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October 26, 2004

Mr. Tom Rickert, Chairman
Bicycle and Pedestrian Task Force
Chicago Area Transportation Study
300 W Adams St 2nd Floor
Chicago IL 60606

Dear Mr. Rickert:

I am writing to request that the Bicycle and Pedestrian Task Force consider two recommendations regarding the programming of Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds for northeastern Illinois.

First, we should recommend that, when programming highway improvements, the CMAQ Project Selection Committee should provide programming priority for highway improvements that either provide accommodations for pedestrians or bicycles or where such accommodations are already provided. This will support routine accommodation for bicycles and pedestrians as called for in the *2030 Regional Transportation Plan*. In addition, in support of the 2030 Regional Transportation Plan, routine accommodation through the concept of "complete streets" is a concept emerging as a key component of the *Soles and Spokes Plan* now being developed. When CATS' CMAQ Project Selection Committee programs funds for highway improvements, it should support these strategies by providing priority for projects with bicycle and pedestrian accommodations.

Second, we should recommend that, when ranking pedestrian and bicycle projects, the CMAQ Project Selection Committee consider future population and employment projections in programming bicycle and pedestrian improvements. I understand that only data from the 2000 census is used for bicycle and pedestrian improvements. The CMAQ Project Selection Committee should consider the additional trips that will result from future growth in the areas served by pedestrian and bicycle projects. This would be good planning: it would encourage pedestrian and bicycle project development in areas that are growing. Such growth is occurring in the suburbs and in the city.

Note that at its last meeting, the Bicycle and Pedestrian Task Force requested that bicycle and pedestrian facility plans be specifically addressed in project scoping. The issues addressed here are somewhat different, but are related. All of these efforts seek to ensure that funds programmed by CATS are consistent with adopted plans.

Please consider these requests at the upcoming meeting of the Bicycle and Pedestrian Task Force.

Sincerely,

Ed Barsotti, Executive Director