



Enhancements to Bicycle and Pedestrian Project Evaluation and Selection

Project Goals



- Application Process
- Coordination and Communication
- Bike/Ped project evaluation/selection
- Get good projects on the ground!



Process Overview



- Review existing programs, practices
- Review best practices of peer region
- Recommend enhancements
- Demonstrate application of enhancements



Review Existing Programs & Practices



- Stakeholder meetings
- Staff
- ARC program materials

The screenshot shows the ARC website's 'Bicycle and Pedestrian Planning' page. The header features the ARC logo and the tagline 'regional impact + local relevance'. A navigation bar includes links for 'ABOUT US', 'INFO CENTER', 'LAND USE', 'ENVIRONMENT', 'TRANSPORTATION', 'LOCAL GOVERNMENT', 'WORKFORCE SOLUTIONS', and 'AGING RESOURCES', along with a search bar. The left sidebar contains a 'Transportation' menu with sub-items: Overview, PLAN 2040, Regional Transportation Plan, Transportation Improvement Program, Community Engagement, Commute Options, Roads & Highways, Bicycle & Pedestrian (selected), Transit, and Human Services Transportation. The main content area is titled 'Bicycle and Pedestrian Planning' and includes a 'Survey:' section with a 'TAKE THE SURVEY' button. A 'BikePed' logo and a '2007 Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan' graphic are also visible on the right side of the page.

ARC
ATLANTA REGIONAL COMMISSION

regional impact + local relevance

ABOUT US INFO CENTER LAND USE ENVIRONMENT TRANSPORTATION LOCAL GOVERNMENT WORKFORCE SOLUTIONS AGING RESOURCES Search ARC GO

Transportation

Overview

PLAN 2040

Regional Transportation Plan

Transportation Improvement Program

Community Engagement

Commute Options

Roads & Highways

► Bicycle & Pedestrian

Bicycle and Pedestrian Plan

Bike Ped Task Force

Transportation Alternatives Program

Transit

Human Services Transportation

Home | Transportation | Bicycle & Pedestrian

Bicycle and Pedestrian Planning

Bicycling and walking are viable forms of transportation for shorter trips, and are often important for people who live near transit stops. As transportation costs and congestion increase, walking and bicycling continue to grow in importance here and around the country. Unfortunately, many facilities are not equipped or safe enough to support these modes of transportation. ARC has been promoting safe, functional and regional bicycle and pedestrian planning since 1973, and continues to update its process to address new needs and trends.

Survey:

The Atlanta Regional Commission is conducting a [Region-wide Bicycle Needs Survey](#) to help gauge the needs and interests of local bicycle riders. This survey will help identify the needs of typical bicycle users and better define local bicycling populations. The results will be used to validate local research efforts as well as inform future regional planning to broaden access for all transportation system users. The survey is open to anyone to help develop a safe, convenient, comfortable, and accessible transportation system for all users.

[TAKE THE SURVEY](#)

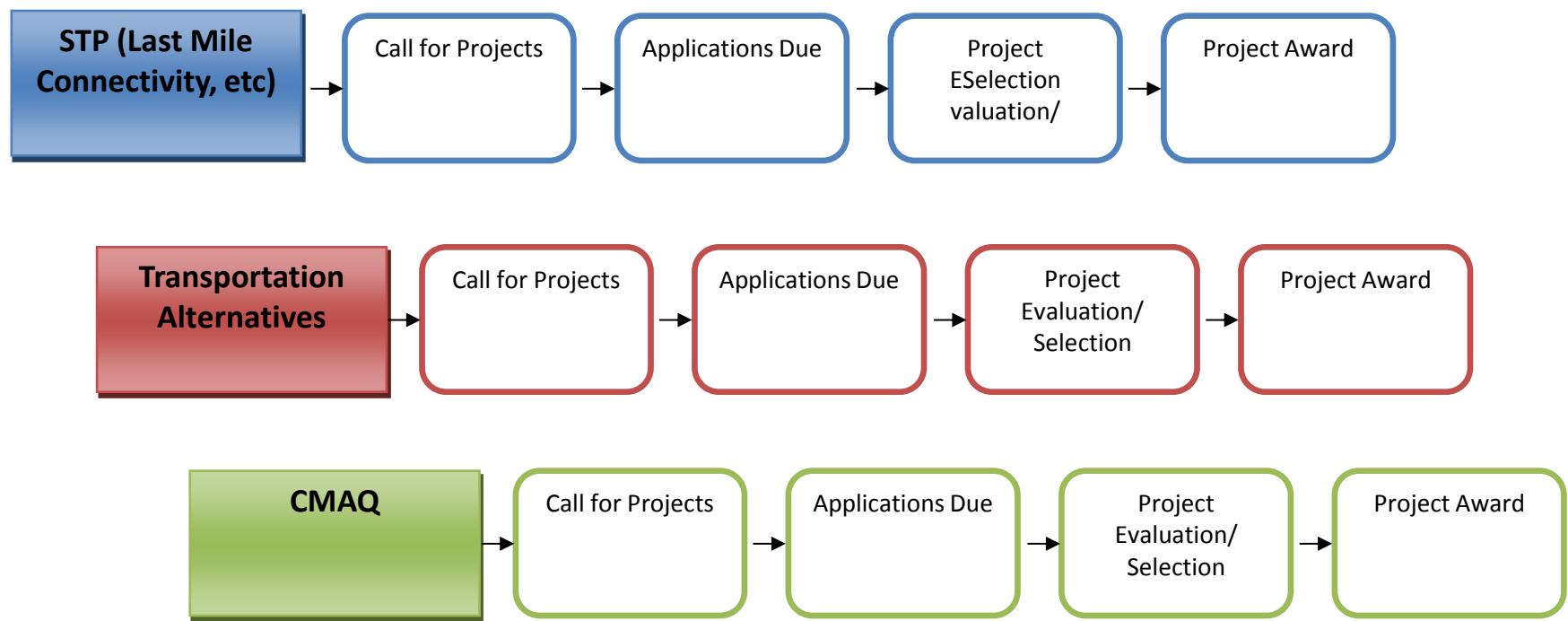
BikePed

2007 Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan

Questions?

For more information on Bicycle and Pedestrian Planning in the Atlanta region, e-mail us at

Existing Programs



Application Process and Requirements Vary

Stakeholder Feedback Highlights



- More clarity among ARC's transp. funding programs
- Many locals do not have robust data resources
- Before/after evaluation important
- Locals should provide better verification of constraints, more project context
- Quality of experience important
- Dense areas, transit connections, schools most important focus areas

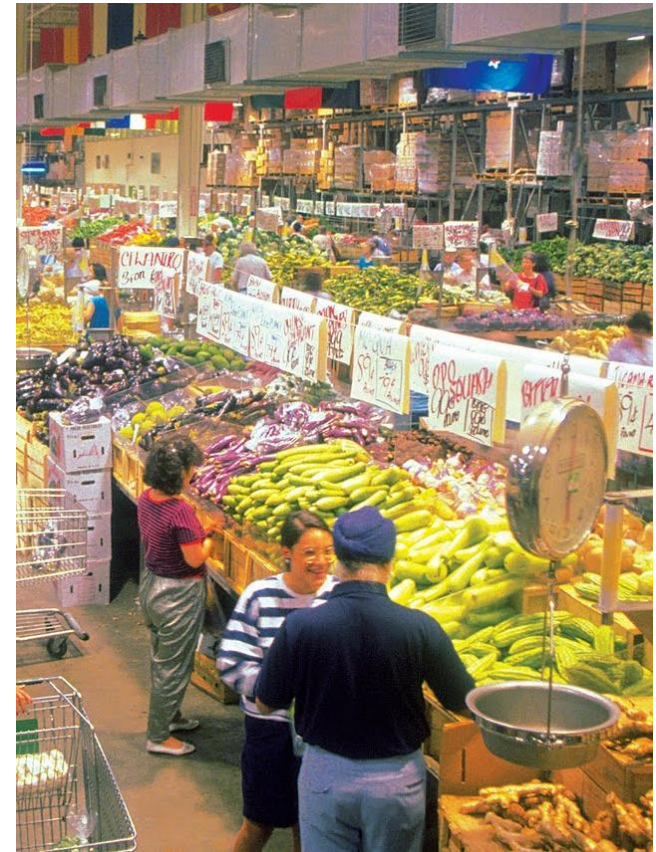


Stakeholder Feedback Highlights





















Health

- Mainly about access to jobs, healthcare providers, healthy food
- Safety/injury
- Age, income also important to look at, but less useful in less densely pop. areas



Best Practices



Agency	Streamlined application process (i.e. targeting project types to programs)	Clear , easy-to-access program information	Formalized information sharing and technical assistance	Emphasis on quantitative criteria	Post evaluation and reporting
Mecklenburg-Union MPO (MUMPO)					
North Central Texas Council Governments (NCTCG)					
Denver Region Council of Governments (DRCOG)					
Metropolitan Washington Council of Governments (MWCOG)					
Metropolitan Council (Twin Cities)					
Chicago Metropolitan Agency for Planning (CMAP)					
Capital Area Metropolitan Planning Organization (CAMPO)					

Recommendations



Process

- Two-stage application process
 - Unified Expression of Interest
 - Full Application Schedule Based on Funding Program
- Internal/external review
- More predictable call for projects





Recommendations

Communication/Coordination

- Webpage content
- Pre-application and post-award meetings
- Staff assistance
- Internal staff trainings

WHICH PROGRAM IS THE BEST FIT FOR MY PROJECT?			
Program	STP URBAN	CMAQ	TAP
Goals & Principles	<ul style="list-style-type: none"> - Improve and preserve the safety, quality, and movement along corridors classified above local collector⁽²⁾ - Expand transportation options for pedestrians, bicyclists, and transit riders 	<ul style="list-style-type: none"> - Invest in projects that provide significant reductions in emissions and congestion for the broadest area possible - Strategically implement projects with measurable emissions and/or congestion benefit immediately upon completion 	<ul style="list-style-type: none"> - Optimize and expand transportation options by investing in the safety, accessibility and mobility of bicyclists, pedestrians and transit riders⁽²⁾ - Focus on projects of regional significance⁽²⁾
Emphasis Areas	<ul style="list-style-type: none"> Last Mile Connectivity – Localized pedestrian and bicyclist safety, access and mobility with emphasis on correcting “hot spot” issues near transit & schools Roadway Safety⁽²⁾ – Address multimodal safety issues along key roadways, with emphasis on thoroughfares Freight Safety⁽²⁾ – Address multimodal safety issues along truck routes Livable Centers Initiative – Projects within designated LCI areas that are defined in LCI plan, linking transportation and land use to create sustainable, livable communities Transit Capital and Preventative Maintenance⁽²⁾ – Transit infrastructure projects to maintain state of good repair and/or improve overall patron experience 	<ul style="list-style-type: none"> Travel Demand Management⁽²⁾ – Physical assets and services that provide real-time information network performance and support better decision-making for travelers Clean Vehicle & Technology Programs – Purchase alternative fuel vehicles or convert fleets to run on alternative fuels Transit Service Start-up Operation⁽²⁾ – Transit facilities, operation assistance (3 year max), or vehicles (bus, rail, or van) associated with new mass transit service that expands current system Roadway ITS/Ops/Incident Management⁽²⁾ – Signal synchronization, traffic management, and traveler information systems, with emphasis on thoroughfare and truck routes Managed Lanes⁽²⁾ – Tolling infrastructure such as transponders, roadway modifications to enable tolling, marketing, public outreach, and support services 	<ul style="list-style-type: none"> Regional Trail Networks – Shared-use paths that enhance mobility & access in the region Safe Routes to Schools – Enhancing safe & convenient access to elementary and middle schools; can be projects that compliment education, outreach, and planning efforts to enhance safe access to schools Transit & Station Area Access⁽²⁾ – Increase the safe and convenient access to regional transit systems, including rail, bus (local or express), and the first-mile and last-mile connectivity to the regional transit network Comprehensive Activity Center Strategy⁽²⁾ – Substantial safety and accessibility improvements to a geographically-focused activity center or high-demand destination Other – Any other federally-eligible TA project types as defined by FHWA that significantly and comprehensively enhance safety, accessibility, and mobility for bicyclists, pedestrians, and transit riders
Scale ⁽²⁾	\$1,000,000 - \$5,000,000	\$1,000,000 - \$5,000,000	\$1,000,000 - \$7,500,000
Est. Funding	\$70,000,000 per Year	\$29,000,000 per Year	\$7,500,000 per Year
Key Dates	(TBD)	LOI due 10/2013; Projects added to TIP 12/2013	LOI 6/2013; Projects added to TIP 9/2013

Questions



- Does two-stage process make sense?
- Where can ARC staff offer the most service to local staff?
- What guidelines should be offered for project calls?



Recommendations



Evaluation Criteria

- 3 emphasis areas: Safety, Mobility, Economic Development
- Screening criteria + technical evaluation criteria



Terminology



Evaluation Criteria: Safety

Screening Criteria

- Crashes/crash rate

Technical Criteria

- Crash reduction factor
- Crash risk reduction



Terminology



Evaluation Criteria: Mobility

Screening Criteria

- Connectivity-fills gaps/removes barrier

Technical Criteria

- VMT – high potential for mode shift
- Level of service - quality of facility



Terminology



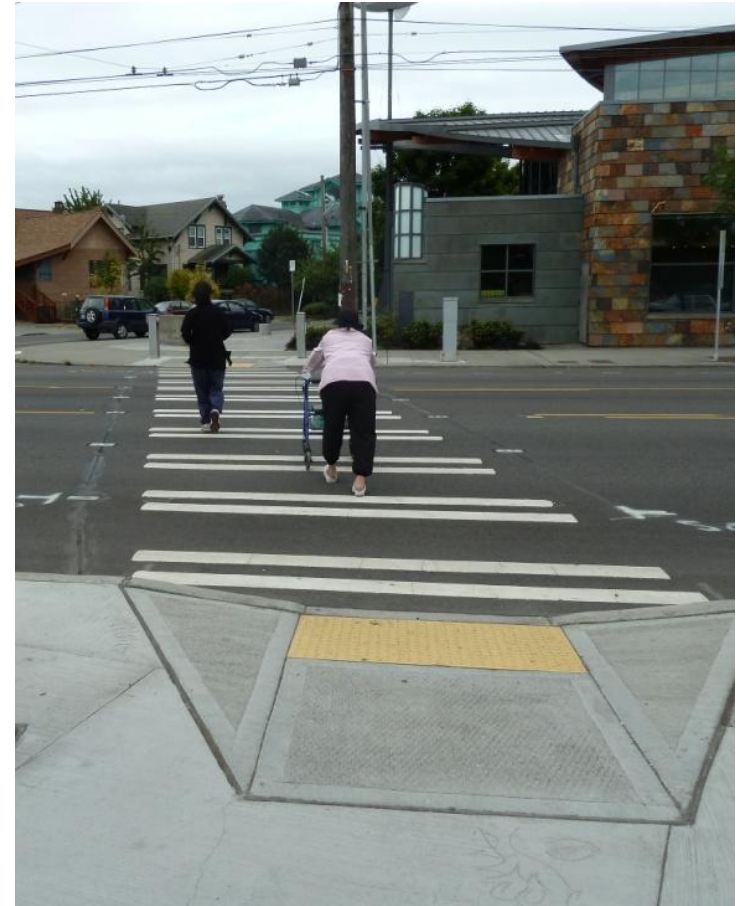
Evaluation Criteria: Economic Development

Screening Criteria

- Access – activity centers, transit

Technical Criteria

- Demand – actual or latent
- Equity - socioeconomic
- Health – access to resources



Recommendations



Evaluation Criteria

	Safety	Mobility	Economic Development	Local Sponser Commitment
Screening Criteria	Crashes	Connectivity	Access	Match Urgency/timeliness of project
	Exposure/risk reduction	VMT reduction	Demand	
Technical Criteria	Crash reduction/ modification factors	Level of service/ traffic stress	Equity	Supportive policies and programs Previous performance Project readiness/ maturity of concept
			Health	

High Weight	Med. Weight	Low Weight
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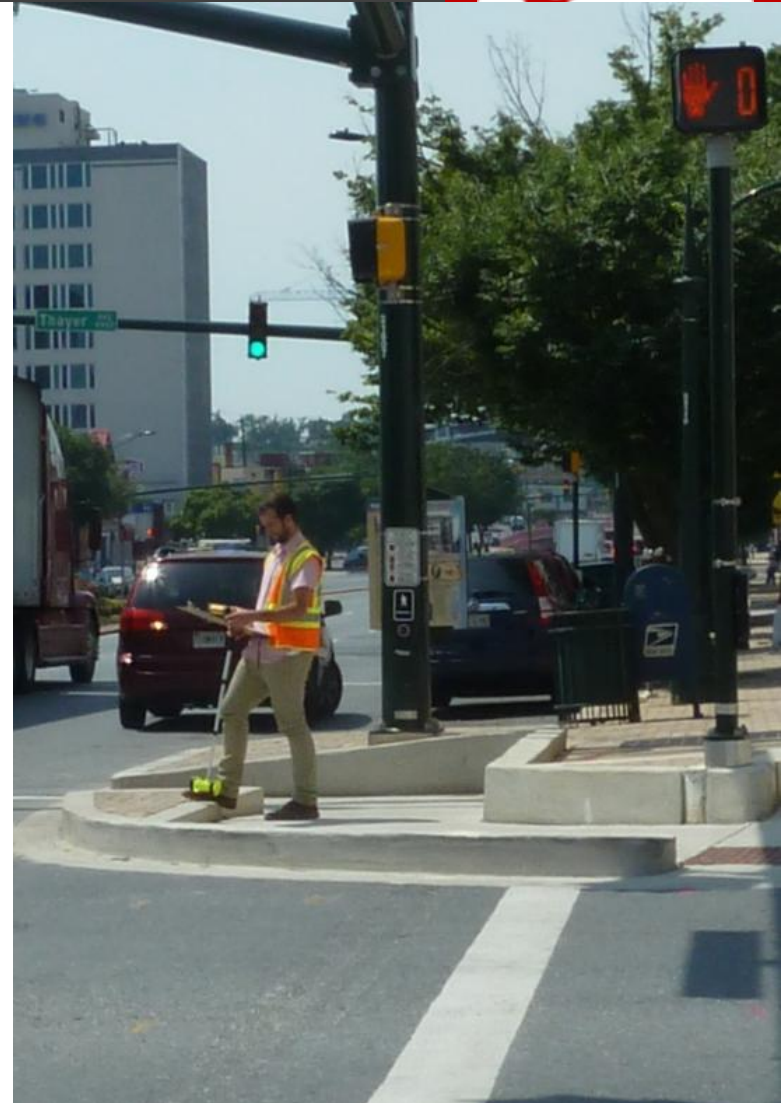
Recommendations



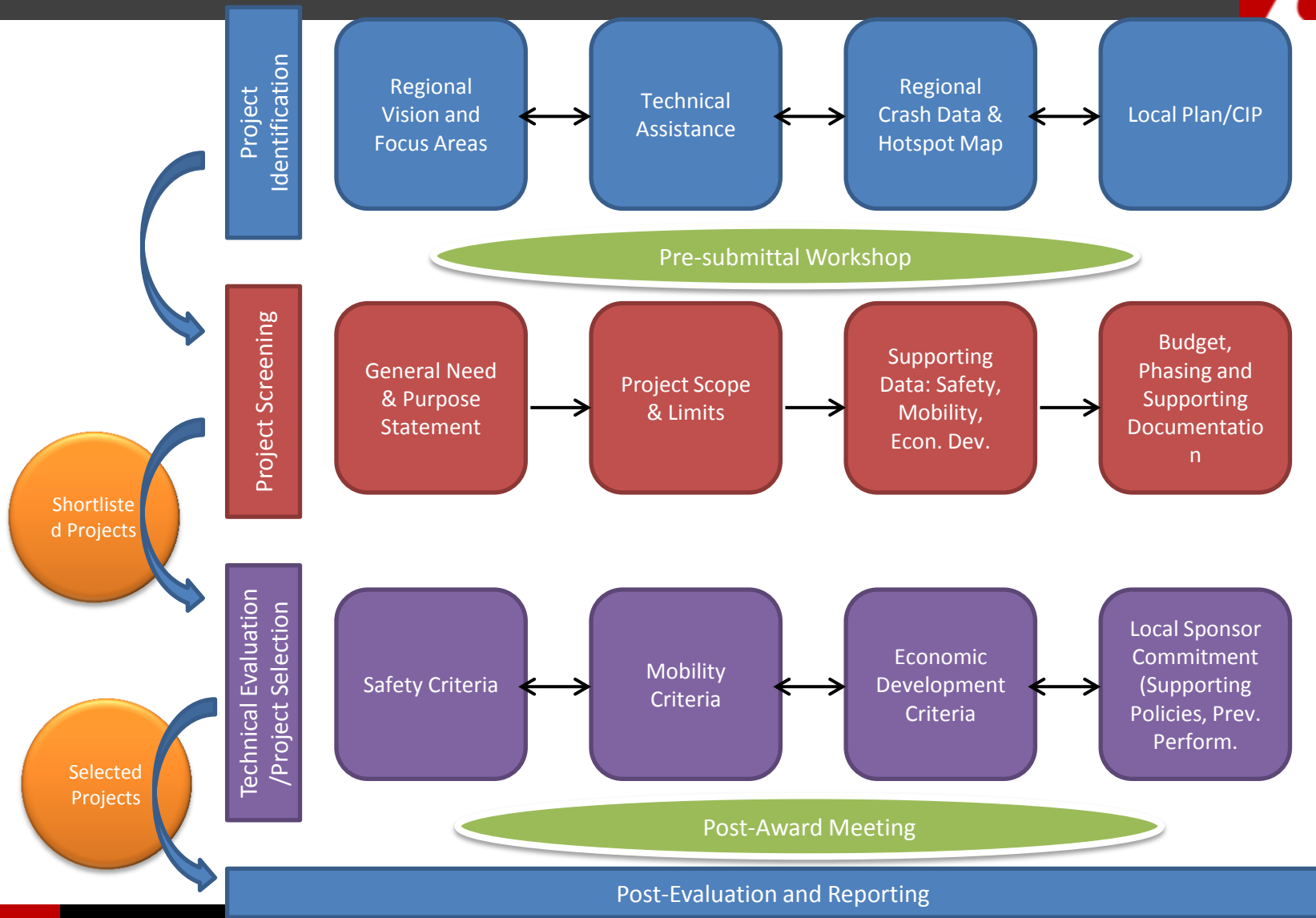
Project Evaluation and Reporting

ARC Role: establish reporting method and performance measures

Project Sponsor Role: Collect and analyze data, report findings



Process Recommendation



Demonstration – Intersection Safety Project



Project Identification

- Look at regional crash data

Project Screening

- High # of crashes associated with turning vehicles
- Define project scope, limits
- Assemble supporting data (field assessment)
- Budget/phasing (likely single phase)

Technical Evaluation /Project Selection

- CRFs/CMFs available?
- Or how is crash risk being reduced?

Post-Evaluation and Reporting

Questions



- Are “emphasis areas” and criteria a good way to view bike/ped projects and impacts? Are the relative weighting levels correct?
- Are the "local sponsor commitment" criteria reasonable ways to assess projects?
- Should emphasis areas impacts be assessed independently or against each other?

