



MEMORANDUM

To: STP Project Selection Committee

From: Alyson Dressman, Planner

Date: July 9, 2026

Subject: STP Shared Fund Methodology – Universal Mobility Planning Factor

Action Requested: Discussion

CMAP Accessible Communities Program

In 2021, the Metropolitan Planning Council published [Where the Sidewalk Ends](#), a report assessing municipal compliance with Title II of the ADA in northeastern Illinois. It revealed that only 22 communities (9%) had developed a required transition plan. This report identified a need and laid the groundwork for [CMAP's Accessible Communities Program](#), which launched in 2022 with support from the Illinois Department of Transportation (IDOT). The program focuses on enhancing accessibility in the public right-of-way and fostering a more inclusive region. Through a multi-faceted program that included training, resources, regional engagement, and technical assistance, 56 communities had a public right-of-way transition plan by June 2026. While the program made significant improvements to ADA Title II compliance, it also highlighted the need for ongoing awareness and implementation assistance to enhance regional accessibility.

Current Methodology – Complete Streets (CS) Planning Factor

To support recommendations identified in CMAP's ONTO 2050 Plan, the current STP-SF methodology awards points to candidate projects for the adoption of Complete Streets (CS) policies in the location and for incorporation of CS design elements in the project scope. Projects receive points if the jurisdiction in which the project is located has an adopted CS policy or if the project adds, replaces, improves, or leaves existing CS elements in place.

The maximum number of CS planning factor points varies by project type:

Project Type	Max. CS Policy Pts	Max. CS Elements Pts	Total Max. CS Pts
Bicycle/Pedestrian Barrier elimination	10	0	10
Bridge Rehab/Reconstruction	4	6	10
Corridor/Small Area Safety Improvements	4	6	10
Highway-Rail Grade Crossing Improvements	4	6	10
Truck Route Improvements	4	6	10
Bus Speed Improvements	2	3	5
Road Expansion	2	3	5
Road Reconstruction	2	3	5
Transit Station, Yard, or Terminal Improvement	0	0	0

While effective in earlier STP-SF project evaluation cycles, the broad regional adoption of CS policies has reduced score differentiation in recent years. As most jurisdictions now earn full CS policy points – making the score for CS elements the only effectual score – the CS planning factor is no longer providing meaningful distinction between projects.

Proposed Methodology – Universal Mobility (UM) Planning Factor

The diminishing effectiveness of the CS planning factor creates an opportunity to introduce a more impactful measure. The proposed Universal Mobility (UM) planning factor promotes projects that enhance accessible mobility for all users – advancing the goals of CMAP’s Accessible Communities Program -- while encouraging implementation of traditional CS elements.

The proposed UM planning factor awards points to candidate projects based on implementation of design elements that improve accessibility and mobility. Depending on the design element, a project can receive points for the *quantity* of the element (e.g. number of accessible bus boarding pads), the *linear mileage* of the improvement (e.g. miles of multi-use path), or a *binary yes/no* based on overall project impact (e.g. implements speed reduction).

The eligible project activities include:

Project Activity/Design Element	Measurement Type
Completes bike/ped gap to key destination (essential services, medical, grocery, school, etc.) (areas considered as urban districts)	quantity
Completes bike/ped gap to key destination (essential services, medical, grocery, school, etc.) (areas that are not considered as urban districts)	quantity
Connects accessible transit boarding pads to sidewalk network	quantity
Constructs curb/barrier protected or elevated bike lane	linear
Constructs multi-use path	linear
Constructs one lane roundabout/mini roundabout with multimodal facilities	quantity
Constructs new sidewalks (4') on both sides of the road	linear
Constructs new sidewalks (4') on one side of the road	linear
Implements accessible pedestrian signals (APS)	quantity
Implements protected intersection	quantity
Implements marked/striped bike lane (both sides)	linear
Implements speed reduction in locations with activity generators (essential services, medical, grocery, school, etc.)	yes/no
Installs accessible raised crossings, medians, bump-outs, and/or refuge islands	quantity
Installs new or upgraded detached sidewalks (minimum 3' separation from traffic with landscaping/furnishing)	linear
Installs new signalized crossing for people walking, rolling, or biking (traffic signal or HAWK)	quantity
Installs paint buffered or flex delineator protected bike lane	linear
Installs pedestrian-scale lighting	yes/no
Installs RRFB for people walking, rolling, or biking	quantity
Provides grade separation at railroad crossings for people walking, rolling, or biking	yes/no
Reduces or combines access points/driveways	yes/no
Upgrades bus shelters/bus pads to be accessible	yes/no
Widens shoulder or adds space to create a 4' shoulder (natural/agriculture areas only)	linear
Widens sidewalks beyond PROWAG	linear
Installs detectable warning surfaces/directional indicators leading to a crosswalk	yes/no
Other - write-ins subject to CMAP approval	yes/no

Projects are scored based on inclusion of the UM elements. That value is then normalized by project cost and scaled according to the current maximum CS planning factor points allowed for each project type, as shown below:

Project Type	Max. Total CS PF / UM PF Pts
Bicycle/Pedestrian Barrier Elimination	10
Bridge Rehab/Reconstruction	10
Corridor/Small Area Safety Improvements	10
Highway-Rail Grade Crossing Improvements	10
Truck Route Improvements	10
Bus Speed Improvements	5
Road Expansion	5
Road Reconstruction	5
Transit Station, Yard, or Terminal Improvement	0

Total Planning Factor points for each project – including Freight, Resilience, Transit-Supportive Density, and Inclusive Growth – will remain capped at thirty (30) points.

The application will also ask applicants if the project advances an ADA transition plan. This information will not impact scoring but will support future refinement of project evaluation methods and help CMAP understand the connection between STP-SF funding and ADA transition planning work.

Conclusion

The proposed Universal Mobility planning factor methodology, if approved, will replace the existing Complete Streets planning factor to promote projects that enhance accessible mobility for all users, while maintaining support for CS element implementation. While more significant changes to the STP-SF evaluation methodology are expected in the long term, this near-term change supports the implementation of accessibility improvements regionwide and promotes distinct score differentiation across candidate projects.