



## Chapter 7: Evaluation Process

An important aspect of any plan process is the monitoring of its recommendations and objectives after it has been adopted. The true measure of a plan is not how it looks as a finished document or even the ambition of its recommendations, but rather the degree to which its recommendations are implemented. As such, in three years, five years, or ten years, the results of the Plan may be seen around the community as built infrastructure or as successful programs and policies with tangible impacts on bicycle safety and that have encouraged more people to ride their bikes. This chapter sets a framework so the Palm Beach MPO and its member jurisdictions can track the Plan's progress, and report back its performance to residents and decision makers. The evaluation process has three basic steps that can be applied to the objectives described in Chapter 1: establish a benchmark of the objective's existing status, record any efforts made toward that objective, and periodically review and report the progress towards those objectives relative to the initial benchmark.

Several benchmarks were specifically covered in the current conditions sections described in Chapter 2 and the needs as described in Chapter 4. For example, the objectives that support the Goal S1 include increasing the mileage of roadways that achieve their designated performance threshold. The needs report identified 523 miles of roadways across the county currently meeting their performance expectation and 596 miles that are not. Thus, 523 miles would be the benchmark value of roadways meeting their designated threshold.

Recording new efforts would occur as new facilities are implemented and performance is improved on more roadways. The mileage of those improvements should be recorded and added to the benchmark value. This should be done on an annual basis, so that each year a new mileage total for roadways meeting or exceeding their performance expectation can be calculated.

Updated totals could then be reported on a periodic basis to the MPO's Bicycle, Greenways, Pedestrian Advisory Committee (BGPAC) and the MPO Board. The pace of progress can be discussed and assessed, in light of budgetary conditions and other MPO priorities, to determine if efforts should be maintained or increased during the next review period.

A benchmark value for each of the objectives identified in Chapter 1 should be established, so that progress can be recorded and evaluated. Values to be recorded as benchmarks are suggested for the Plan's objectives in Table 7-1 on the following page. Some objectives will be easier to track than others, but any measurable activity that serves a specific goal will be useful in telling the story of Palm Beach County's progress toward the vision articulated in this Plan.





Table 7.1 Suggested benchmark values for plan objectives

<b>Objectives Supporting Transportation Goals for Safety</b>	
<b>Objective</b>	<b>Suggested Benchmark Measure</b>
Increase mileage of roadways meeting their designated performance threshold	Mileage of roadways meeting appropriate threshold
Plan and fund regular maintenance	Frequency of maintenance, levels of designated funding
Plan and fund educational campaigns	Number of initiatives begun, literature distributed, number of participants
Plan, fund, and promote bicycle facilities that provide access to destinations	Mileage of high priority roadways improved (Tier 1, Tier 2), mileage of pathways constructed from NENA, South County Greenways plans
Train law enforcement officers, encourage enforcement of laws related to common crash factors	Number of programs or participants, number of citations for riding without lights, wrong way riding, etc.
Regular review of progress on objectives	Annual reports on objective measures, biannual discussion of vision, goals, and objectives
<b>Objectives Supporting Transportation Goals for Convenience</b>	
<b>Objective</b>	<b>Suggested Benchmark measure</b>
Improve facilities for a broad variety of users	Mileage of high priority projects implemented
Plan and fund encouragement programs	Funding/Staff time set aside for programs, number of employer encouragement programs and initiatives, number of participants in programs
Increase bicycle parking facilities	Number of development codes with bike parking provisions, number of bike racks installed
Promote use of bicycle facilities	Number of wayfinding routes identified, number of maps distributed, funding for maps, wayfinding studies
Enforce traffic laws with regard to specific behaviors by bicyclists and/or motorists	Number of warnings and/or citations in response to targeted behaviors
Monitor bicycling activity	Count bicyclists before and after improving roadways, tally participation in encouragement events





Objectives Supporting Recreation Goals	
Objective	Benchmark Measure
Provide on-street access to greenways and trails	Mileage of high-performing roadways connecting to NENA, South County Greenways, other plans
Highlight greenways and trails on maps and within wayfinding systems	Number of wayfinding routes identified, number of maps distributed, funding for maps, wayfinding studies
Coordinate promotion of on-street facilities and greenways with tourism industry	Number of contacts and distribution points, number of maps distributed
Plan and fund education about safety	Number of participants in events, number of safety brochures distributed
Monitor recreational riding	Count users on trails and greenways, maintain list of organized rides

