibility index ranges from 1 – 5, the index is weighted by 2 to produce the score). A map of the transit accessibility index is available at [add TA index link] and a full description of the calculation of the transit accessibility index is posted in the GO TO 2040 Update Indicator Methodology Appendix (update link).

Scoring for Transit Projects

Ridership Increase

Increasing ridership is one of the key indicators in ON TO 2050, and it helps to indicate the overall benefits of a transit project. With a maximum score of 15, projects are scored on their ability to increase transit ridership, as follows:

Increased ridership	Score
<254	3
255 - 436	6
437 - 1,002	9
1,002 - 1,829	12
>1,830	15

Travel Time Reliability

The travel time reliability score is composed of a quantitative measure of on-time performance (OTP) on the particular route with a qualitative evaluation of the project's impact on reliability. The travel time reliability criterion only applies to transit service and equipment. It takes a maximum of 15, with **7.5 points** coming from the quantitative measure.

On-time performance	Score
< 60%	7.5
60% - 70%	6.0
70% - 80%	4.5
80% - 90%	3.0
>90%	0

The qualitative element of the score is based on the presence of the reliability-enhancing features in the table below. Projects can receive up to **7.5 points** in this area.

Rail	**Score**
New Vehicles	1.25
Upgraded Switches	1.25
Upgraded Power Supply	1.25
Positive Train Control	1.25
Station Consolidation	1.25
Track Improvements	2.50
Reduction of Freight/Vehicle/Pedestrian Interference	3.75
Bus	
New Vehicles	1.25
Queue Jump/Bypass Lanes	1.25
Off-board Fare Collection	1.25
Reduced Stops/Express Service	1.50
New Dispatching/Decision Support Systems	1.25
Passenger Vehicle Movement Restrictions	1.25
Transit signal priority	3.00
Multi-Door Boarding with Off-board Fare Collection	2.50
Bus-on-Shoulders	4.00
Managed Lanes	5.00
Dedicated Bus Way	7.50
Far-side Stops	1.25

Bus Stop Upgrades	1.25
Near Level Boarding	2.00

For new service, an upgrade to conventional fixed route service will take a score based on the OTP of the local service on the route plus a qualitative score based on the reliability-enhancing features of the project.

Existing Asset Condition

Other things being equal, it is more important to fund a transit facility or purchase new equipment where these assets are in worse condition. On the project application form, sponsors will need to provide the condition of the asset they are improving from the RTA asset inventory. Condition is rated based on a 1 – 5 scale. This criterion only applies to transit facilities. Entirely new facilities and assets that score ≥ 2.5 on FTA's five-level condition rating scale will receive a score of 0.

Rating Scale	Narrative Description	Score
≥2.5	State of Good Repair	0
2.4	Marginal	1
2.3	Marginal	2
2.2	Marginal	3
2.1	Marginal	4
2.0	Marginal	5
1.9	Worn	6
1.8	Worn	7
1.7	Worn	8
1.6	Worn	9
1.5	Worn	10
1.4	Worn	11
1.3	Worn	12
1.2	Worn	13
1.1	Worn	14
1.0	Worn	15

Transit-Supportive Land Use

One of the Regional Priorities is to promote transit investments in areas where zoning and urban design requirements are transit-supportive. This will be scored as follows:

Max Score	Criteria
7	Up to 4.5 points will be awarded based on the permitted density for residential and non-residential land uses within one-half mile of the transit station. If more than one residential or non-residential classification is zoned within the station area, points will be assigned to the classification with the highest permitted density.

<table>
<tr><th>Max Score</th><th>Criteria</th></tr>
<tr><td></td><td>
Points will be assessed based on both residential and non-residential densities. If the two categories yield different point totals, the average of the two point totals will be awarded.

Permitted Densities:
<table>
<tr><th>Residential (DU/buildable acre)</th><th>Non-Residential (Building Height*)</th><th>Points</th></tr>
<tr><td>< 6</td><td>1 story (12 ft.)</td><td>0</td></tr>
<tr><td>> 6 and ≤ 10</td><td>2 story (24 ft.)</td><td>1.0</td></tr>
<tr><td>> 10 and ≤ 16</td><td>3 story (36 ft.)</td><td>2.0</td></tr>
<tr><td>> 16 and ≤ 24</td><td>4 story (48 ft.)</td><td>3.0</td></tr>
<tr><td>> 24</td><td>> 4 story (> 48 ft.)</td><td>4.5</td></tr>
</table>
*Building height given in feet based on 12 feet per story.

AND

Up to 2.5 points will be awarded based on innovative parking requirements, which supports denser development by increasing space available for other uses (one point for each strategy implemented):

• Reduced minimum parking requirements
• Enacted maximum parking requirements
• Shared parking permitted
• In-lieu parking fees permitted
• Enacted bicycle parking requirements
• Off-street parking is required behind or underneath buildings
• Off-street parking is permitted off-site
</td></tr>
<tr><td>3.0</td><td>
Up to 3 points will be awarded for the presence of mixed-use zoning within one-half mile of transit project (1 point for each strategy implemented):

• Zoning allows vertical mixing of uses (e.g., residential units above ground-level retail or office).
• Zoning allows pedestrian-friendly diverse land uses (e.g., drugstores, groceries, dry cleaning, banks, restaurants, gyms, hardware stores, etc.).
• Zoning excludes car-dependent land uses (e.g., drive-through stores, strip malls, etc.).

Communities that have implemented form-based codes may require additional qualitative analysis from CMAP staff to ensure their zoning meets the above standards.
</td></tr>
</table>

Scoring Other CMAQ Projects

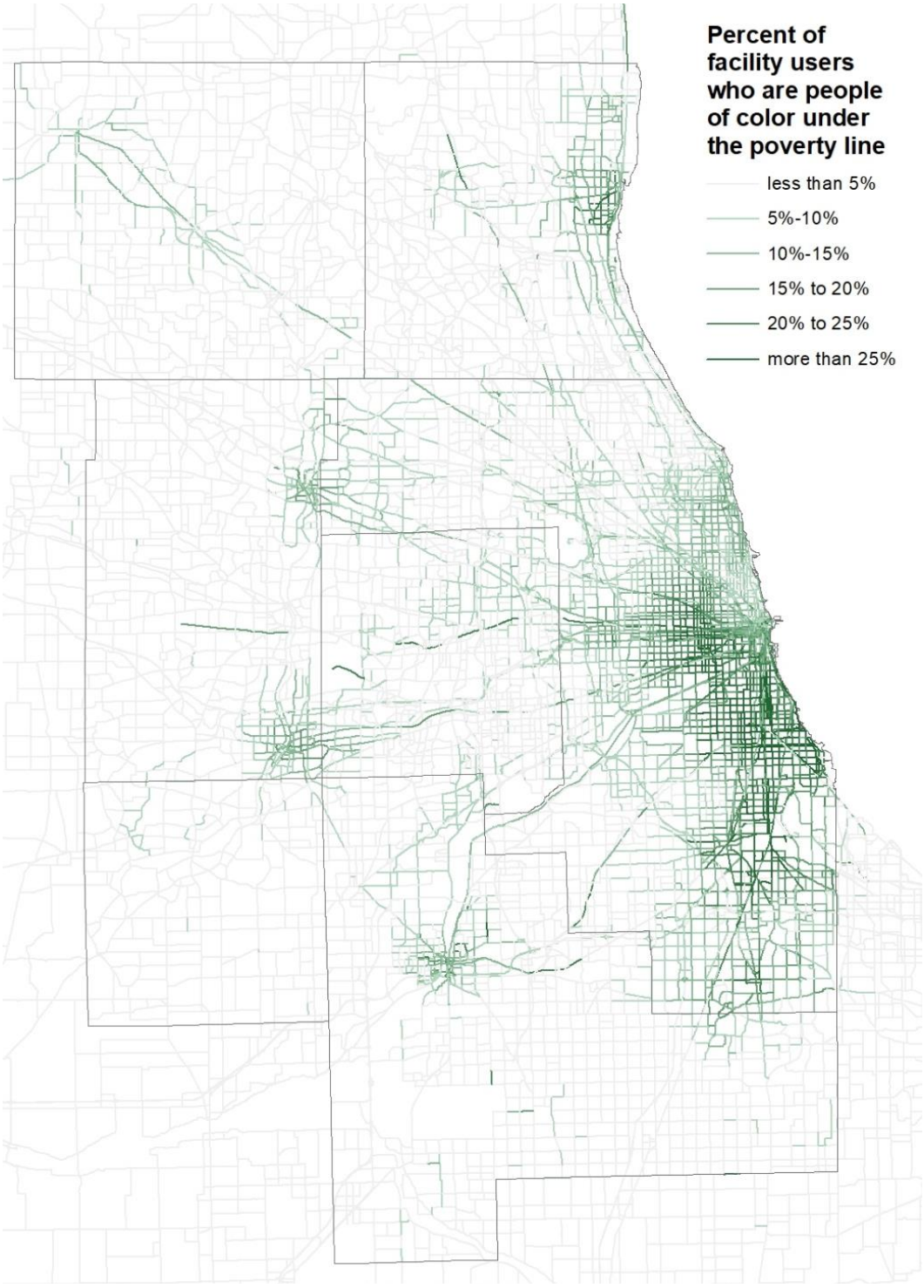
Some projects may not fit neatly into any of the categories above, and the CMAQ program at CMAP has an "Other Projects" submission form to accommodate these funding requests. For these projects, no transportation impact criteria would be used and the project will only be evaluated on the cost-effectiveness of emissions reduction.

Scoring for Inclusive Growth Region Priority

Long-term regional prosperity requires economic opportunity for all residents and communities. Inclusive growth, one of the ON TO 2050 plan principles, focuses on strategies, including transportation investments, that can increase access to opportunity for low income residents and people of color, and help the region to be stronger and more successful economically.

All projects are evaluated based on the percent of travelers using a facility that are people of color below the poverty line, as modeled by the CMAP travel demand model. Projects can receive a maximum of **10 points**, which are awarded as follows (also see draft map below, which shows both roads and facilities):

% of facility users who are nonwhite and under poverty line	**Points**
0%-5%	0
5%-10%	2
10%-15%	4
15%-20%	6
20%-25%	8
25% or more	10



*The map will be a link in the application booklet.

Action requested: Approval

TAP-L Project Selection Process

All bicycle facility projects submitted will be evaluated for both CMAQ and TAP-L funding. If bicycle facility projects meet the screening criteria they will be evaluated on a 100-point scale using the criteria discussed below. When developing the proposed program, timely implementation will be considered as a major factor in project selection. Staff may request to have discussions with sponsors to verify project details and assess complications that might affect project readiness.

The CMAP Bicycle and Pedestrian Task Force will be consulted during the development of the recommended program. Following program approval by the CMAP Transportation Committee, CMAP Board, and MPO Policy Committee, the sponsor will then be notified of a mandatory implementation meeting that will provide sponsors with the information needed to initiate their projects. Additional TAP-L funds will not be available beyond the initial programmed amounts and any increases in project costs will be the responsibility of sponsors.

Scoring Bicycle Facility Projects

Completion of Regional Greenways and Trails Plan

GO TO 2040 specifically recommends prioritizing greenway trails in the programming of Transportation Enhancements (now Transportation Alternatives) funding. GO TO 2040 also uses miles of trails completed as an indicator of plan implementation. Thus, completion of the regional trail network is an important criterion. More information and the 2016 Greenways and Trails Plan Update map is available on the Greenways and Trails Plan web page.

Narrative description	Score
Connects two existing trail sections	30
Extends an existing regional trail	25
Builds a new isolated section of planned regional trail	20
Builds a new facility that intersects an existing regional trail	10

Market for Facility

Other things being equal, a better facility is one that is likely to receive more use. Population and employment density in the area served by the facility is the criterion used to evaluate anticipated usage. Points are assigned by quintile. A map of density quintiles in the region is available at http://tinyurl.com/PopEmpDen.

Population and employment density	Score
Top quintile of region	30
Second quintile	24
Third quintile	18
Fourth quintile	12
Lowest quintile	6

Safety and Attractiveness Rating

The design of a bicycle or pedestrian facility influences the likelihood and safety of using it. The "safety and attractiveness rating" awards points for improvements in conditions for biking that result from building a facility. A project score is calculated as the safety and attractiveness rating after project less the rating before project, as shown in the table below. For example, a protected bike lane built on an arterial with no bicycle accommodation presently would receive a score of 30 – 6 = 24. The score has a maximum value of **30**.

Narrative description	**Rating**
Impassable barrier for walking and bicycling	0
Arterial road with no bicycle accommodation	6
Arterial road with some bicycle accommodation, including marked shared lanes, and collector streets with no accommodation;	12
Low-speed, local streets with no bicycle accommodation	18
Unprotected bike lane; local and collector streets with full accommodation	24
Trail or arterial sidepath, cycletrack, protected bike lane, buffered bike lane	30

Bonus

Given the importance of timely project implementation, bonus points will be awarded to projects that have no ROW or easements to obtain (**5 points**) and for which phase II engineering is already complete (**5 points**).

To score projects, CMAP staff would assess the share of auto traffic and transit users on roadway segments and transit lines that are from disadvantaged communities. Proposed scoring is as follows:

Percent of users from disadvantaged communities	Score
0%-10%	0 points
11%-20%	2
21%-30%	4
31%-40%	6
41%-50%	8
51% or more	10 points (maximum)

Changes to TAP-L Scoring

Inclusive growth is also a critical consideration for the TAP-L program and increasing the likelihood of bicycle projects benefiting disadvantaged areas. Rather than the percentage of users on the facility, TAP projects would be scored on a 0-10 scale using zone-level demographic information, since bicyclists tend to travel shorter distances. For TAP-L projects this will result in a change to the points for the different criteria. Completion of the Regional Greenways and Trail Plan (RGTP) is proposed to still be on a 0-30 point scale but population and employment density and the safety and attractiveness rating criteria would be reduced to a maximum of 25 points.

Current TAP-L Scoring Criteria	1. Completion of RGTP (30 points) 2. Population and Employment Density (30 points) 3. Safety and Attractiveness Rating (30 points) 4. Project Readiness a. No ROW acquisition or easements to obtain (5 points) b. Phase II engineering complete (5 points)
Proposed TAP-L Scoring Criteria	1. Completion of RGTP (30 points) 2. Population and Employment Density (25 points) 3. Safety and Attractiveness Rating (25 points) 4. Benefits to Economically Disconnected Communities (10 points) 5. Project Readiness a. No ROW acquisition or easements to obtain (5 points) b. Phase II engineering complete (5 points)