

II. BENCHMARKS

In 1999, the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration established two goals pertaining to pedestrians: 1) to improve safety and 2) to increase use by the year 2022.² The goals of the Lake Tahoe BPMP mirror the broader performance measures of the Federal Highway Administration, while establishing specific goals attainable for a 20-year horizon.

With this as background, the following benchmarks are tools to measure the successful implementation of the BPMP. The first major benchmark for the BPMP is the following:

- Double the percentage of commuters who bicycle or walk to work from 3.8%³ of all employed residents to 7.6% of all employed residents per U.S. Census data by 2023.

This goal is ambitious, especially when considering that the number of employed residents who walked or biked to work fell from 4.1% in 1990 to 3.8% in 2000. The percentage of trips made by walking is one measure of air quality improvement, reduced congestion, and the success of the Plan. Currently there are 74.2 miles of multi-use trails and 18.2 miles of sidewalk in the Lake Tahoe Basin. The amount and continuity of pedestrian and bicycle facilities, including crossing treatments, is key to achieving the above mode split goal. Completion of the pedestrian and bicycle network and improvement of pedestrian crossings is crucial to achieving this benchmark. The following performance measures will help achieve the overall goal for mode split and measure top-down support for the Plan:

- Implement 35% of all recommended facility improvements within the first five years
- Implement 65% of all recommended facility improvements within ten years, focusing primarily on gaps in the network
- Implement 100% of all recommended facility improvements within twenty years (by 2023)

² The goals are to increase the number of trips made by bicycling and walking to 15% and to reduce the number of bicycle and pedestrian injuries and fatalities by 10%.

³ As per 2000 Census Journey to Work data for residents of Placer, El Dorado, Douglas, and Washoe Counties.

The second major benchmark relates to pedestrian safety. The first benchmark of increasing the number of trips made by pedestrians is a preventative strategy to improve public health, reduce vehicle miles traveled, improve air quality, and reduce other impacts associated with automobile use. Reducing the number of pedestrian-related collisions addresses the same goal. The following benchmark is recommended:

- By 2022, reduce the number of collisions involving pedestrians by 10%: from an average of 9 pedestrian collisions per year to an average of 8.1 pedestrian collisions per year.

In order to achieve this goal, the following performance measures are also recommended:

- Provide at least one major event per year promoting pedestrian and bicycle safety, such as National Walk to School Day or Bike to School Day, within the first five years
- Ensure that at least 50% of all school-age children receive pedestrian and bicycle safety education within the first ten years of the plan
- Ensure that at least 50% of all schools have implemented Safe Routes to School Improvements including both bicycle and pedestrian enhancements (either adopting a map or implementing specific improvements where appropriate)
- Identify additional at-risk groups (i.e. senior citizens, disabled, etc.) and ensure that they receive pedestrian and bicycle safety education within the first ten years of the plan