



Illinois Bike Transportation Plan
Transforming Transportation for Tomorrow

Section III- Moving Forward
Chapter 3: Performance Measures

Performance Measures Matrix – Illinois Bike Transportation Plan

Performance Measures Matrix

No.	Performance Measure	Metric	Data Collection Need	Agency	Near-term Goal	Long-term Goal
1.0	Planning & Policies					
1.1	Complete Street-specific projects included in the Multi-year Program (projects where Complete Streets issues are the main reason for improvement).	Number or percentage of Complete Street-specific projects.	Tracking of Complete Streets projects (not existing)	IDOT –OP&P	10 projects per district, 20 projects for district one	Distribution of project types is in tandem with current bicycling/pedestrian levels and predicted demand/growth.
1.2	Quantity of Complete Streets projects added annually.	<p>Bike lanes – miles added, annually</p> <p>Sidepaths – miles added, annually</p> <p>Sidewalks – miles added, annually</p> <p>Paved shoulders (3’ or more) - miles added, annually</p> <p>Complete Streets Intersection Improvements (for example, pedestrian/bicycle signal timing, bicycle intersection markings, refuge islands, high-visibility crosswalks)</p> <p>Complete Streets Mid-block Crossing Improvements (includes improving existing or installation of new mid-block crossing)</p> <p>Bridges with Complete Streets Improvements</p> <p>These features should be evaluated by district.</p>	Tracking of Complete Streets Improvements (not existing), Inventory of sidewalks (in progress by districts)	IDOT – OP&P and districts	Analyze existing growth rates and determine a visionary, yet achievable, goal.	Re-evaluate goals on a regular basis, preferably semi-annually.
1.3	Roadway segments with sidewalks 1) within incorporated areas, or 2) where Complete Streets are warranted.	Percentage of roadway segments. Should be evaluated by district. Alternate: miles of sidewalk backlog (within incorporated boundaries) (note	Inventory of sidewalks (in progress by districts), mapping of areas likely warranted for Complete Streets (not existing)	IDOT - districts	Analyze existing growth rates and determine a visionary, yet achievable, goal.	All warranted areas will have sidewalks



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		both sides of road)				
1.4	Cities, businesses, and universities designed as Bicycle Friendly by LAB and the Highway Safety Research Center.	Total number in each category.	Bicycle Friendly Program results from the League of American Bicyclists (existing)	League of American Bicyclists, IDOT	Get 10 communities or colleges/universities who have not applied before to the program to apply through encouragement.	All medium and large cities and colleges/universities in the State will be at least a bronze ranking
1.5	Bicyclist and pedestrian serious injury and fatality rates.	Total number and crash rates compared with mode share split.	Statewide crash data (existing) and commute mode-share (existing)	IDOT -SE	Reduce rate of serious injuries and fatalities by 20%	Eliminate fatalities; reduce serious injuries by 50%
1.6	The number of jurisdictions with adopted bicycle, pedestrian or Complete Streets plans.	The number of jurisdictions that have submitted plans to the Bicycle Inventory System.	Bicycle Inventory System (in progress through this plan)	IDOT – OP&P or Communications	10 new incorporated places statewide adopt bicycle, pedestrian and/or Complete Streets plans	All incorporated places in the state will have local bicycle, pedestrian and/or Complete Streets plans
1.7	Statewide bicycle mode-share	<ul style="list-style-type: none"> - Census data - City of Chicago’s counts (on-road, and Lakefront Trail) - Bike-to-Metra counts (every 5 years) - Metra’s on-train bike counts - Others including trail counts, independent studies, etc. <p>This should include an evaluation of woman, minority, children and senior ridership as an indicator of overall system comfort.</p>	Existing data	IDOT – OP&P and partner agencies	Double walking and bicycling mode share rates from 2012 rates	Increase bicycling mode share to 5%, walking to 8%.
2.0	Design & Maintenance					
2.1	Bicycle Level of Service on State-jurisdiction roads	Bicycle Level of Service ratings on State-jurisdiction roadways (that warrant Complete Streets improvements). Metric should note BLOS ratings (A through E) (or equivalent quality index).	Bicycle Level of Service ratings (existing, but improvements recommended)	IDOT – Highways, districts	10% improvement/annually	All roadways where bicycling is warranted should be Bicycle Level of Service rating of B or better (or equivalent quality index)
2.2	The number of State-jurisdiction roadway projects with Complete Streets elements that are suitable for a wide range of bicycling ages and	Number of State-jurisdiction roadway projects where Complete Streets improvements improve Bicycle Level of Service to an A or B rating (or equivalent quality index). Should be evaluated by	Tracking of Complete Streets projects (not existing), Bicycle Level of Service ratings (existing, but improvements to BLOS recommended)	IDOT – Highways, districts	Every roadway project that is along a corridor viewed as an integral piece of a local bicycling network should be improved to BLOS A or B (or reasonable alternate route	Every roadway project that is along a corridor viewed as an integral piece of a local bicycling network should be improved to BLOS A or B (or reasonable alternate route



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	abilities.	district.			should be established).	should be established).
2.3	Number of State-jurisdiction roads where Complete Streets are warranted that comply with ADA and PROWAG guidelines.	% of roadways warranted for walking with sidewalks or sidepaths, % of roadways with compliant curb-ramps, % of roadways with compliant crossings and signals. Should be evaluated by district.	Inventory of sidewalks (in progress by districts), Inventory of compliant curb ramps	IDOT – Highways, districts	Address high-priority walking and ADA issues (areas with highest volumes of pedestrian demand or need for accessible facilities) and include walking infrastructure in all warranted projects.	Address ADA issues on all roadways and include walking infrastructure in all warranted projects.
2.4	Bicycle-friendly rumble strips on roads with 4’ or greater shoulders.	% of bicycle-friendly rumble strips on roads with 4’ or greater shoulders (providing 3’ of clear riding space outside of the rumble strip). This would include both IDOT roads, and local roads funded through HSIP. Should be evaluated by district.	Inventory of roads with bicycle friendly rumble strips (not existing)	IDOT - Highways, districts	Double the percentage of roads with bicycle-friendly rumble strips – focusing on significant bicycle routes identified in the BIS	All roadways with 4’ or greater shoulders have bicycle-friendly rumble strips.
2.4	Maintenance/preservation/resurfacing projects that include bicycle improvements either within the project scope or as a scope add-on (Includes HSIP projects)	Percentage of all Maintenance/preservation/resurfacing projects that include bicycle improvements either within the project scope or as a scope add-on. Should be evaluated by district.	Maintenance/preservation/resurfacing projects that include bicycle improvements (not existing)	IDOT – Highways, districts, SE	50% of projects include bikeway improvements where they are warranted and feasible.	100% of projects include bikeway improvements where they are warranted and feasible.
2.5	Bicycle-safe drainage grates on State-jurisdiction roadways.	Percentage of bicycle-safe drainage grates on State-jurisdiction roadways. Should be evaluated by district.	Inventory of drainage grate location and type (not existing)	IDOT – Highways, districts	All drainage grates in populated areas are bicycle-friendly	All drainage grates are bicycle-friendly
3.0	Funding					
3.1	Multi-year Program funding dedicated to Complete Streets improvements.	Percent of Multi-year Program funding dedicated to Complete Streets improvements.	Tracking of Complete Streets projects and funding (not existing)	IDOT – OP&P	Funding levels should be set to address the statewide anticipated need. Meet 25% of this overall need in the near-term.	The statewide anticipated Complete Streets infrastructure need should be met.
3.2	HSIP safety infrastructure dollars going to projects improving bicycling, annually.	Percent of HSIP safety infrastructure dollars going to projects improving bicycling, annually.	Tracking of HSIP funding (existing)	IDOT - SE	HSIP funding for pedestrians and bicyclists should be proportionate to the rate of bike/ped serious injuries vs. all serious injuries	HSIP funding for pedestrians and bicyclists should be proportionate to the rate of bike/ped serious injuries vs. all serious injuries.
3.3	Section 402 safety infrastructure dollars going to bicycle safety programs,	Percent of Section 402 safety infrastructure dollars going to bicycle	Tracking of 402 funding (existing)	IDOT - DTS	Funding or in-kind funding for bicycle and pedestrian programs should increase to	Funding or in-kind funding for bicycle and pedestrian programs should continue to



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	annually.	safety programs, annually.			cover the addition of new recommended programs in addition to existing programs	increase as additional recommended programs in are added.
3.4	Transportation Alternatives Program funds for projects to improve bicycling (a separate measure could be established for pedestrian improvements)	Percent of Transportation Alternatives Program funds for projects to improve bicycling (a separate measure could be established for pedestrian improvements).	Tracking TA funds (existing)	IDOT – OP&P	80% of funds for bicycling and pedestrian improvement projects	80% of funds for bicycling and pedestrian improvement projects
3.5	Obligation Rates for the ITEP program.	Rate of obligated funding	Tracking obligated funding (existing)	IDOT – OP&P	Double obligation rates	100% of funds obligated
3.6	Obligation Rates for the SRTS program.	Rate of obligated funding	Tracking obligated funding (existing)	IDOT - SE	Double obligation rates	100% of funds obligated
3.7	IDNR bikeway/trail capital expenditures, annually.	Break out into local grants (State Bike Path Grants) and IDNR's state and local trail work.	Tracking funding (existing)	IDNR, IDOT	Work with IDNR to determine goals	Work with IDNR to determine goals
4.0	Education & Promotion					
4.1	Number of bicycling webpage visits.	Increase in bicycling webpage visits vs. current	Site data (existing)	IDOT - Communications	Increase visits to the bicycling webpage by 50%	Continue an increase in website visits
4.2	Number of safety material downloads and materials distributed (includes Secretary of State and State Police websites).	Increase in content downloads and materials distributed	Tracking of downloads and distribution (existing)	IDOT - Communications	Increase material downloads by 50%	Continue an increase in material downloads
4.3	Safety program PSA's, social media updates, highway marquee messages, etc. about bicycle and/or pedestrian issues.	Percent of Safety program PSA's, social media updates, highway marquee messages, etc. about bicycle and/or pedestrian issues.	Tracking of campaigns about bicycle and/or pedestrian issues (not existing)	IDOT – DTS, Communications	Work with LIB to implement a radio PSA. 20% of all posts will have a bicycle or pedestrian focus	20% of all posts will have a bicycle or pedestrian focus
4.4	The number of engineers, planners and consultants who have attended IDOT-sponsored or endorsed training events for Complete Streets issues.	% of personnel who have completed programs or number of staff-hours spent in training programs in the last 12 months. Should be measured by district and division in addition to department-wide. Could include CEU credits.	Tracking personnel in bike/pedestrian training programs (not existing). Evaluation could be done in conjunction with staff performance evaluations.	IDOT – Highways, OP&P, districts	30% of engineers, planners and consultants will have received regular training on Complete Streets issues.	All engineers, planners and consultants will have received regular training on Complete Streets issues.
4.5	The number and quality of SRTS programs statewide.	The number of Safe Routes to School programs statewide and their score. IDOT should adopt a similar evaluation method for SRTS programs such as	Inventory of SRTS programs (existing) Evaluation of SRTS programs (not existing)	IDOT - SE	Encourage the establishment of 20 new SRTS programs statewide	All state schools serving incorporated communities should have SRTS programs.



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		South Carolina's ¹				
4.6	The number of bicycle/pedestrian programs and events.	The number of IDOT-led efforts, IDOT supported efforts, and bicycling programs and events statewide - measured separately	Inventory of active IDOT programs pertaining to bicycling (not existing). Inventory of all programs throughout the State (not existing, rely on bicycling organizations to provide this data).	IDOT – SE, DTS	Establish or facilitate the establishment of 5 new recommended high-priority programs or events	Establish or facilitate the establishment of all recommended high-priority programs or events and begin implementing medium priority project opportunities

¹ <http://www.scsaferoutes.org/partnership/become-a-partner>