September 17, 1974

TO: The Citizens of Tempe

The Tempe Planning Department is pleased to transmit to you the adopted Tempe Bikeway Plan, the final report of the Tempe Bikeway Study.

By adoption of the Plan on September 27, 1973, City Council made an ambitious and substantial commitment to the safety, convenience and encouragement of bicycling in Tempe. This commitment was based on careful review of almost two years of research and design development, carried out by the Planning Department, working closely with the people of Tempe.

In July, 1974, $1,008,000 was allocated for bikeway construction in the City's five-year Capital Improvements Program. Developers are required to construct bikeways on all streets affected by the bikeway plan, as part of new construction.

But the Tempe Bikeway Plan is more than building bikeways. It defines a broad range of essential programs for bicycle safety, enforcement, public awareness and such specifics as replacing parallel-slat storm drain gates and requiring bicycle parking facilities. Implementation of these programs must parallel bikeway construction if Tempe's bikeways are to succeed.

The Tempe Planning Department hopes you will read and enjoy the Tempe Bikeway Plan and that you will do your part -- as bicyclist and motorist -- to make bicycling in Tempe more pleasant and safe.

Respectfully,

TEMPE PLANNING DEPARTMENT

Don Hull
Planning Director
THE TEMPE BIKEWAY PLAN

BY THE TEMPE ARIZONA PLANNING DEPARTMENT

FALL, 1974

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DO YOU REMEMBER THE THRILL OF GETTING YOUR FIRST BICYCLE?

... MAYBE YOU RODE YOUR BIKE TO SCHOOL....
... OR HAD A PAPER ROUTE...
... OR JUST RODE AROUND FOR FUN.
When you were old enough to drive, it's likely that your bicycle went into storage...

Except for...
...once in a while...

...or when your mother rode it...
...for exercise...
WELL...
TIMES HAVE CHANGED!

PEOPLE (EVEN PEOPLE OLD ENOUGH TO DRIVE) ARE RE-DISCOVERING.....

THE BICYCLE!

★ INEXPENSIVE TO OWN, INSURE AND OPERATE!
★ FUN TO RIDE!
★ FASTEST TRANSPORTATION IN CONGESTED TRAFFIC!
★ BUILDS HEALTHY BODIES!
★ CONTRIBUTES TO A GOOD ENVIRONMENT!

THE MAIN PROBLEM IS.....
STREETS ARE CLOGGED WITH FAST-MOVING, EXHAUST-SPEWING MOTOR VEHICLES. BICYCLES ARE FORCED TO COPE AS BEST THEY CAN WITH THE HAZARDS OF TRAFFIC ON A ROADWAY SYSTEM DESIGNED FOR MOTORISTS. IT JUST ISN'T SAFE!

CITIZENS APPROACHED THE CITY TO SEE WHAT COULD BE DONE!
THE CITY...

...INCLUDED BIKEWAYS IN ITS REVISED GENERAL PLAN,

...DESIGNATED COLLEGE AVENUE AS A TRIAL BICYCLE ROUTE,

...AND INITIATED THE TEMPE BIKEWAY STUDY TO EXAMINE THE WHOLE MATTER IN MORE DETAIL.

THE TEMPE BIKEWAY STUDY INCLUDED A QUESTIONNAIRE SURVEY (TO WHICH 7,438 PEOPLE REPLIED) THAT ASKED EVERYTHING FROM "DO YOU RIDE A BICYCLE?" TO "WHAT KEEPS YOU FROM RIDING A BICYCLE MORE FOR EVERYDAY TRANSPORTATION?" (THIRTY QUESTIONS IN ALL!)

CITIZENS HELPED CITY STAFF CODE THE SURVEY DATA FOR COMPUTER TABULATION.

RESULTS WERE PUBLISHED IN BIKE SURVEY, APRIL, 1972.
THE PLANNING DEPARTMENT THEN SIFTED THROUGH A LARGE AMOUNT OF BACKGROUND MATERIAL...

IT LOOKED AT WHAT OTHER CITIES WERE DOING...

IT LOOKED AT THE CIRCUMSTANCES OF BICYCLE ACCIDENTS...

IT EXAMINED DESIGN REQUIREMENTS FOR BIKEWAYS...

IT ANALYZED THE QUESTIONNAIRE SURVEY, LOOKED AT FUNDING ALTERNATIVES, LEGISLATION, BIKE STATISTICS AND HISTORY............. A WIDE RANGE.

A SUMMARY OF BACKGROUND STUDY WAS PUBLISHED IN SEPTEMBER, 1972.
BACKGROUND INFORMATION
AND ADDITIONAL STUDY MATERIALS WERE SHAPED INTO

THE PRELIMINARY

TEMPE BIKEWAY PLAN

THIS PLAN:

⭐ SET GOALS, OBJECTIVES, POLICIES,
⭐ DETERMINED BIKEWAY ROUTES,
⭐ DEVELOPED BIKEWAY DESIGN PROTOTYPES,
⭐ LOOKED AT BIKE SAFETY PROGRAMS.

CITIZENS CITY COUNCIL AND CITY STAFF REVIEWED THE PRELIMINARY PLAN AND SUGGESTED REVISIONS.

A PUBLIC HEARING WAS HELD ON SEPTEMBER 27, 1973 AND THE TEMPE BIKEWAY PLAN WAS UNANIMOUSLY ADOPTED BY CITY COUNCIL AS A SUPPLEMENT TO THE TEMPE GENERAL PLAN.
THE TEMPE BIKEWAY PLAN

A SUPPLEMENT TO THE TEMPE GENERAL PLAN

GOALS! OBJECTIVES! POLICIES!
BIKEWAY ROUTES!
BIKEWAY DESIGN PROTOTYPE!

* AS ADOPTED BY CITY COUNCIL
GOALS! OBJECTIVES! POLICIES!

GOAL 1: MAKE BICYCLING SAFER IN TEMPE.

OBJECTIVE 1:
CONDUCT A COMPREHENSIVE PUBLIC INFORMATION PROGRAM TO INCREASE MOTORIST AWARENESS OF BICYCLES ON AND NEAR THE ROADWAY.

RECOMMENDATIONS:
1. DEVELOP A VISUALLY PROMINENT BIKEWAY SYSTEM, CLEARLY DEFINING BOUNDARIES BETWEEN BICYCLE AND MOTORIST RIGHTS-OF-WAY.
2. ENCOURAGE USE OF A UNIQUE "BICYCLE COLOR" FOR BIKEWAY MARKINGS, SIGNS, EDUCATION MATERIALS, PUBLIC AWARENESS PROGRAM, ENFORCEMENT APPARATUS AND CIVILIAN BICYCLE AS PART OF INFORMATION SYSTEMS.
3. UTILIZE MEDIA OF TELEVISION, RADIO, NEWSPAPERS, MAGAZINES AND CITYWIDE MAILINGS IN A PUBLIC AWARENESS EFFORT.

OBJECTIVE 2:
EDUCATE BICYCLISTS AS TO PROPER BICYCLE OPERATION AND AS TO SAFETY RULES GOVERNING BICYCLE OPERATION AND THE PLACE OF BICYCLES IN TRAFFIC.

RECOMMENDATIONS:
1. EXPAND THE BICYCLE SAFETY PROGRAM IN PUBLIC SCHOOLS.
2. ENCOURAGE SERVICE CLUBS, PTA'S AND OTHER CIVIC ORGANIZATIONS TO BOTH EDUCATE THEIR MEMBERS ABOUT BICYCLE SAFETY AND TO SPONSOR EDUCATIONAL BICYCLING EVENTS, REGISTRATION AND LICENSING PROGRAMS.
3. ENCOURAGE FORMATION OF BICYCLE CLUBS THAT PROMOTE SAFE BICYCLING.
4. USE MEDIA OF TELEVISION, RADIO, NEWSPAPERS, MAGAZINES AND CITYWIDE MAILINGS TO REACH ADULTS AND CHILDREN WITH SAFE BICYCLING RULES.

OBJECTIVE 3:
EDUCATE, MOTORISTS AND PEDESTRIANS AS TO THEIR APPROPRIATE RELATIONSHIP TO BICYCLES IN TRAFFIC.

RECOMMENDATIONS:
1. REQUEST THE STATE HIGHWAY DEPARTMENT TO INCLUDE QUESTIONS ON BICYCLE SAFETY AND THE MOTORIST'S RELATIONSHIP TO BICYCLES IN DRIVER LICENSE EXAMINATIONS.
2. DESIGN BIKEWAY GRAPHICS SO THEY ARE EASILY UNDERSTOOD BY MOTORISTS AND PEDESTRIANS WHO MUST ENCOUNTER BICYCLES IN THE TRAFFIC PATTERNS.
3. USE MEDIA OF TELEVISION, RADIO, NEWSPAPERS, MAGAZINES AND CITYWIDE MAILINGS TO FAMILIARIZE MOTORISTS AND PEDESTRIANS WITH BICYCLE SAFETY RULES.

OBJECTIVE 4:
INCREASE ENFORCEMENT OF LAWS RELATING TO BICYCLES AND TO THE MOTORIST'S RELATIONSHIP TO BICYCLES IN TRAFFIC.

RECOMMENDATIONS:
1. THE BICYCLE SAFETY ENFORCEMENT PROGRAM MUST BE CONSISTENTLY APPLIED TO CHILDREN AS WELL AS ADULTS.
2. THE ENFORCEMENT SYSTEM MUST SERVE A DUAL PURPOSE—DETERRENT AND EDUCATION.
3. CONTINUE THE BICYCLE COURT.
4. EXPAND THE MANPOWER AVAILABLE TO THE POLICE FORCE TO INCLUDE A SPECIAL "BICYCLE PATROL" TO AID IN ENFORCEMENT OF BICYCLE-RELATED ORDINANCES.
OBJECTIVE 5:
ENCOURAGE CITIZEN PARTICIPATION IN PLANNING AND PROMOTING BICYCLE SAFETY EDUCATION AND PUBLIC AWARENESS PROGRAMS.

POLICY:
1. ESTABLISH A CITIZENS' BICYCLE COUNCIL TO HELP COORDINATE COMMUNITY EDUCATION AND AWARENESS PROGRAMS.

OBJECTIVE 6:
DEVELOP A CITYWIDE BIKEWAY SYSTEM THAT WILL MINIMIZE POTENTIAL CONFLICT BETWEEN BICYCLES AND MOTOR VEHICLES, PEDESTRIANS AND OTHER BICYCLES.

POLICIES:
1. PROVIDE PHYSICAL SEPARATION BETWEEN BICYCLES AND MOTORISTS WHERE POSSIBLE.
2. ENCOURAGE DESIGN OF STREET LAYOUTS IN NEW RESIDENTIAL AREAS TO DISCOURAGE FAST-MOVING THROUGH TRAFFIC.
3. REQUIRE BIKEWAYS ADJACENT TO STREETS TO BE ONE-WAY TO MINIMIZE BICYCLE/BICYCLE CONFLICT AND TO DISCOURAGE RIDING AGAINST THE FLOW OF TRAFFIC.
4. PROVIDE BIKEWAYS ON BOTH SIDES OF STREETS.

OBJECTIVE 7:
MAINTAIN BIKEWAYS SO THEY DO NOT PRESENT HAZARDS TO SAFE CYCLING.

POLICIES:
1. PROVIDE MAINTENANCE OF BIKEWAYS TO KEEP THEM CLEAR OF GLASS, GRAVEL, DIRT, POTHOLES AND OTHER DEBRIS AND IMPEDIMENTS TO SAFE CYCLING.
2. IMPLEMENT A PROGRAM TO REPLACE PARALLEL-SLAT STORM DRAIN GRATES WITH SIDE-OPENING BOLTS OR GRATES THAT DO NOT PRESENT A HAZARD TO BICYCLES ALONG ALL BIKEWAYS.
3. PROVIDE PROPER LIGHTING OF ALL BIKEWAYS.

OBJECTIVE 8:
EXPLORE MEANS OF REDUCING BICYCLE THEFT.

POLICIES:
1. WHERE APPROPRIATE (I.E., SCHOOLS, APARTMENTS) REQUIRE BICYCLE PARKING TO BE WITHIN A LOCKED ENCLOSURE.
2. ENCOURAGE THE STATE TO IMPLEMENT A STATEWIDE BICYCLE REGISTRATION AND LICENSING PROGRAM.
3. PROVIDE A DETAILED STUDY OF THE SECURITY OFFERED BY DIFFERENT METHODS OF BICYCLE PARKING AND AN EVALUATION OF PRESENT CITY PROGRAMS OF THEFT PREVENTION AND RETRIEVAL OF STOLEN BICYCLES.

OBJECTIVE 9:
PROVIDE FOR EVALUATION OF THE OVERALL BIKEWAY SYSTEM AND BICYCLE-RELATED PROGRAMS TO DETERMINE THEIR EFFECT ON BICYCLE SAFETY AND BICYCLE THEFT.

POLICY:
1. AFTER MAJOR PORTIONS OF THE BIKEWAY SYSTEM HAVE BEEN IN USE FOR A PERIOD OF NOT LESS THAN ONE YEAR, CONDUCT AND PUBLISH SURVEYS TO ASSESS DESIGN STANDARDS, FREQUENCY AND CHARACTERISTICS OF USE, SAFETY AND OTHER FACTORS.
GOAL 2: ENCOURAGE USE OF THE BICYCLE FOR EVERYDAY TRANSPORTATION.

OBJECTIVE 1:
PROVIDE BIKEWAYS LINKING MAJOR RESIDENTIAL AREAS WITH SCHOOLS, SHOPPING AREAS, CENTERS OF EMPLOYMENT, CIVIC FACILITIES AND OTHER COMMUTER BICYCLIST DESTINATIONS.

POLICIES:
1. GIVE PRIORITY TO CONSTRUCTION OF BIKEWAYS THAT WILL SERVE THE MOST, AND MOST INTENSELY USED COMMUTER BICYCLIST DESTINATIONS.
2. AS PART OF NEW DEVELOPMENT, REQUIRE CONSTRUCTION OF BIKEWAYS ALONG MAJOR STREETS DESIGNATED AS BIKEWAYS ON THE TEMPE BIKEWAY PLAN.
3. IN NEW DEVELOPMENT HAVING FRONTAGE ON A COLLECTOR STREET, REQUIRE CONSTRUCTION OF A BIKEWAY IF THE STREET IS DESIGNATED AS A BIKEWAY IN THE TEMPE BIKEWAY PLAN OR IF REQUIRED BY CITY COUNCIL IN ACCORDANCE WITH THE GOALS, OBJECTIVES AND POLICIES OF THE PLAN.
4. IN DEVELOPED PARTS OF THE CITY, GIVE PRIORITY TO CONSTRUCTION OF BIKEWAYS ALONG MAJOR STREETS THAT PROVIDE DIRECT ACCESS TO BICYCLIST DESTINATIONS.
5. FOR NECESSARY ACCESS TO IMPORTANT NON-MAJOR STREET BICYCLIST DESTINATIONS IN DEVELOPED AREAS, ROUTE BIKEWAYS TO MINIMIZE INCONVENIENCE TO RESIDENTS RESULTING FROM ELIMINATION OF PARKING.

OBJECTIVE 2:
PROVIDE BIKEWAYS THAT ARE DIRECT, CONVENIENT AND EASY TO USE.

POLICIES:
1. DEVELOP A SYSTEM OF BIKEWAY GRAPHICS THAT CLEARLY IDENTIFIES BIKEWAYS AND GIVES INSTRUCTIONS AS TO THEIR PROPER USE.
2. ADAPT TRAFFIC SIGNAL CONTROLS TO BIKE USE ON BIKEWAY ROUTES.
3. ROUTE BIKEWAYS TO MINIMIZE STOP SIGNS, CROSS TRAFFIC, MIXING WITH OTHER TRANSPORTATION MODES, AND OTHER OBSTRUCTIONS TO UNINTERRUPTED TRAFFIC FLOW.
OBJECTIVE 3:
PROVIDE SUPPORTIVE FACILITIES AND SERVICES FOR COMMUTER BICYCLISTS.

POLICIES:

1. REQUIRE BICYCLE PARKING FACILITIES IN ALL NEW COMMERCIAL DEVELOPMENT ALONG BIKEWAY ROUTES.

2. REQUIRE BICYCLE PARKING FACILITIES AT ALL SCHOOLS AND CIVIC BUILDINGS.

3. REQUIRE BICYCLE PARKING FACILITIES AT ALL NEW CHURCHES, CLUBHOUSES, HOSPITALS AND OTHER NON-COMMERCIALLY ZONED SITES WHERE LARGE NUMBERS OF PEOPLE GATHER.

4. REQUIRE BICYCLE PARKING FACILITIES IN ALL NEW OFFICE AND INDUSTRIAL DEVELOPMENT ALONG BIKEWAY ROUTES.

5. REQUIRE BICYCLE PARKING FACILITIES IN ALL NEW OR REMODELED APARTMENT AND TOWNHOUSE DEVELOPMENT.

6. PUBLISH A COMMUTER BICYCLISTS' MANUAL WITH INFORMATION AS TO, E.G., BIKEWAY ROUTES, SAFETY RULES, MAINTENANCE TIPS, LOCATION OF BICYCLE SERVICE SHOPS.

OBJECTIVE 4:
TO PROVIDE FOR EVALUATION OF THE COMMUTER BIKEWAY SYSTEM.

POLICY:

1. AFTER MAJOR PORTIONS OF THE SYSTEM HAVE BEEN IN USE FOR A PERIOD OF NOT LESS THAN ONE YEAR, CONDUCT AND PUBLISH SURVEYS TO ASSESS DESIGN STANDARDS, FREQUENCY OF USE, USER CHARACTERISTICS, SAFETY AND OTHER RELEVANT FACTORS.
OBJECTIVE 1:

Provide bikeway access to and within city and regional parks and to other public and private recreation facilities.

POLICIES:

1. Require inclusion of bicycle paths in all new park development; and give priority to construction of bikeways in existing, major parks.

2. Give priority to establishing bikeways that link parks, recreation facilities and recreational bikeways to one another and to the commuter bikeway system.

OBJECTIVE 2:

Provide for scenic development of bikeways, with landscaping, routing to achieve topographic variety and consideration given to good views and pleasant surroundings.

POLICIES:

1. Require landscaping of all bikeways not routed through natural, scenic areas.

2. Route bikeways, where possible, through areas with good views and topographic variety.
OBJECTIVE 3:
PROVIDE SUPPORTIVE FACILITIES AND SERVICES FOR RECREATIONAL BICYCLING.

POLICIES:
1. PROVIDE FOR BICYCLE PARKING, REST ROOMS AND SHADED SITTING AREAS AT INTERVALS ALONG BIKEWAY ROUTES.
2. PROVIDE BICYCLE RENTAL CONCESSIONS IN MAJOR PARKS.
3. REQUIRE PROVISION FOR BICYCLE PARKING IN ALL PARKS AND OTHER RECREATION FACILITIES.
4. PUBLISH A RECREATIONAL BICYCLISTS' MANUAL, SHOWING LOCATION OF RECREATIONAL BIKEWAYS, PARKS, SERVICE AND REST FACILITIES AND SAFETY RULES.

OBJECTIVE 4:
PROVIDE A VARIETY OF RECREATIONAL BIKEWAY ROUTES AND LENGTHS.

POLICIES:
1. PROVIDE SHORT BIKEWAYS FOR NOVICE AND CASUAL BICYCLISTS.
2. PROVIDE LONGER BIKEWAYS AND INTERCITY BIKEWAYS FOR MORE AMBITIOUS BICYCLISTS.
3. WHERE POSSIBLE, PLAN FOR BIKEWAY LOOPS, SO A BICYCLIST'S RETURN TRIP NEED NOT REPEAT EARLIER-TRAVELED ROUTES.
4. PLAN FOR PROVISION OF TRACKS OR BIKEWAYS THAT WOULD BE USABLE FOR BICYCLE RACING OR FOR PEOPLE WHO WANT TO BICYCLE A SET NUMBER OF MILES FOR EXERCISE.

OBJECTIVE 5:
PROVIDE FOR EVALUATION OF THE RECREATIONAL BIKEWAY SYSTEM.

POLICY:
1. AFTER MAJOR PORTIONS OF THE BIKEWAY SYSTEM HAVE BEEN IN USE FOR A PERIOD OF NOT LESS THAN ONE YEAR, CONDUCT AND PUBLISH SURVEYS TO ASSESS DESIGN STANDARDS, FREQUENCY AND CHARACTERISTICS OF USE, SAFETY AND OTHER FACTORS.
GOAL 4: DEVELOP A CONTINUOUS BIKEWAY SYSTEM FOR INTER-CITY AND INTRA-CITY TRAVEL.

OBJECTIVE 1:
PROVIDE A CONTINUOUS BIKEWAY SYSTEM WITHIN TEMPE.

POLICIES:
1. Give priority to bikeway construction that will join together separated portions of Tempe’s bikeway system.
2. Plan bikeways to minimize switching from one type of bikeway to another—e.g., path to lane.
3. Require construction of bikeways in conjunction with all improvement of streets designated for bikeway development.
4. Request the state highway department to include provision for bikeways on all bridges and freeway crossings that affect streets designated as bikeways.
5. Work with relevant authorities to where feasible, utilize canal, railroad and utilities’ rights-of-way for bikeways.
6. Coordinate Tempe bikeway plans with the bikeway plans of Arizona State University.

OBJECTIVE 2:
PROVIDE BIKEWAYS THAT LINK WITH THOSE OF ADJACENT COMMUNITIES, EFFECTIVELY EXTENDING TEMPE’S BIKEWAY SYSTEM BEYOND CITY LIMITS.

POLICIES:
1. Work with citizens and governmental groups in other cities to coordinate bikeway planning efforts.
2. Cooperate with the state in formulating the Arizona bicycle and footpath study and encourage bicycle-related state legislation.
3. Give priority to bikeways that will connect with existing or proposed bikeways in adjacent communities.
Bikeway Prototype

- This type of bikeway will be constructed as part of new development and wherever possible in developed areas of Tempe. Where this prototype cannot be used, one of the alternate bikeway designs presented in preliminary plans and recommendations will be substituted.
BIKEWAY ROUTES WERE BASED UPON THE APPLICATION OF 3 BASIC DESIGN PRINCIPLES

- **Access** - The bikeways must go where bicyclists want to go.
- **Protection** - Locate bikeways to fill the greatest need for protection.
- **Continuity** - The bikeway system must be continuous internally and connect to bikeways in adjacent communities.

Priorities were assigned to the design principles and the city was examined in detail to determine a network of streets with high priority for use as bikeways.

The high priority streets were examined in light of local problems and special opportunities for bikeways (such as canal banks, major parks, street improvements).

The final bikeway plan reflects this examination and the input of Tempe citizens, city council and city staff.
LONG TERM DEVELOPERS

Bikeways to be provided by developers on all arterials as city grows.

LEGEND

PHASE 1
(1973-74)

PHASE 2
(1974-75)

PHASE 3
(1975-76)

PHASE 4
(1976-77)

PHASE 5
(1977-78)

LONG TERM BIKEWAYS

ASU BIKEWAYS

TO BE BUILT BY DEVELOPERS
ADOPTION OF THE TEMPE BIKEWAY PLAN:

MEANS CONSTRUCTION OF EIGHTY MILES OF BIKEWAYS IN TEMPE OVER THE NEXT SEVEN TO NINE YEARS.

MEANS INCREASED EMPHASIS ON BICYCLE SAFETY IN THE PUBLIC SCHOOLS AND INCREASED ENFORCEMENT OF BICYCLE-RELATED LAWS.

MEANS A CAMPAIGN USING THE MASS MEDIA TO FAMILIARIZE CITIZENS WITH THE PLAN, TO ENCOURAGE AND TEACH BICYCLE SAFETY, AND TO HELP MAKE THE WHOLE COMMUNITY MORE BICYCLE-CONSCIOUS.

MEANS A COMPREHENSIVE COMMITMENT TO BICYCLING AND A SAFER, MORE PLEASANT BICYCLING ENVIRONMENT FOR TEMPE'S ESTIMATED 70,000 BICYCLISTS.
BICYCLE SAFETY RULES

1. ALWAYS RIDE WITH TRAFFIC (ON THE RIGHT-HAND SIDE OF THE ROADWAY).

3. OBEY ALL TRAFFIC SIGNALS!

4. RIDE SINGLE FILE WHEN WITH A GROUP!

5. DON'T RIDE DOUBLE!

6. NEVER CARRY PARCELS THAT:
   - ARE TOO BIG FOR YOUR BASKET.
   - IN YOUR HANDS.
   - ARE TOO BIG TO SEE AROUND!

7. EQUIP YOUR BIKE WITH A BELL OR A HORN.
8. **ALWAYS SIGNAL** BEFORE YOU TURN OR STOP.

- This signal for **LEFT TURN**
- This signal for **SLOW or STOP**
- This signal for **RIGHT TURN**

9. **NEVER HITCH RIDES OR FOLLOW TOO CLOSELY.**

10. **YOUR BIKE MUST HAVE A WHITE HEADLIGHT AND A RED REAR REFLECTOR.**

11. **WALK YOUR BIKE ACROSS BUSY STREETS.**
12. **TO MAKE A LEFT TURN FROM A BUSY STREET......**

* FROM FOUR-LANE, TWO-WAY STREET INTO FOUR-LANE, TWO-WAY STREET WITH SIGNAL LIGHT.

* FROM FOUR-LANE, TWO-WAY, INTO FOUR-LANE, TWO WAY, WITH STOP SIGN.

13. **DON'T “STUNT” OR SHOW OFF ON YOUR BIKE.**

14. **PARK YOUR BIKE SO IT ISN’T IN THE WAY.**

15. **BE COURTEOUS!**

**YIELD TO PEDESTRIANS.**
16. Slow down and look both ways and behind you before crossing any intersection.

17. Where a bikeway is provided, use it!

18. Ride a bicycle that's adjusted to fit you and take good care of it!

**Seat:** Adjust height so leg bends only slightly with ball of foot on pedal at bottom of stroke. Tighten securely.

**Bell or horn:** Be sure it works properly.

**Headlight:** Must be visible for 500 ft. min.

**Reflector:** Must be visible for 50 ft. min.

**Tires:** Inflate to correct pressure. Check tires frequently and remove imbedded glass, stickers, etc. Don't ride on worn-out tires.

**Handlebars:** Adjust for your comfort. Keep stem well down in fork. Tighten securely.

**Brakes:** Must brake evenly with no slippage. Have adjusted by a trained serviceman.

**Chain:** Check for damaged links and a slug (but not too tight) fit. Clean often and lubricate with light oil.

**Pedals:** Tighten pedal spindles. Replace worn-out pedals.

**Tire valve:** Inspect for leaks and straightness.

**Spokes:** Replace broken ones promptly. Keep them tight.

**Wheel:** Tighten wheel nuts.
THEFT PREVENTION TIPS

AT HOME....
LOCK YOUR BIKE,
IN A GARAGE, OUT
OF PUBLIC VIEW.

3/8" x 6" EYE
SCREW
FASTENED
INTO A STUD.

AT LEAST 3"
ABOVE FLOOR
LEVEL MAKES
PRYING MORE
DIFFICULT.

CHAIN AND PADLOCK.

IN PUBLIC PLACES...
CHAIN YOUR BIKE TO A SECURE
BIKE RACK OR OTHER STANCHION.

★ BE SURE TO RUN THE CHAIN
THROUGH THE FRAME AND THE
REAR WHEEL (BOTH WHEELS,
IF POSSIBLE).

★ KEEPING CHAIN AND LOCK AS HIGH
OFF THE GROUND AS POSSIBLE
REDUCES LEVERAGE FOR BOLT
CUTTERS OR PRYBARS.

USE A STURDY CHAIN
AND PADLOCK!

△ AT LEAST 3/16" CASE HARDENED OR
3/16" TRUE HARDENED STEEL
ALLOY LINKS.

LINKS OF CONTINUOUS
WELDED CONSTRUCTION.

MINIMUM 5/16" CASE
HARDENED STEEL
SHACKLE WITH DOUBLE
LOCKING MECHANISM,
HEEL TO TOE.

RECORD YOUR
BICYCLE SERIAL
NUMBER AND
LICENSE NUMBER
AND KEEP IN A
SAFE PLACE!

License
your
Bicycle!
(see next page.)

GOOD FEATURES!
★ FIVE PIN TUMBLER
★ KEY RETAINING FEATURE
LICENSE YOUR BIKE!

If it is stolen, your chances of getting it back are better (66% better).

You can obtain a license from any fire station for 50¢ (cheap) any day, 2 P.M. to 5 P.M.

The license is valid for as long as you own the bicycle.

You must bring your bicycle with you to get a license.

CONCLUSION

RIDE A BICYCLE!

... AND RIDE IT SAFELY!
CREDITS

MAYOR
WILLIAM J. LOPIANO

CITY COUNCIL
JOSEPH L. DWIGHT
(VICE MAYOR)
BEVERLY HERMON
THOMAS L. KINCAID

HARRY E. MITCHELL
JAMES R. PHILLIPS
WILLIAM REAM

CITY MANAGER
KENNETH A. MCDONALD

ASST TO CITY MANAGER
JAMES M. CASEY

CITY CLERK
VIRGINIA S. THOMPSON

FINANCE DIRECTOR
JAMES L. ALEXANDER

PUBLIC WORKS DIRECTOR
GROVER R. SERENBETZ

CITY TRAFFIC ENGINEER
HARVEY FRIEDSON

CITY ENGINEER
DON PIERSON

CHIEF OF POLICE
ARTHUR L. FAIRBANKS

FARMS AND RECREATION DIRECTOR
RONALD E. PIES

TEMPE PLANNING DEPARTMENT
DON HULL, DIRECTOR
TERRY DAY
*ELIZABETH A. DRAKE
LARRY HARMER
DAVA ZLOTSEWER
GUS DIAMOND
JOHN DUBASIK
TERRY PANDEL
ATIS KRIGERS
TERRY MULLINS
PEGGY FINK
DEBBY MCKNAR
BUE CIZMADJI

*TEMPE BIKEWAY STUDY PRINCIPAL

TEMPE BIKEWAY PLAN:
CAROONS, TEXT, REPORT DESIGN—
ELIZABETH A. DRAKE

SPECIAL THANKS TO:
JIM SUBLETT
CITY COUNCIL BIKEWAYS COMMITTEE
JOSEPH L. DWIGHT
HARRY E. MITCHELL
ASU FACULTY WIVES CLUB
TEMPE ENVIRONMENTAL IMPROVEMENT COMMITTEE

PEGGY HASSETT
DALE BRENTUP
GARY KUKKO
OFFICER JOYCE ADAMS
EVA PATTEN
Correct answers to all these bicycle safety questions will get you home safely!

- You don't need to come to a complete stop at a stop sign if you slow down and look both ways.
- It's safer to ride facing traffic.
- If your bike doesn't have a headlight & rear light or reflector, you mustn't ride at night.
- You must always give the proper hand signal when you turn or stop.
- It's OK for two people to be on a bike if one is on the handlebars.

Home Safely