



BENCHMARKS

To measure the success of meeting the goals and objectives outlined in Chapter 2, benchmarks have been developed. Benchmarks are used to indicate progress in reaching an ultimate vision. They specify a time frame in which achievement should be attained. They are crucial in recognizing and defining priorities, as well as in measuring the achievement of goals and objectives to realize the vision of a bicycle-friendly Honolulu. The plan established three goals and eleven objectives. The benchmarks are organized by objective. Each of the objectives previously described is accompanied by a specific benchmark(s) to realize the established objective.

Table 7: Goals, Objectives & Benchmarks

<i>Goals</i>	<i>Objectives</i>
<p>Goal #1 <i>To increase the mode share of bicycle trips.</i></p>	<p>Objective 1.1: Increase the number of people who ride bicycles.</p>
	<p>Objective 1.2: Provide and maintain a continuous bicycle network.</p>
	<p>Objective 1.3: Provide and maintain bicycle support facilities.</p>
	<p>Objective 1.4: Strive to make Honolulu one of the world's most bicycle-friendly cities.</p>

1 Year Benchmark	5 Year Benchmark	10 Year Benchmark	20 Year Benchmark
<p>“Bike to Work Day” Encourage volunteer groups to conduct baseline inventory of bike traffic counts at screen-lines along corridors. Invite bike clubs and community organizations to participate in updating the counts.</p>	<p>“Bike to Work Week” Central Corridor bike trips increase by 50% over 1999 levels. Commute mode share doubles from 1.4% of commuter trips to 2.8%.*</p>	<p>Annual “Bike to Work Week.” Central Corridor bike trips increase by 100% over 1999 levels. Commute mode share doubles from 2.8% of all trips to 5%.*</p>	<p>Commute mode share doubles from 5% of commuter trips to 10%.* *Share refers to specific areas within the City which have relatively high bike usage such as UH Mānoa and Downtown.</p>
<p>Identify sufficient sources of funds to design & construct desired bicycling facilities. Designate staff responsible for identifying funds and establish schedules and deadlines.</p>	<p>Complete the Priority One project recommendations.</p>	<p>Complete the Priority Two project recommendations.</p>	<p>Complete the Priority Three project recommendations.</p>
<p>Initiate an outreach program to educate employers on the benefits of commuter cycling. Request employers provide incentives in lieu of paid automobile parking such as memberships in local athletic and gym-type facilities offering lockers and showers.</p>	<p>Adopt an amendment to the Land Use Ordinance, indicating the type and number of required bicycle parking facilities. Bike parking available in major commercial and employment centers (for example: Downtown, regional malls, colleges, and universities).</p>	<p>Long-term bike parking (lockers) available at all educational institutions, the airport, and transit centers. Convenient showers and changing facilities available to all commuting cyclists needing such accommodations.</p>	<p>Showers and changing facilities available in all employment centers.</p>
<p>Sponsor a statewide bicycle facilities design workshop.</p>	<p>Host a national bicycle / pedestrian conference. Achieve listing in <i>Bicycling Magazine’s</i> Top 10 Bicycle-Friendly Cities.</p>		

BENCHMARKS

Table 7 (con't.): Goals, Objectives & Benchmarks

Goals	Objectives	1 Year Benchmark
Goal #2 To enhance cooperation between roadway users.	Objective 2.1: Increase the awareness of bicyclists, motorists, and pedestrians, of their rights and responsibilities.	100% of all 4 th graders receive bicycle education through BikeEd.
	Objective 2.2: Enforce the traffic code.	Broadcast two new public service announcements (PSA's) reminding motorists and bicyclists to obey the rules of the road.
Goal #3 To encourage and promote bicycling as a safe, convenient, and pleasurable means of travel.	Objective 3.1: Provide a variety of bikeways.	Identify sufficient sources of funds to design and construct desired bicycle facilities.
	Objective 3.2: Prepare and implement a plan to promote bicycling.	Broadcast two new PSA's illustrating the health benefits and convenience of bicycle riding. Establish an interagency coordinating group (e.g. DTS, DOT, DOE, & DOH) to leverage existing public information resources and to present consistent messages about the virtues of bicycling. Provide news organizations with updates of bicycle improvements and events. Maintain and enhance the <i>Honolulu Bicycle Master Plan</i> web site as a central repository of bicycle plan information as well as other bicycling information. Prepare and distribute "bicycle maintenance improvement request forms" to bike shops, satellite city halls, etc.
	Objective 3.3: Reduce the number of traffic crashes involving bicycles.	Number of all bicycle related major crashes held at the 1997* level of 3.3% of all major vehicle crashes within the City & County of Honolulu.
	Objective 3.4: Reduce the number of bicycle thefts.	Locate bicycle parking facilities in high visibility areas. Bicycle thefts are reduced by 10% over 1999 levels.
	Objective 3.5: Increase the number of visitors who rent bicycles.	Obtain baseline information on number of visitor rentals. A visitor-friendly map of Honolulu bicycle routes and popular destinations is made available to each hotel guest. Hawaii Visitors and Convention Bureau (HVCB) and hotels promote bicycle tours and rentals.

*Latest published data

5 Year Benchmark	10 Year Benchmark	20 Year Benchmark
<p><i>Effective Cycling</i> classes are held regularly to train adult riders on how to ride in an urban setting. Annual City-wide events promoting cycling activities.</p>		
<p>Violation relating to bicycle / pedestrian offenses held constant at 1999 levels.</p>	<p>Violations relating to bicycle / pedestrian offenses reduced 10% over 1999 levels.</p>	<p>Violations relating to bicycle / pedestrian offenses reduced 20% over 1999 levels.</p>
<p>Complete the Priority One project recommendations.</p>	<p>Complete the Priority Two project recommendations.</p>	<p>Complete the Priority Three project recommendations.</p>
<p>Implement improved maintenance procedures such that maintenance requests decrease by 15% from the first year levels and average response times are less than 48 hours.</p>		
<p>Number of major bicycle crashes reduced to 2.75% of all major vehicle crashes.</p>	<p>Number of major bicycle crashes reduced to 2.5% of all major vehicle crashes.</p>	<p>Number of major bicycle crashes reduced to 2% of all major vehicle crashes.</p>
<p>See 5 year benchmark 1.3. Bicycle thefts are reduced by 50% over 1999 levels.</p>		
<p>100% increase in the number of visitor rentals over 1999 levels. HVCB promotes Honolulu as a Bicycle-Friendly City, publicizing recent listing in <i>Bicycling Magazine's</i> Top 10 Bicycle Friendly Cities.</p>	<p>200% increase in the number of visitor rentals over 1999 levels.</p>	