


# PERFORMANCE MEASURES AND ACCOUNTABILITY



## Chapter 10

### Introduction

Performance measures are helpful in evaluating the progress being made toward achieving the goals and objectives of the Gateway Bicycle Plan. The Plan establishes two types of performance measures:

- **Long-term Performance Measures:** The performance measures used to monitor and evaluate progress towards the Plan's mission to increase the number of people using bicycles while reducing the number of crashes involving bicycles.
- **Strategic Performance Measures:** The performance measures related to the Plan goals and objectives, and their associated actions, are strategic—they will be used to evaluate the amount of progress that has been made toward fulfilling specific actions.

Whether long-term or strategic, the best performance measures are those that are quantifiable, and yet, do not require onerous data collection.

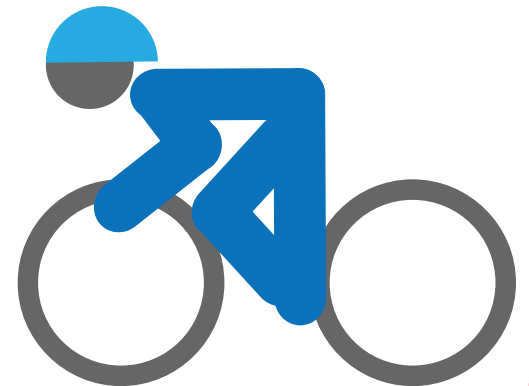
#### Action 10.1: Establish long-term performance measures.

Long-term performance measures will help to evaluate the degree to which the Plan is resulting in increased bicycle use and improved bicycle safety.

### LONG-TERM PERFORMANCE MEASURE 1: The number of bicyclists observed at counting locations throughout the planning area.

This measure supports the Plan Mission and should be based upon biannual bicycle counts at specific locations. Fifty to sixty count locations should be identified and divided into two groups, one focusing on major urban centers, and the other on the region's major trails typically used by commuters, arterial roadways with existing or planned bicycle lanes or shared lane markings that serve as key links in the Regional Bicycle Network, and other preferred routes that have been observed. Bridges and major intersections with existing or planned bicycle facilities are ideal count locations to track over time. For the past 3 years, Great Rivers Greenway has conducted off-road trail counts, which could be expanded to include on-road counts. Bicycle counts could be organized by EWGCOG's Bicycle and Pedestrian Program, the Bicycle Program Coordinator (if such a position is established), or one of the not-for-profit organizations, such as Trailnet, that could be involved in monitoring the Plan.

Counts should be taken around the same time of year, on the same day of the week, at the same time of day (for example between 6:00 and 9:00 a.m.), and under similar weather conditions. Counts should be conducted on Tuesdays, Wednesdays, and Thursdays, and should avoid Mondays and Fridays, when counts are often skewed by holidays and long weekends. Conducting counts in conjunction with other events, such as Bike to Work Day, is a strategy that can attract support in terms of count volunteers and sponsors offering giveaways to commuters and other riders, but should not be a substitute for conducting other counts as described above.



Taking bicycle counts during such promotional events has the added benefit of capturing those people who may only be occasional riders or those who would be more likely to ride if there were a larger number of bicyclists using on-street facilities, and therefore represents potential ridership. Counts may also include observations of important bicycling behavior, such as wearing helmets, riding on the correct side of the street, obeying traffic controls, and using lights at night.

Additional bicycle counts may be obtained by requiring bicyclists to be included in current manual traffic counts conducted by local transportation agencies. This data would not represent all bicycle activity throughout the region, but would begin to provide some basic data on the use of bicycles facilities. Additionally, system-wide, volunteer-based bicycle counts should be supplemented by more frequent counts using automatic counting devices, such as pneumatic tubes, video, and infrared detection, on specific routes where more data may be needed. More information on automatic counters is provided in Appendix F. The National Bicycle and Pedestrian Documentation Project provides more guidance on dates, times, locations, and methods for consistent counts.

In addition to regular counts, before- and after-counts should be taken to measure increases in bicycle use related to a specific bicycle lane, shared-lane marking, or trail project. After-counts should be taken at the same time of year and day as the before-count was taken. Automatic counting devices such as pneumatic tubes are typically used for before- and after-counts.

**LONG-TERM PERFORMANCE MEASURE 2: The number of police-reported on-road bicycle crashes compared to the total number of bicyclists observed during the on-road bicycle counts collected every other year.**

This measure supports the Plan Mission and compares bicycle crash trends (as reported by police records) in terms of bicycle exposure—that is, the number of people using the on-street network. Exposure would be approximated using the bicycle counts collected every other year. Note that police-reported crashes do not represent all bicycle collisions; many go unreported, particularly less severe crashes and those that occur in parking lots.

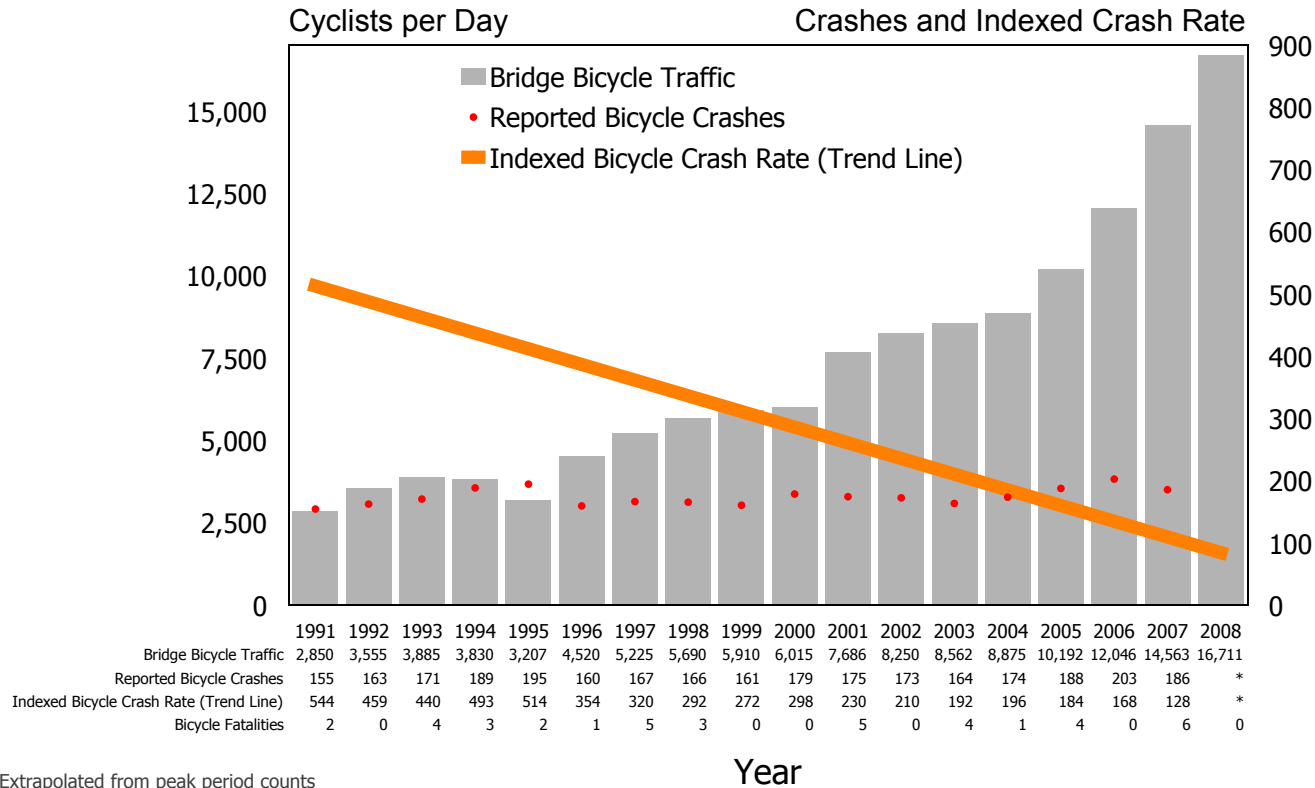
As mentioned above, this Plan’s mission is to increase the number of bicyclists using the bicycle network while at the same time reducing the annual crash rate. The crash rate is a ratio of reported crashes to bicycle trips. The chart below shows an indexed bicycle crash rate (trend line) juxtaposed with bicycle traffic over four bridges in Portland, Oregon. As the chart shows, Portland has experienced a decreasing bicycle crash rate while bicycle trips have increased steeply over a 17-year period.

A process should be set up for jurisdictions within the Plan area to report their crash data. The process may involve identifying the types of information that is collected and establishing a central repository to which crash data is sent and compiled, such as the EWGCOG’s Bicycle and Pedestrian Program, or, if established, the Bicycle Program Coordinator. In addition, providing guidance to law enforcement officers on how to properly report crashes involving bicycles may help to improve the data that is collected. *A Law Officer’s Guide to Bicycle Safety*, which was developed by the National Committee on Uniform Traffic Laws and Ordinances, provides useful information on understanding and reporting bicycle crashes.



FIGURE 10-1

Combined Bicycle Traffic over Four Main Portland Bicycle Bridges Juxtaposed with Bicycle Crashes



Extrapolated from peak period counts

"Crash Rate" represents an indexing of annual reported crashes to daily bicycle trips across the four main bicycle bridges.

\*2008 Reported Bicycle Crashes data not yet available

“ It’s heartening to know that on a regional level, cyclists are being given a seat at the planning table. This regional bike plan will expand and connect the communities in which we live, work and play...Trailnet has facilitated the development of bike/walk plans in many communities in the region so this regional effort will play an important role in connectivity.

Ann Mack,  
EXECUTIVE DIRECTOR OF TRAILNET.



**Action 10.2: Establish strategic performance measures.**

Strategic performance measures calculate the amount of progress that has been made toward specific performance targets. The majority of strategic performance measures for this Plan are quantifiable metrics that are tracked over specified periods of time during Plan implementation, while other measures may be discrete actions that will only occur once during Plan implementation, such as integrating bicycle-friendly training into driver's education.

**Action 10.3: Establish baseline data and data collection methods that can be used to measure success of the Plan.**

Establishing baseline data and monitoring established performance measures will require data to be collected on a periodic basis—either annually or every other year. Data collection will entail coordinating with transportation agencies, police departments, and other relevant organizations that generate data related to the performance measures. Data collection may be the responsibility of one agency or organization, or several. Logical organizations to take on the responsibility of data collection include Great Rivers Greenway, Trailnet, and the EWGCOG, given their regional reach and staffing resources.

**Action 10.4: Establish mechanisms for ongoing community input and accountability.**

Implementation of the Plan will be a dynamic process with priorities changing over time as factors such as community input and funding availability are taken into consideration. Community input should continue to be sought after the Plan is finalized and throughout its implementation phase. The ideas and experiences of bicyclists and other roadway users, such as their experience with installed facilities, spot maintenance issues, behaviors of roadway users, and other improvements they would like to see implemented, should be used to shape the Plan continually. Community input may be elicited using several mechanisms, including setting up a telephone hotline or Web-based comment forum, having open houses annually or every other year in different neighborhoods within the Plan area, and offering online tools such as interactive mapping tools and surveys.

## Performance Measures

The Plan development process, which involved extensive outreach to the public, stakeholders and decision-makers, resulted in the identification of 58 specific actions that were deemed as critical for successful implementation of the Plan, and the policies and programs that support the Plan. In accordance with Actions 10.1 and 10.2, performance measures have been established for 52 Actions (four Actions did not lend themselves well to a quantifiable measure) in addition to the two long-term performance measures corresponding to the Plan's mission. Because of the large number of Actions and the realities of the staffing and resources necessary to collect data for each corresponding performance measure, the measures have been grouped into high, medium, and low priority, which are described in the tables below.

## Long-term Performance Measures

The following long-term performance measures are high priority measures, but have been grouped separately from the other high priority measures they will be used to monitor and evaluate progress towards the Plan's mission of increasing bicycle use and reducing the number of crashes involving bicycles.



TABLE 10-1

Long-term Performance Measures

Performance Measure	Corresponding Action and Page Number	Baseline Measurement	Performance Target	Data Collection Frequency	Entity Collecting Data*	Entity Receiving Data*
Number of bicyclists observed at counting locations	Plan Mission (Page 3.1)	To be counted in 2012 on-street	Double the number of riders by 2018, quadruple by 2031	Every 2 years, plus automatic counters ( ongoing)	Great Rivers Greenway, Trailnet, Volunteers (EWGCOG, MoDOT)	EWGCOG, MoDOT
Crash Rate: the number of police-reported on-road bicycle crashes compared to the total number of bicyclists observed during the on-road bicycle counts collected every other year	Plan Mission (Page 3.1)	To be calculated by end of 2012	Reduce the bicycle crash rate by half by 2018, and by half again by 2031	Every year (focus on reported crashes, and research hospital reports and other data – hospital and other data if there is time and funding is available)	MoDOT, City of St. Louis, St. Louis and St. Charles Counties; local jurisdictions (EWGCOG, MoDOT)	EWGCOG, MoDOT

**Strategic Performance Measures – High Priority (11 Measures)**

The following are high priority performance measures that should be established in the short-term. Many of the actions corresponding to these performance measures should be implemented immediately, while others are longer term measures that are critical for evaluating the progress of Plan implementation. Measures are not ranked in any particular order. Each measure has its own targeted timeline, or “performance target.”

TABLE 10-2

High Priority Performance Measures

Performance Measure	Corresponding Action and Page Number	Baseline Measurement	Performance Target	Data Collection Frequency	Entity Collecting Data*	Entity Receiving Data*
Establish a citizen committee (or build upon EWGCOG’s Bicycle and Pedestrian Advisory Committee) to support intergovernmental cooperation and review plan implementation	Action 8.2 (Page 8.2)	N/A	In 2011	N/A—One-time effort	EWGCOG	EWGCOG
Fund a regional Bicycle/ Pedestrian Program Coordinator	Action 8.13 (Page 8.6)	N/A	By 2012	N/A—One-time effort	Great Rivers Greenway	Great Rivers Greenway
Miles of Bicycle Facility Network completed	Action 5.3 (Page 5.15)	Number of miles of existing facilities in Network	Provide 200 miles of recommended facilities by 2017, 450 miles by 2021, 900 miles by 2031	Annually	MoDOT, St. Louis and St. Charles Counties; local jurisdictions	EWGCOG, Great Rivers Greenway
Number of identified spot high crash rate locations rectified	Actions 5.11 and 5.12 (Page 5.17)	Bicycle crash report for the last 6 years	Address top 5 high-crash locations each year	Update list annually	MoDOT, St. Louis and St. Charles Counties; local jurisdictions	EWGCOG, Great Rivers Greenway
Number of state, county, and local agencies that have formally adopted 2009 MUTCD and latest AASHTO bicycle guidelines	Action 6.1 (Page 6.1)	To be counted by end of 2012	100 percent by 2016 (likely to happen when MoDOT officially adopts 2009 MUTCD guidelines—many agencies follow MUTCD informally)	Annually	MoDOT, St. Louis and St. Charles Counties; local jurisdictions	EWGCOG, Great Rivers Greenway



Performance Measure	Corresponding Action and Page Number	Baseline Measurement	Performance Target	Data Collection Frequency	Entity Collecting Data*	Entity Receiving Data*
Number of miles of installed bicycle facilities (all area plans) complying with AASHTO guidelines and 2009 MUTCD standards	Action 6.3 (Page 6.1)	To be surveyed by end of 2014	200 miles of recommended facilities by 2017, 450 miles by 2021, 900 miles by 2031	Every 3 years (in conjunction with Action 5.15)	MoDOT, St. Louis and St. Charles Counties; local jurisdictions	EWGCOG, Great Rivers Greenway
Number of state, county, and local jurisdictions that have integrated appropriate Plan elements into their own planning documents	Action 5.1 (Page 5.15)	To be counted by end of 2012	Average of 10 per year; 100 percent percent by 2021	Annually	MoDOT, St. Louis and St. Charles Counties; local jurisdictions integrate appropriate elements into their own plans	EWGCOG, Great Rivers Greenway
Create and revise bikeway system maps (online and printed)	Action 7.17 (Page 7.11)	Provide initial route map in 2012 of network and network routes with facilities	Revise maps every 2 years (update printed maps every 2 to 3 years; update online maps yearly)	Annually	St. Louis and St. Charles Counties; local jurisdictions; Great Rivers Greenway	Great Rivers Greenway
Achieve Bicycle-Friendly Community recognition at city, county, and state levels	Action 7.19 (Page 7.12)	City of St. Louis	Average of one community recognized per year	Annually	All jurisdictions	Trailnet
Percentage of jurisdictions that have adopted Complete Streets ordinances or similar policies	Action 8.7 (Page 8.3)	City of Ferguson, City of St. Louis	4 jurisdictions per year	Annually	EWGCOG	EWGCOG
Miles of on-street bicycle facilities installed as a result of routine accommodation	Action 8.11 (Page 8.5)	N/A	5 miles per year working to 30 miles per year by 2016	Annually	EWGCOG	EWGCOG

“ The Gateway Bike Plan represents a truly collaborative effort of local, county and state agencies working together to improve transportation choices and mobility across our region. The power of the plan unfolds as it is implemented and people are connected from their homes, to work and school to shopping and recreation destinations. This will change the complexion of the region linking us together in a more sustainable and natural way and as a result, we will have an improved quality of life.

Susan Trautman,  
EXECUTIVE DIRECTOR OF GREAT RIVERS GREENWAY



## Strategic Performance Measures – Medium Priority (18 Measures)

The following performance measures are of medium priority and should be implemented to the extent allowed by available staff, time and budget. Measures are not ranked in any particular order. Each measure has its own targeted timeline, or “performance target.”

TABLE 10-3

### Medium Priority Performance Measures

Performance Measure	Corresponding Action	Baseline Measurement	Performance Target	Data Collection Frequency	Entity Collecting Data	Entity Receiving Data
Number of identified and resolved barriers affecting accessibility and safety on roadways	Action 5.6 (Page 5.16)	Barriers identified in Plan11	Average of 10 barriers per year resolved (focus on roadways with safety issues)	Every 2 years	MoDOT, St. Louis and St. Charles Counties; local jurisdictions	EWGCOG, Great Rivers Greenway
Number of new or rehabilitated bridge projects that have included appropriate bicycle facilities—focus on bridges that are part of network	Action 5.7 (Page 5.16)	Survey bridges in network by end of 2012	100 percent of bridge rehabilitation and new bridge projects have appropriate bicycle facilities	As projects are completed	MoDOT, St. Louis and St. Charles Counties; local jurisdictions	EWGCOG, Great Rivers Greenway
Number of state, county, and local agencies that have adopted bicycle facility maintenance programs	Action 5.9 (Page 5.17)	To be counted by end of 2012	Average of 10 per year; 100 percent by 2021	Annually	MoDOT, St. Louis and St. Charles Counties; local jurisdictions	EWGCOG, Great Rivers Greenway
Web site for bicycle events, educational materials, public meetings, etc., developed and maintained	Action 5.13 (Page 5.17)	N/A	By end of 2012	Ongoing	Great Rivers Greenway or Trailnet	Great Rivers Greenway or Trailnet
Map with signed bike route system developed for St. Louis, St. Charles and City of St. Louis	Action 5.15 (Page 5.18)	N/A	By end of 2013	N/A	Great Rivers Greenway or EWGCOG	EWGCOG, Great Rivers Greenway
Number of miles of on-street bicycle route signs installed	Action 5.15 (Page 5.18)	N/A	Install 200 miles of signed bicycle routes by 2017, 450 miles by 2021, 900 miles by 2031	Ongoing	MoDOT, St. Louis and St. Charles Counties; local jurisdictions	EWGCOG, Great Rivers Greenway
Number of public facilities and developments providing end-of-trip bicycle facilities	Action 5.16 (Page 5.18)	Existing public facilities and developments with bicycle parking identified by end of 2014	Install bicycle parking facilities at 50 locations each year	Ongoing	St. Louis and St. Charles Counties; local jurisdictions; Metro and Trailnet	EWGCOG, Great Rivers Greenway
Number of training workshops offered by certified League Cycling Instructors	Action 7.1 (Page 7.4)	To be counted in 2011	5 to 10 workshops per year, initially; work up to 15	Annually	Trailnet or Missouri Bicycle & Pedestrian Federation	League of American Bicyclists, Missouri Bicycle and Pedestrian Federation, Trailnet
Number of schools with active Safe Routes to School programs	Action 7.2 (Page 7.4)	Baseline assessment in 2012	5 new schools per year	Annually	MoDOT, Trailnet	EWGCOG, Great Rivers Greenway
Number of motor vehicle-bicycle educational materials revised or developed through information kiosks, licensing offices, etc.	Action 7.3 (Page 7.4)	Existing materials	Revise or create new materials once every 3 years	Every 3 years	MoDOT, Department of Revenue	EWGCOG, Great Rivers Greenway
Number of educational materials (brochures) developed among partner organizations	Action 7.5 (Page 7.5)	Existing materials cataloged	Develop and distribute one new (or revised) educational material per year	Annually	Great Rivers Greenway, Trailnet or EWGCOG, MoDOT	Trailnet, Great Rivers Greenway



Performance Measure	Corresponding Action	Baseline Measurement	Performance Target	Data Collection Frequency	Entity Collecting Data	Entity Receiving Data
Number of bike rodeos, school assemblies, or other bicycle safety outreach activities where local police officers play an active role	Action 7.6 (Page 7.5)	To be counted in 2013	One per year	Annually	Great Rivers Greenway or Trailnet with support from EWGCOG	Trailnet
Number of training workshops on AASHTO and MUTCD guidelines and Complete Streets—for local planners, engineers, and decision makers	Actions 7.8 and 7.9 (Page 7.7)	N/A	At least 1 workshop per year	Annually	EWGCOG, MoDOT, Great Rivers Greenway, Trailnet	EWGCOG
Number of special focus trainings (audience will vary per topic)	Action 7.13 (Page 7.8)	N/A	4 per year	Annually	EWGCOG/ MoDOT and Great Rivers Greenway	Trailnet
Develop Internet-based wayfinding tool	Action 7.18 (Page 7.12)	N/A	By 2014, revise as needed	N/A	Great Rivers Greenway, Trailnet, or EWGCOG	Great Rivers Greenway
Regional entity identified to enhance and promote collaborative planning	Action 8.1 (Page 8.2)	N/A	In 2011	N/A	EWGCOG and Great Rivers Greenway	EWGCOG and Great Rivers Greenway
Identify key personnel and contacts at each governmental agency	Action 8.3 (Page 8.2)	N/A	100 percent of agencies by 2013	Annually	All agencies	EWGCOG and Great Rivers Greenway
Identify (and implement) regionally based, dedicated funding sources for on-street bicycle facilities	Action 8.12 (Page 8.6)	N/A	By 2014	N/A—One-time event	EWGCOG, Great Rivers Greenway	EWGCOG, Great Rivers Greenway
Jurisdictions that include bicycle facilities as part of their impact fee	Action 8.16 (Page 8.7)	To be counted by 2016	Five new jurisdictions per year	Every 3 years	St. Louis and St. Charles Counties; local jurisdictions	EWGCOG

### Strategic Performance Measures – Low Priority (24 Measures)

The following performance measures are of lower priority. It is likely that some of these measures will not be implemented for several years, but they should be considered if staffing levels and budgets grow. Measures are not ranked in any particular order. Each measure has its own targeted timeline, or “performance target.”

TABLE 10-4

#### Lower Priority Performance Measures

Performance Measure (and corresponding Action Numbers)	Corresponding Action	Baseline Measurement	Performance Target	Data Collection Frequency	Entity Collecting Data	Entity Receiving Data
Number of transportation agencies that have further prioritized RBP priority recommendations (jurisdictions internally prioritize facilities from the Plan)	Action 5.2 (Page 5.15)	Survey entities	100 percent by 2021	Annually—begin in 2014	MoDOT, St. Louis and St. Charles Counties; local jurisdictions	Great Rivers Greenway
Number of state, county, and local planning documents that mention identified barriers to bicycling	Action 5.4 (Page 5.16)	Barriers identified in Plan	Average of 10 per year; 100 percent by 2021	Biennially	MoDOT, St. Louis and St. Charles Counties; local jurisdictions include barriers from Plan in their documents	Great Rivers Greenway





Performance Measure (and corresponding Action Numbers)	Corresponding Action	Baseline Measurement	Performance Target	Data Collection Frequency	Entity Collecting Data	Entity Receiving Data
Number of state, county, and local planning documents that address how barriers will be addressed and prioritized	Action 5.5 (Page 5.16)	Barriers identified in Plan	Average of 10 per year; 100 percent by 2021	Biennially	MoDOT, St. Louis and St. Charles Counties; local jurisdictions include barriers from Plan in their documents	Great Rivers Greenway
Number of miles of existing on street bicycle facilities and number of intersections safety audited	Action 5.8 (Page 5.16)	77 miles of existing facilities; revise annually as new facilities are completed	17 percent of system audited annually (entire system audited every 6 years)	17 percent of system audited annually (entire system audited every 6 years)	MoDOT, St. Louis and St. Charles Counties; local jurisdictions	EWGCOG, Great Rivers Greenway
Percentage of spot maintenance problems identified and rectified	Action 5.10 (Page 5.17)	Collected on an ongoing basis from bicyclists (need way to report problems)	100 percent within 2 years of being identified	Ongoing	MoDOT, St. Louis and St. Charles Counties; local jurisdictions	EWGCOG, Great Rivers Greenway
Adopt additional guidance for installing bicycle facilities (as found in this Plan) that builds on AASHTO guidelines and 2009 MUTCD Standards	Action 6.2 (Page 6.1)	Additional guidance in Chapter 5 and Appendix	5 jurisdictions per year	Biennially	MoDOT, St. Louis and St. Charles Counties; local jurisdictions	EWGCOG, Great Rivers Greenway
Number of special facilities deployed to address unique issues outside standard design guidance	Action 6.4 (Page 6.1)	Identify locations on an ongoing basis	Complete one to three unique facilities in region per year, as needed (effectiveness must be measured and reported)	Ongoing	MoDOT, St. Louis and St. Charles Counties; local jurisdictions	Great Rivers Greenway
Number of new League Cycling Instructors certified and actively involved in providing trainings	Action 7.1 (Page 7.4)	To be counted in 2012	1 per year	Annually	Great Rivers Greenway, Trailnet or Missouri Bicycle and Pedestrian Federation	MoBikeFed, Trailnet
Questions about sharing the road with bicyclists integrated into written driver's exam	Action 7.3 (Page 7.4)	Existing	Review and revise as needed every 3 years	Every 3 years	Missouri Department of Revenue, Missouri Bicycle and Pedestrian Federation	MoDOT, EWGCOG
Bicycle friendly training integrated into driver's education and mass transit operator training programs	Action 7.4 (Page 7.4)	N/A	Develop materials and training of Metro drivers by 2013 and incorporate by 2015	N/A	Missouri Department of Revenue	EWGCOG, Great Rivers Greenway
Number of law enforcement agencies that issue citations issued for unsafe bicyclist or motorist behavior, as defined in the Plan	Action 7.7 (Page 7.5)	To be counted by 2015 (may require training to get this going)	5 law enforcement agencies per year issue and Track citations per recommendation in this Plan	Annually	Police Departments	MoDOT, EWGCOG, Great Rivers Greenway
Identify a Training Program Coordinator	Action 7.10 (Page 7.7)	N/A	By 2012	N/A	EWGCOG, Trailnet, Great Rivers Greenway, MoDOT	Great Rivers Greenway
Establish an e-mail list or listserv that can be used to disseminate information about training opportunities	Action 7.11 (Page 7.7)	N/A	By 2012	N/A	Great Rivers Greenway or Trailnet with support from EWGCOG	Great Rivers Greenway
Number of training workshops offered to enforcement officers	Action 7.12 (Page 7.8)	N/A	1 workshop every 2 years	Annually	Police Association, MoDOT	EWGCOG
Number of bicycle promotion events (rides, rodeos, events that gets folks out on bikes)	Actions 7.14 and 7.16 (Page 7.9 and 7.11)	To be identified and listed in 2014	15 per year	Track annually	Local Jurisdictions, Great Rivers Greenway or Trailnet	Great Rivers Greenway or Trailnet
Number of community events that provide bicycle parking	Action 7.15 (Page 7.10)	N/A	4 new events per year	Track annually	Local Jurisdictions, Trailnet	Great Rivers Greenway or Trailnet



## CONNECTING COMMUNITIES ACROSS THE ST. LOUIS REGION

Performance Measure (and corresponding Action Numbers)	Corresponding Action	Baseline Measurement	Performance Target	Data Collection Frequency	Entity Collecting Data	Entity Receiving Data
Establish a model process for modifying street standards (goal is to create better streets for bicycling)	Action 8.4 (Page 8.2)	N/A	Create by 2014	N/A	EWGCOG develop model for other entities to adopt	EWGCOG
Review local plans to identify planned facilities that do not connect to other jurisdictions; once identified, collaborate to change plans to create an interconnected system and implementation success	Action 8.5 (Page 8.3)	Complete inventory by 2015	Completed inventory	N/A	EWGCOG	EWGCOG
Establish a process or method, such as a standardized checklist, for evaluating bicycle facility elements	Action 8.6 (Page 8.3)	N/A	In 2014	In 2014, confirm process has been established	EWGCOG	EWGCOG
EWGCOG revises their application forms/scoring criteria	Action 8.10 (Page 8.5)	N/A	N/A	One-time event	EWGCOG as granting agency	EWGCOG
Create public/private partnerships to develop bicycle facilities such as bike lanes and bicycle parking	Action 8.14 (Page 8.6)	N/A	Average of 2 per year	N/A	Various (EWGCOG)	EWGCOG
Number of multi-agency funding applications	Action 8.15 (Page 8.7)	N/A	10 per year	Annually	EWGCOG	EWGCOG
Number of performance measures (listed here) for which baseline data and collection method has been established	Action 10.3 (Page 10.4)	N/A	100 percent by 2016	Annually	Great Rivers Greenway or Trailnet with support from EWGCOG	Great Rivers Greenway or Trailnet with support from EWGCOG
Number of opportunities for public to provide input on the Plan	Action 10.4 (Page 10.4)	N/A	Ongoing through reporting Web site (Action 5.13), email or telephone hotline; 1 public event per year	Annually	EWGCOG	EWGCOG

\* The organizations or agencies identified in the “Entity Collecting Data” and “Entity Receiving Data” column are recommendations only. Recommendations are based on the organizations’ missions, existing roles, staffing resources, and volunteer resources. Recommendations do not include assigning duties to a Bicycle Program Coordinator because it is not certain that such a position will be created, as the Plan recommends, or which entity would host the position. Establishing a Bicycle Program Coordinator position would be advantageous given the number of agencies and organizations involved in Plan implementation, and the number of performance measures that have been identified. A major responsibility of the Bicycle Program Coordinator would be to monitor Plan implementation using the performance measures below. This person would actively engage relevant agencies to obtain the data necessary to track the progress of implementation.

