Active Transportation Plan Performance Measure Progress

The below table provides the current status of performance measures that had incomplete data in 2023. Updated data is included in RED with applicable notes.

#	Performance Measure	Tracking Mechanism	Baseline	2023 Status	Notes
1	Increase the share of citywide commute trips made by bicycling to 20% and 12% by walking by 2030	Summarize biennially (every other year) based on data from U.S. Census Bureau, American Community Survey (latest 5-year average), Citywide Household Transportation Survey	2017 ACS Survey Results: Š• Bicycle - 8.3% Š• Walk - 7.2% • Drive Alone - 67.7%	2019 Citywide Household Transportation Survey Results: • Walking - 11% • Bicycle - 16% • Transit - 2% • Single-Occupancy Vehicle - 61% • Carpool and other - 10% 2024 Citywide Household Transportation Survey Results: • Walking – 15% • Bicycle - 11% • Transit - 2% • Single-Occupancy Vehicle - 62% • Carpool and other - 8%	Following feedback from the Active Transportation Committee and concurrence from staff, the tracking mechanism for this performance measure is now emphasizing the results of the Citywide Household Transportation Survey given that the ACS data only collects data on trips to work and school while the city's survey collects data on all transportation trip types to provide a more accurate picture of transportation mode split. No 2022 survey due to COVID-19. Survey to be administered again in 2024. To supplement this data, traffic counts for the years 2016/18 and 2022/23 are included in attachment 4. Note there are no counts for 2020 and 2021 due to COVID-19 Survey conducted in late spring of 2024 with results at left in red.
2	Consistent with the City's Climate Action Plan and General Plan Mode Share Objectives, decrease the share of total citywide trips made by single-occupant auto to 50% or less by 2030	Summarize biennially (every other year) based on data from U.S. Census Bureau, American Community Survey (latest 5-year average)	Current Mode Share: Š• Drive Alone - 67.7%	2019 Citywide Household Transportation Survey Results: • Drive Alone - 61% 2024 Citywide Household Transportation Survey Results: • Drive Alone - 62%	No 2022 survey due to COVID-19. Survey to be administered again in 2024. Survey conducted in late spring of 2024 with results at left in red.
3	Achieve Platinum Level status as Bicycle Friendly Community by the League of American Bicyclists	League of American Bicyclists Bicycle Friendly Community Rankings (renewed every 4 years)	Gold Status	Gold Status	Gold Status renewed in 2024. Eligible to apply for Platinum in 2027
4	Continue progress towards the City's Vision Zero goal of eliminating traffic fatalities and severe injuries, endeavoring towards a trend of zero fatal collisions by 2030.	City of San Luis Obispo Annual Traffic Safety Report	Three-Year Total (2015-2017): •Š3 fatal collisions • 43 severe injury collisions	Three-Year Total (2019-2021): •8 fatal collisions •38 severe injury collisions Three-Year Total (2021-2023): •11 fatal collisions •40 severe injury collisions	Compiled collision data for years 2021-2023 available later in 2024. Updated three-year total for years 2021-2023 provided at left in red.

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#	Performance Measure	Tracking Mechanism	Baseline	2023 Status	Notes
5	Complete installation of the Active Transportation Plan's Tier 1 bicycle and pedestrian network by 2030	Summarize at outset of each 2-year Capital Improvement Plan	6.5% of the ultimate Tier 1 network currently in place: Š0% of new low-stress bikeway mileage Š0% of new enhanced pedestrian/bicycle crossings	26% of the ultimate Tier 1 network currently in place including: 19% of new low-stress bikeway mileage 15% of new enhanced pedestrian/bicycle crossings	
6	Consistent with the General Plan Circulation Element policies, strive to allocate transportation funding acrossvarious transportation modes approximately proportional to the General Plan Modal Split Objectives	Baseline to be set with FY2021-23 Financial Plan	Summarize transportation expenditures as running 4-6-year average at outset ofeach 2-year Capital Improvement Plan	Four-Year Average (FY 2019-2023): •Bicycle - 25% • Walk - 27% • Transit - 12%• Vehicle 35%	Ahead of the next budget planning process, the status will be updated with FY 2023-25 data
7	Double the mode share for all bicycle and pedestrian trips for public K-12 schools in the city	In collaboration with SLO Rideshare, conduct survey of local K-12 schools biennially (every other year)	Baseline to be set via school surveys in 2021	2022 SLOCOG Safe Routes to School Survey: • Bicycle, scooter, or skate - 20.7% • Walk - 19% • School Bus - 13% • Drive alone or only with family - 43% • Carpool - 4% • Public Transit - 1.79% 2024 SLOCOG Safe Routes to School Survey: • Bicycle, scooter, or skate - 19% • Walk - 16% • School Bus - 10% • Drive alone or only with family - 47% • Carpool - 5% • Public Transit - 1%	SLOCOG readministering survey in spring 2024. Survey conducted by SLOCOG in February 2024. Results provided at left in red.
8	Strive to achieve the same demographic representation of those using active transportation modes as those using single occupancy motor vehicles.		U.S Census Bureau, American Communities Survey, Citywide Household Transportation Survey and other sources	2019 Citywide Household Transportation Survey Results: • Bicycle - 69% Male, 30% Female • Walk - 58% Male, 41% Female • Drive Alone - 49% Male, 51% Female [for all modes, "decline to state" gender was less than 1%] 2024 Citywide Household Transportation Survey Results: • Bicycle - 66% Male, 34% Female • Walk - 47% Male, 53% Female • Drive Alone - 47% Male, 53% Female [for all modes, all other gender responses including "decline to state" was less than 1%]	No 2022 survey due to COVID-19. Survey to be administered again in 2024. Survey conducted in late spring of 2024 with results at left in red.