



★ THE TEMPE BIKEWAY PLAN ★

WE OWE
TRUCKS



E. Drake '74

FALL, 1974
TEMPE, ARIZONA



CITY OF TEMPE

Home of Arizona State University

P.O. Box 5002

Tempe, Arizona 85281

(602) 967-2001

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 grates 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

Don Hull
Planning Director

BEVERLY HERMON, Councilman
HARRY E. MITCHELL, Councilman
JAMES R. PHILLIPS, Councilman

WILLIAM J. LoPIANO, Mayor
KENNETH A. McDONALD, City Manager

JOSEPH L. DWIGHT, Vice Mayor
THOMAS L. KINCAID, Councilman
WILLIAM J. REAM, Councilman

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?

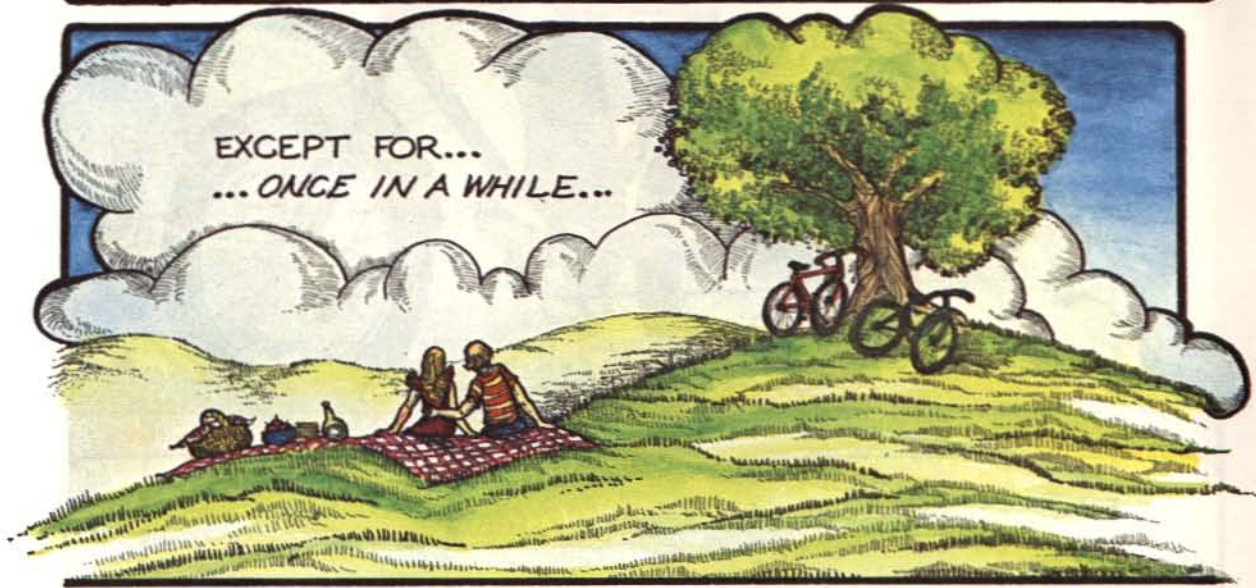
- ... MAYBE YOU RODE YOUR BIKE TO SCHOOL....
- ... OR HAD A PAPER ROUTE...
- ... OR JUST RODE AROUND FOR FUN.



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....

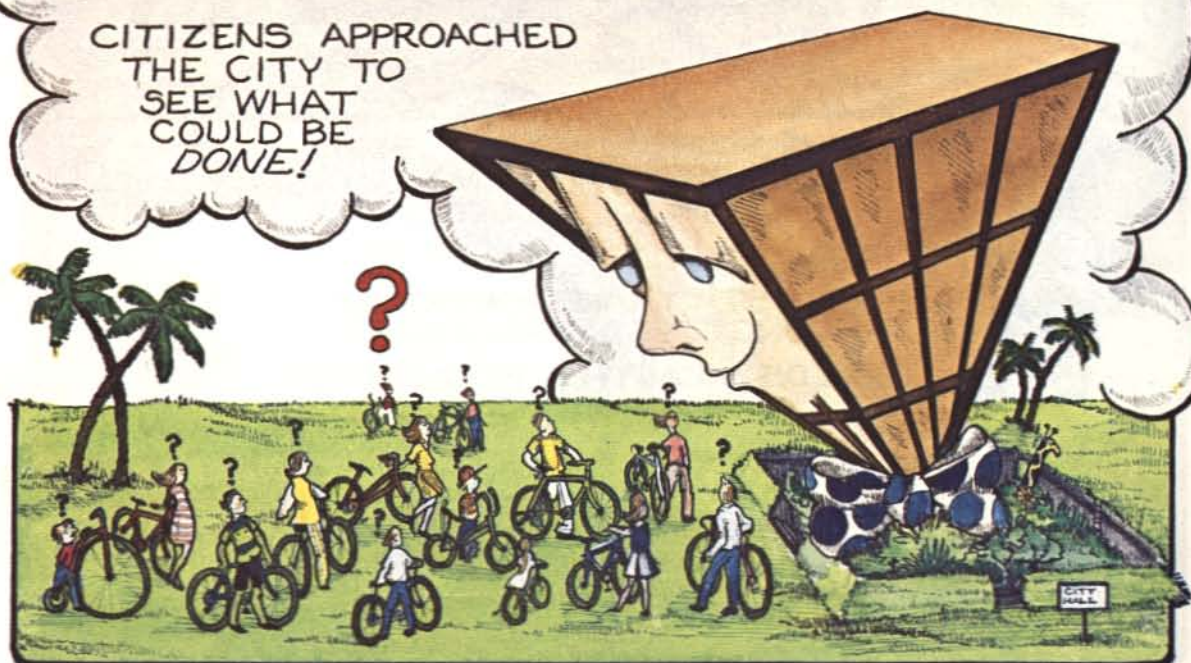
....**TRAFFIC!**

... ..**ESPECIALLY MOTOR TRAFFIC.**



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 7438 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...

RESULTS!

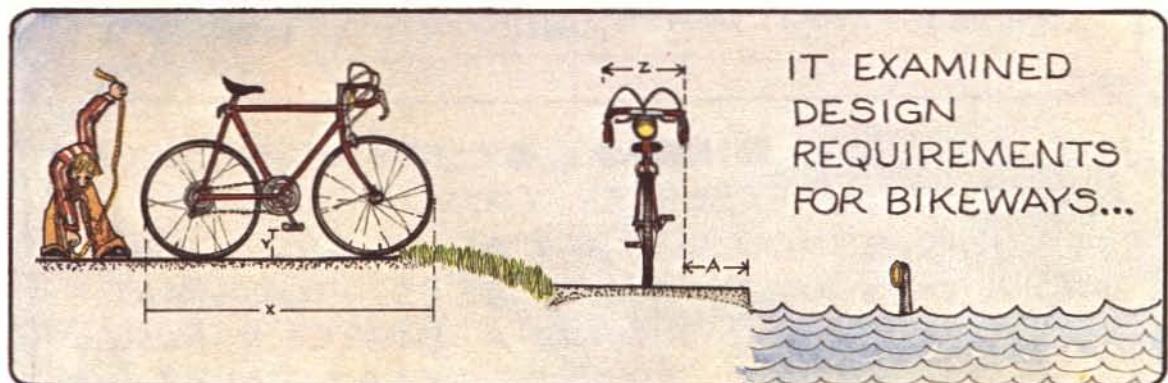
IT LOOKED AT
WHAT OTHER CITIES
WERE DOING...



IT LOOKED AT THE CIRCUMSTANCES
OF BICYCLE ACCIDENTS...

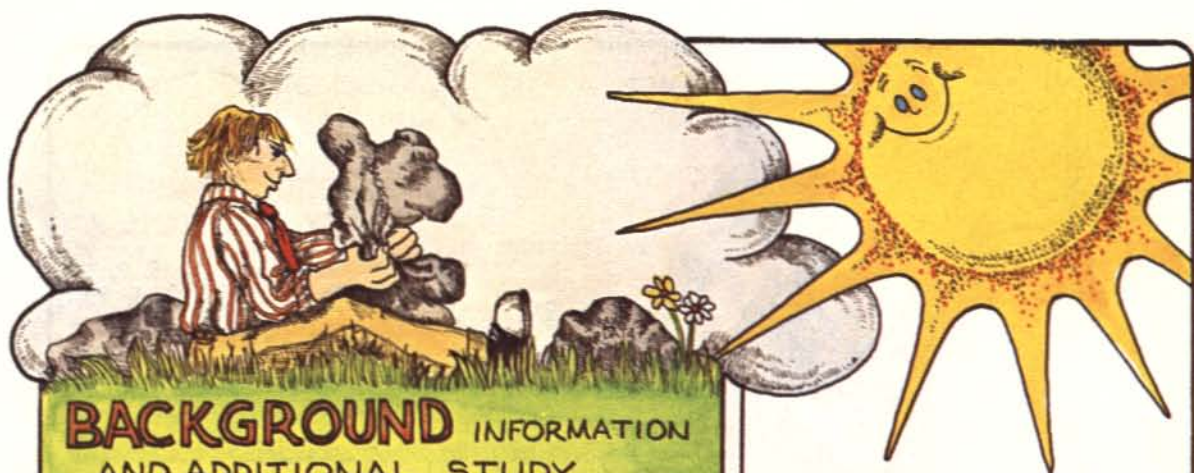


IT EXAMINED
DESIGN
REQUIREMENTS
FOR BIKEWAYS...



★ 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.

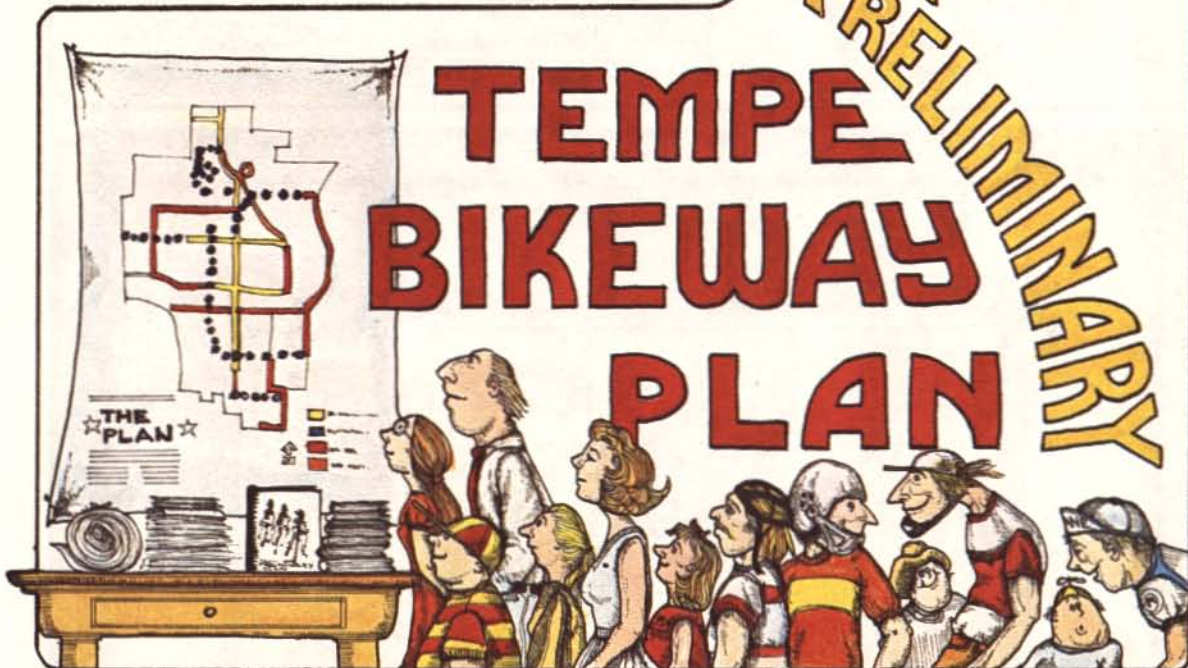


BACKGROUND INFORMATION
AND ADDITIONAL STUDY
MATERIALS WERE
SHAPED INTO



THE PRELIMINARY

TEMPE BIKEWAY PLAN

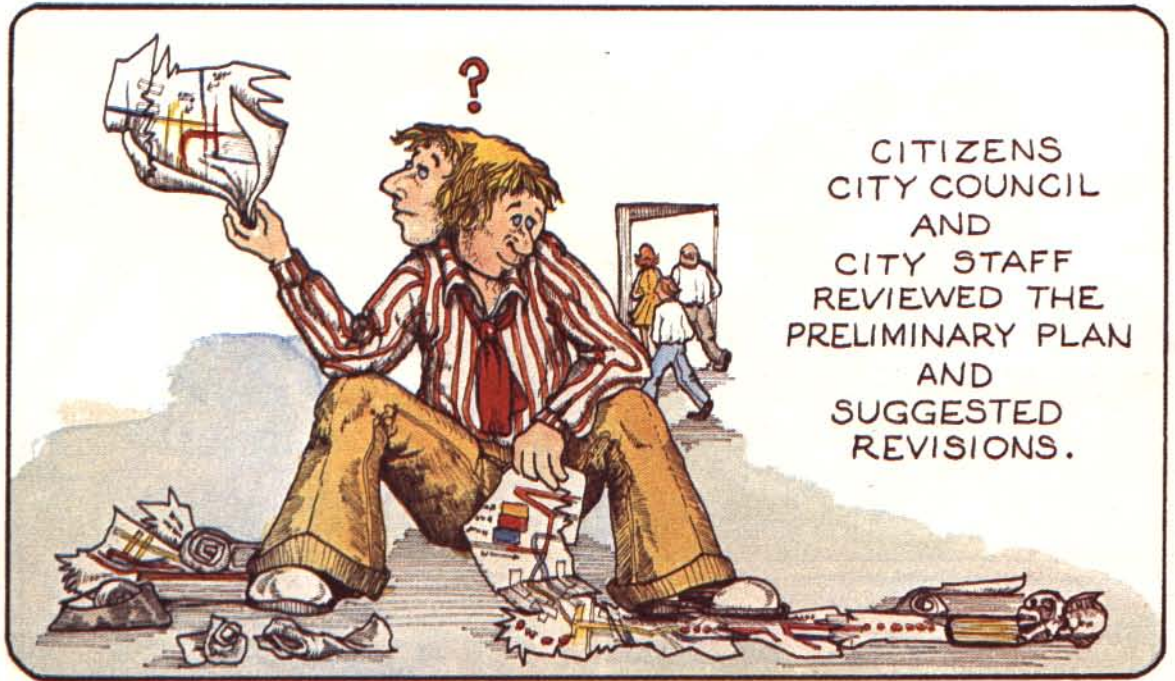


THIS PLAN:

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

THE **PRELIMINARY TEMPE BIKEWAY PLAN**
WAS PUBLISHED IN MARCH, 1973.



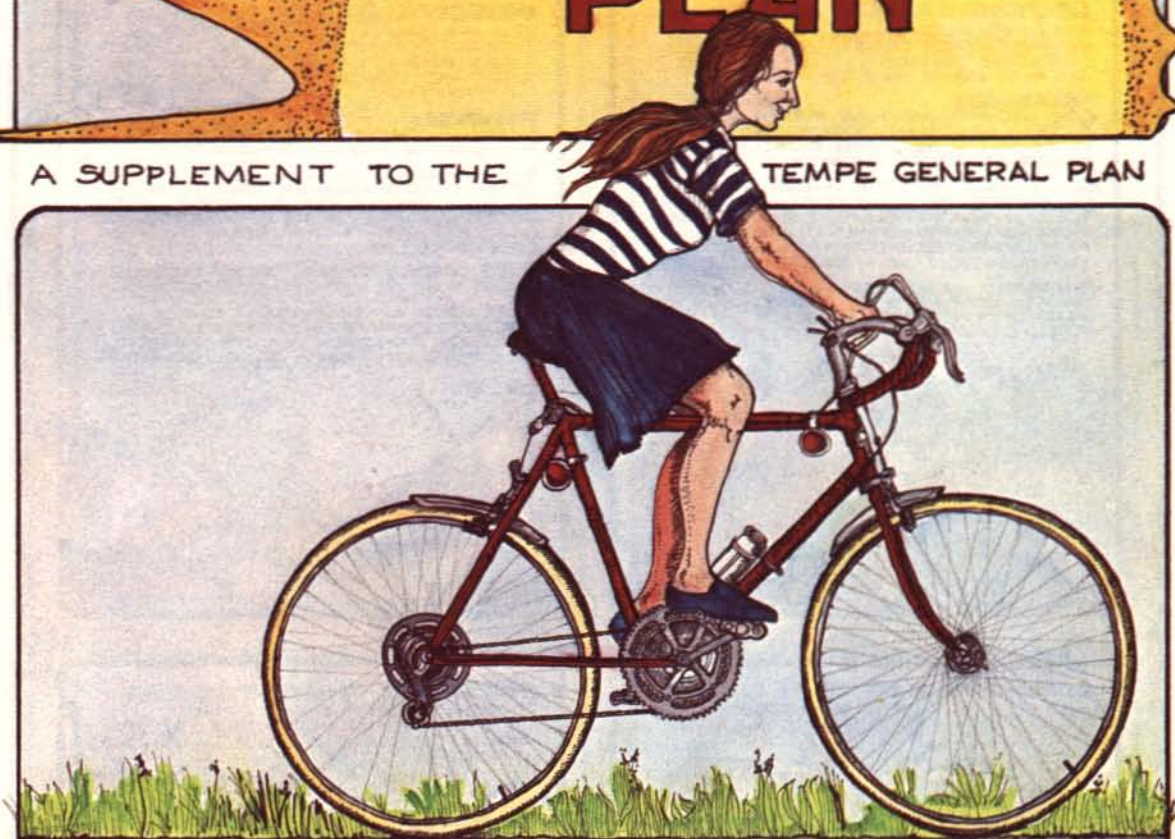


CITIZENS
CITY COUNCIL
AND
CITY STAFF
REVIEWED THE
PRELIMINARY PLAN
AND
SUGGESTED
REVISIONS.

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
SEPTEMBER 27, 1973.

★ 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.

POLICIES:

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 OTHER BICYCLE-RELATED INFORMATION SYSTEMS.
3. UTILIZE MEDIA OF TELEVISION, RADIO, NEWSPAPERS, MAGAZINES AND CITYWIDE MAILINGS IN A PUBLIC AWARENESS EFFORT.

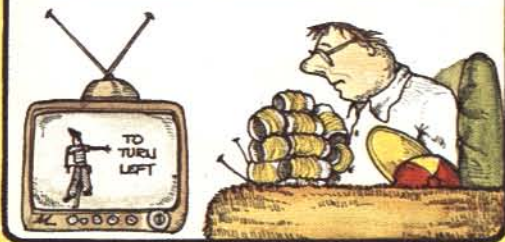


OBJECTIVE 2:

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

POLICIES:

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.



POLICIES:

1. REQUEST THE STATE HIGHWAY DEPARTMENT TO INCLUDE QUESTIONS ON BICYCLE SAFETY AND THE MOTORIST'S RELATIONSHIP TO BICYCLES IN TRAFFIC AS PART OF THE MOTOR VEHICLE OPERATORS' LICENSE EXAMINATIONS.
2. DESIGN BIKEWAY GRAPHICS SO THEY ARE EASILY UNDERSTOOD BY MOTORISTS AND PEDESTRIANS WHO MUST ENCOUNTER BICYCLES IN THE TRAFFIC PATTERN.
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 MOTORISTS' RELATIONSHIP TO BICYCLES IN TRAFFIC.



POLICIES:

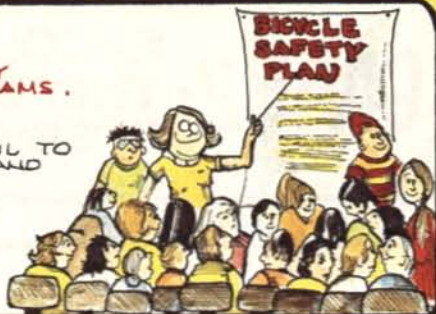
1. THE BICYCLE SAFETY ENFORCEMENT PROGRAM MUST BE CONSISTENTLY APPLIED TO CHILDREN AS WELL AS ADULTS.
2. THE ENFORCEMENT SYSTEM MUST SERVE A DUAL PURPOSE—DETERRENT AND EDUCATION.
3. CONTINUE THE BICYCLE COURT.
4. EXPAND THE MANPOWER AVAILABLE TO THE POLICE FORCE TO INCLUDE A SPECIAL "BICYCLE PATROL" 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 BICYCLING.

POLICIES:

1. PROVIDE FOR MAINTENANCE OF BIKEWAYS TO KEEP THEM CLEAR OF GLASS, GRAVEL, DIRT, POTHOLES AND OTHER DEBRIS AND IMPEDIMENTS TO SAFE BICYCLING.
2. IMPLEMENT A PROGRAM TO REPLACE PARALLEL-SLAT STORM DRAIN GRATES WITH SIDE-OPENING DRAINS 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.

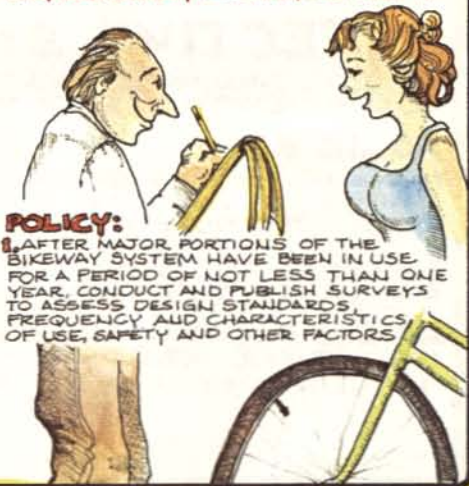


POLICIES:

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 FOR 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.

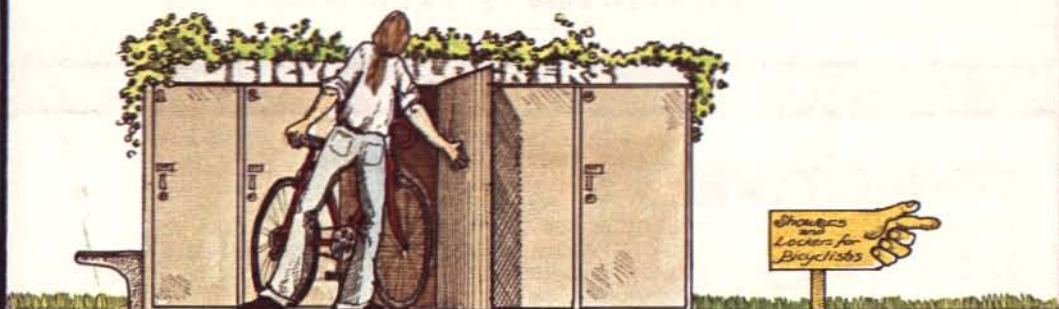
POLICIES:

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 BICYCLE 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:

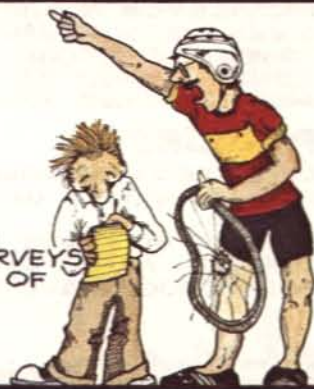
1. REQUIRE BICYCLE PARKING FACILITIES IN ALL NEW COMMERCIAL DEVELOPMENT ALONG BIKEWAY ROUTES.
2. REQUIRE BICYCLE PARKING FACILITIES AT ALL SCHOOLS AND CIVIC BUILDINGS.
3. REQUIRE BICYCLE PARKING FACILITIES AT ALL NEW CHURCHES, CLUBHOUSES, HOSPITALS AND OTHER NON-COMMERCIAL ZONED SITES WHERE LARGE NUMBERS 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.



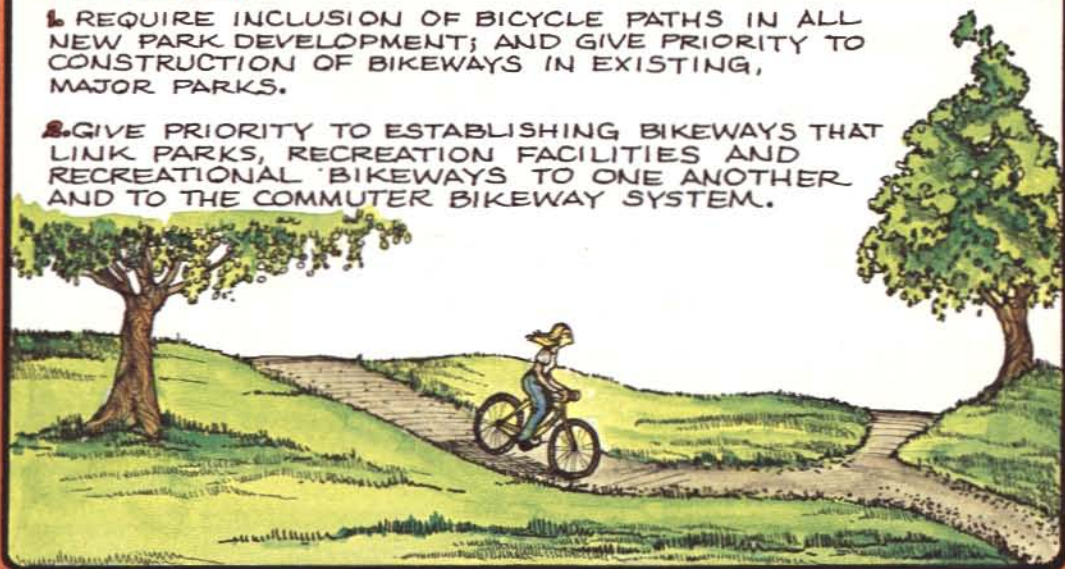
GOAL 3. ENCOURAGE BICYCLING FOR RECREATION, FOR SPORT AND FOR PHYSICAL FITNESS.

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.

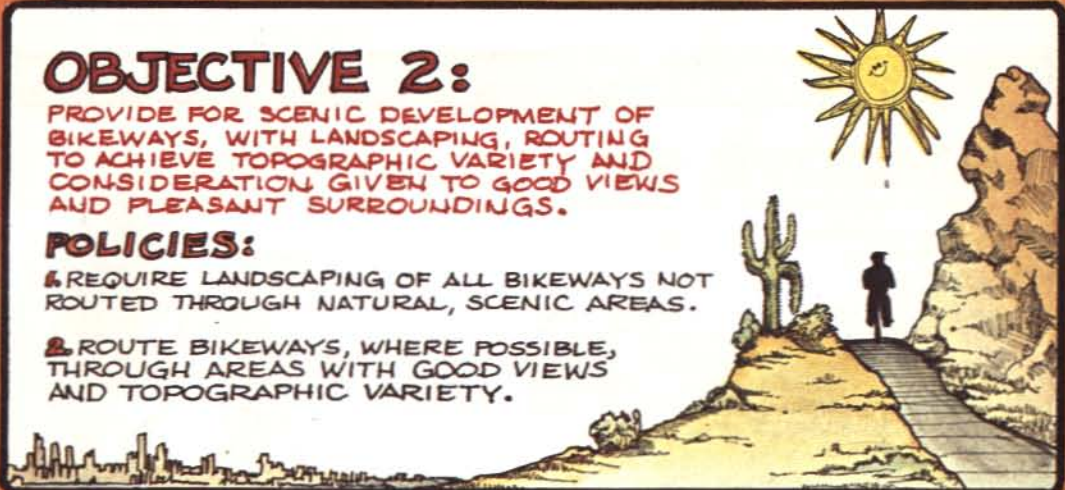


OBJECTIVE 2:

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.

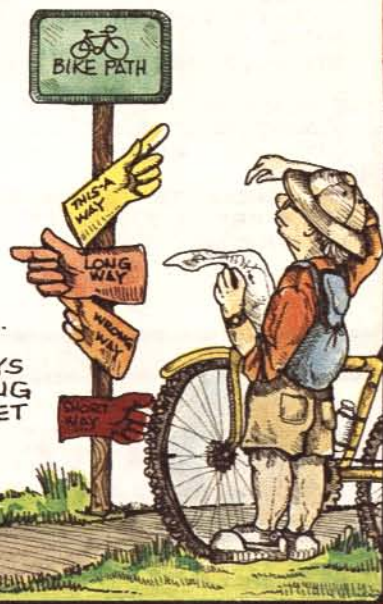


OBJECTIVE 4:

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.



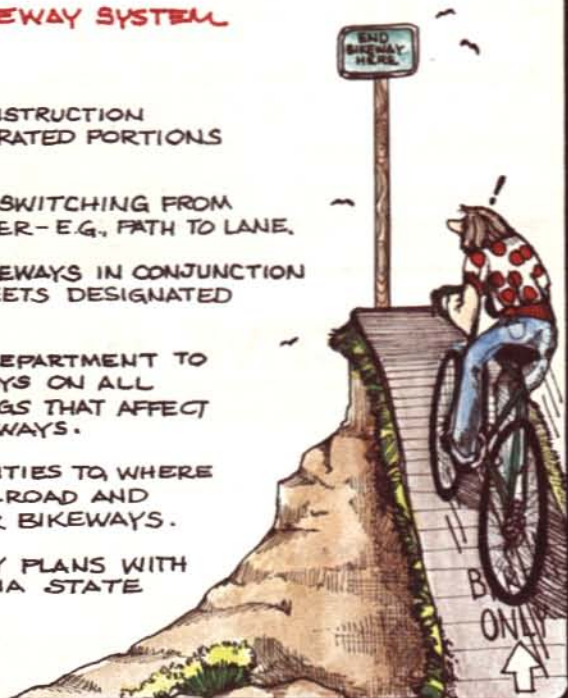
GOAL 4: DEVELOP A CONTINUOUS BIKEWAY SYSTEM FOR INTER-CITY AND INTRA-CITY TRAVEL.

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:

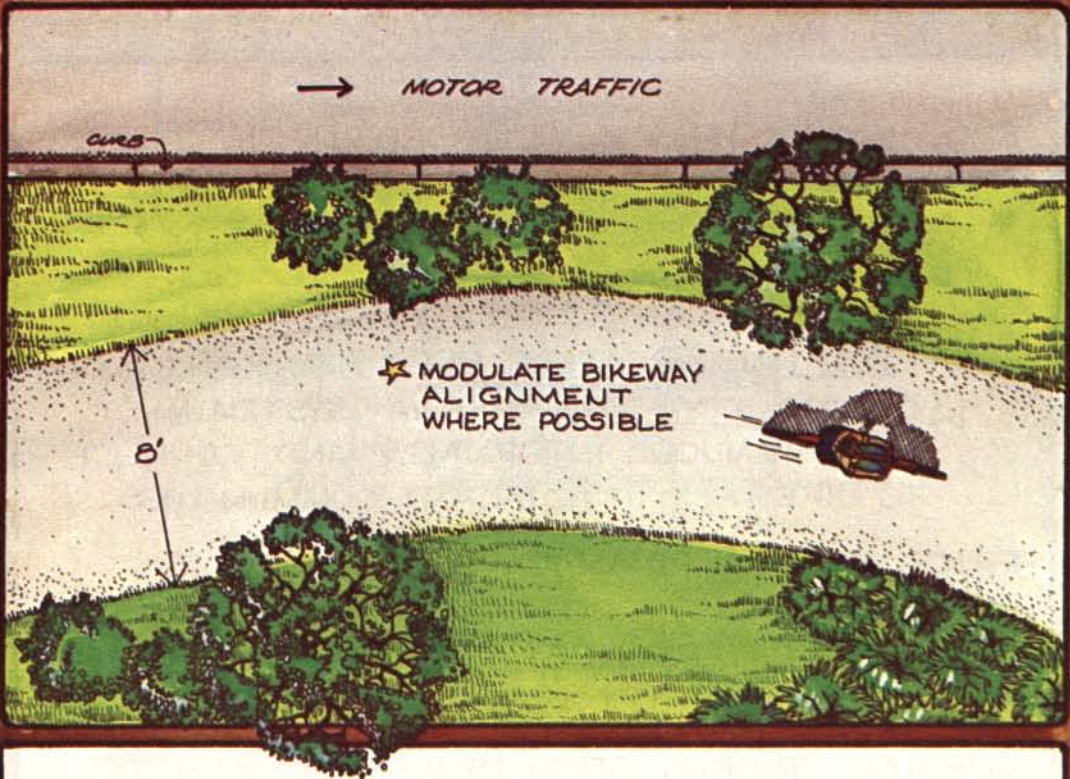
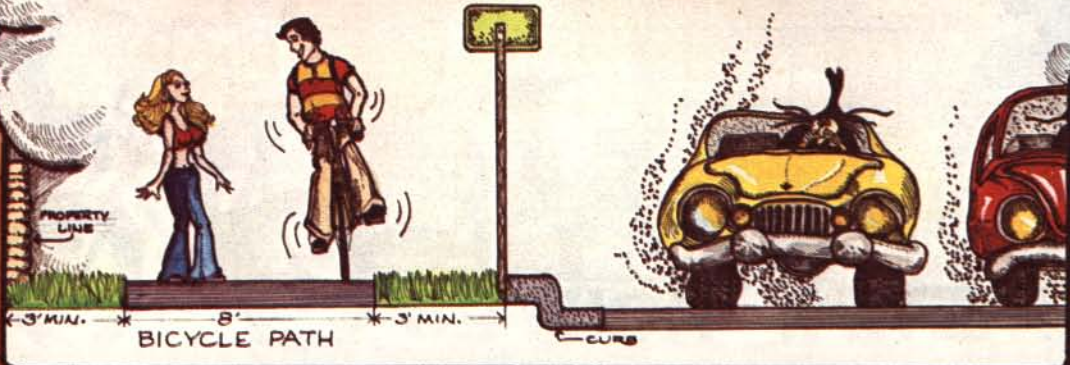
PROVIDE BIKEWAYS THAT LINK WITH THOSE OF ADJACENT COMMUNITIES, EFFECTIVELY EXTENDING TEMPE'S BIKEWAY SYSTEM BEYOND CITY LIMITS.

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

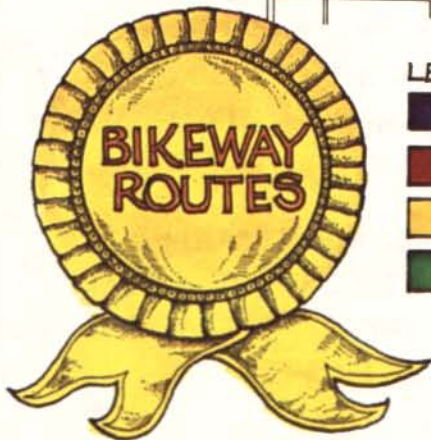
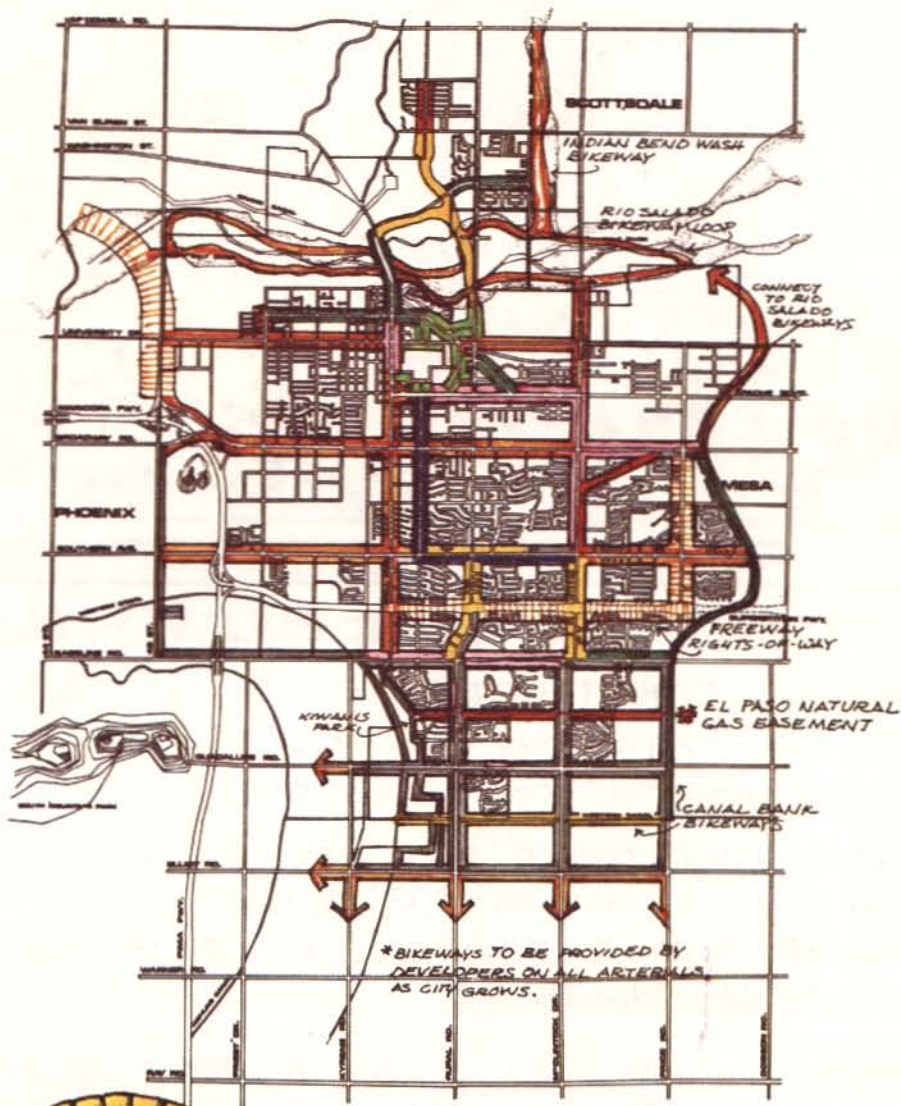
BIKEWAY ROUTES WERE BASED UPON THE APPLICATION OF 3 BASIC **DESIGN PRINCIPLES**

- ★ **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.

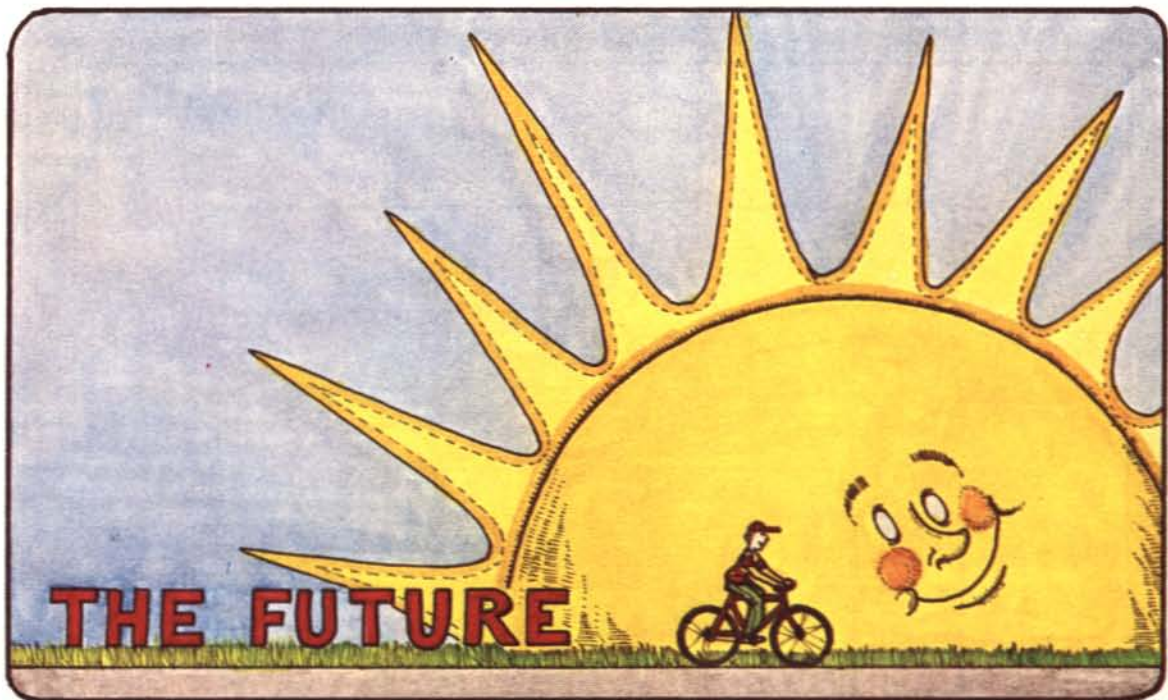
THE HIGH PRIORITY STREETS WERE EXAMINED IN LIGHT OF LOCAL **PROBLEMS** AND SPECIAL **OPPORTUNITIES** FOR BIKEWAYS (SUCH AS CANAL BANKS, MAJOR PARKS, STREET IMPROVEMENTS).

THE FINAL BIKEWAY PLAN REFLECTS THIS EXAMINATION AND THE INPUT OF TEMPE CITIZENS, CITY COUNCIL AND CITY STAFF.



LEGEND

- | | | | |
|---|-----------------------|---|------------------------------|
|  | PHASE 1
(1973-'74) |  | PHASE 5
(1977-78) |
|  | PHASE 2
(1974-'75) |  | LONG TERM
BIKEWAYS |
|  | PHASE 3
(1975-76) |  | ASU
BIKEWAYS |
|  | PHASE 4
(1976-77) |  | 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.)



2 ALWAYS RIDE IN A STRAIGHT LINE



NEVER WEAVE IN AND OUT OF TRAFFIC



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 **SLOW OR STOP.**

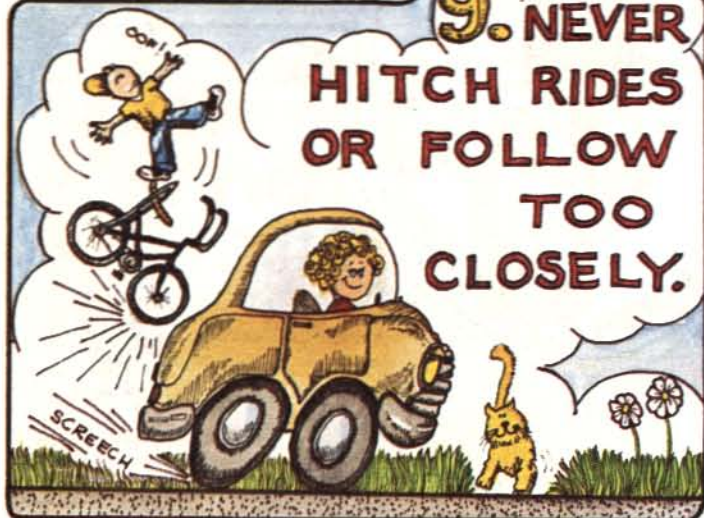


THIS SIGNAL FOR **LEFT TURN**



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.

PSST..... REFLECTORS ON YOUR PEDALS ARE A GOOD IDEA, TOO!

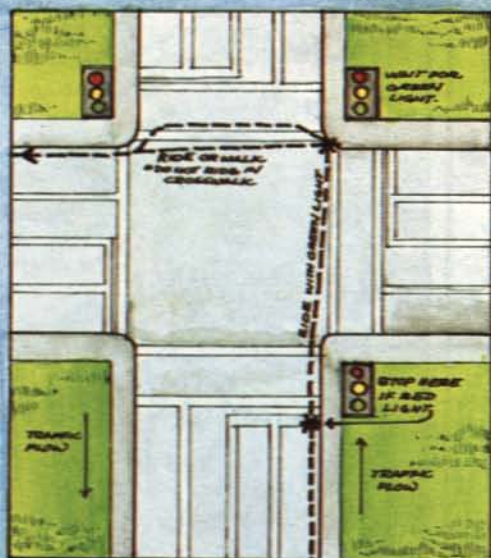
REAR REFLECTOR MUST BE VISIBLE AT LEAST 50 FT. BEHIND.

HEAD-LIGHT MUST BE VISIBLE AT LEAST 500 FT. AHEAD.

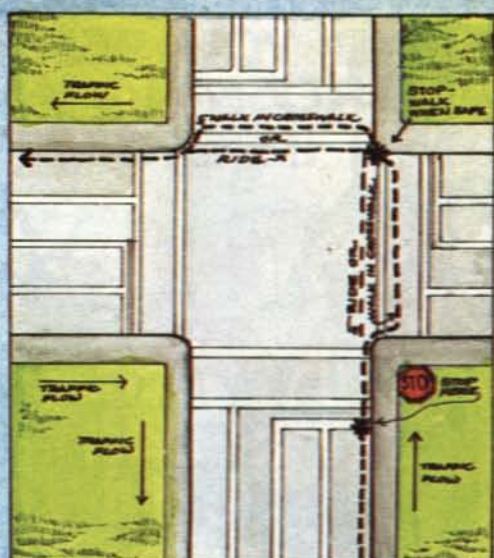
11. WALK YOUR BIKE ACROSS BUSY STREETS.



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.



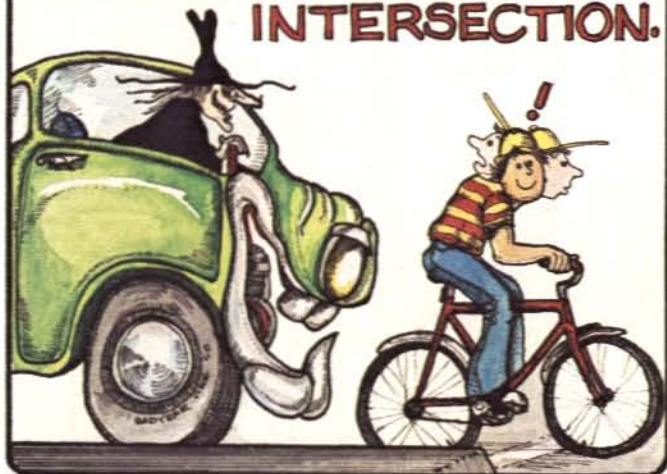
14. PARK YOUR BIKE SO IT ISN'T IN THE WAY.



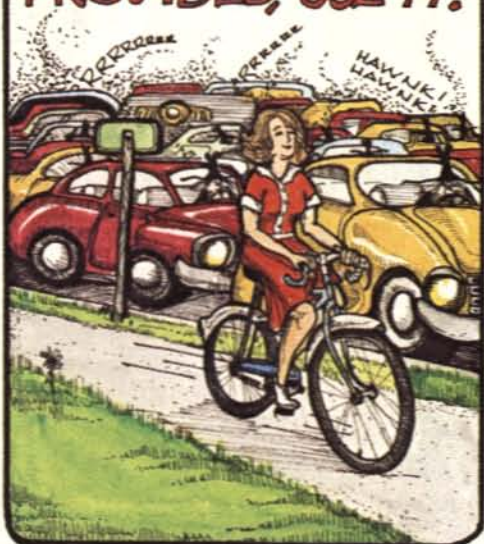
15. BE COURTEOUS!



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 & 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.

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.

CHAIN: CHECK FOR DAMAGED LINKS AND A SNUG (BUT NOT TOO TIGHT) FIT. CLEAN OFTEN AND LUBRICATE WITH LIGHT OIL.

BELL OR HORN: BE SURE IT WORKS PROPERLY.

HEADLIGHT: MUST BE VISIBLE FOR 500 FT. MIN.

HANDLEBARS: ADJUST FOR YOUR COMFORT. KEEP STEM WELL DOWN IN FORK. TIGHTEN SECURELY.

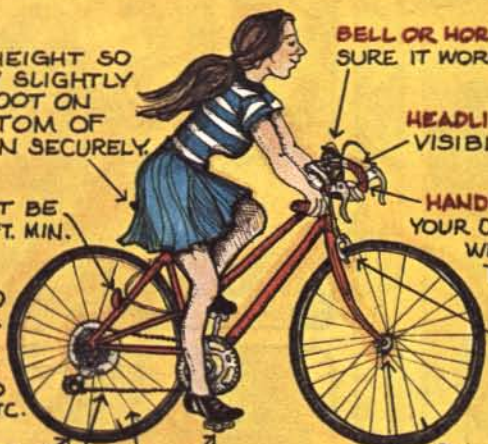
BRAKES: MUST BRAKE EVENLY WITH NO SLIPPAGE. HAVE ADJUSTED BY A TRAINED SERVICEMAN.

PEDALS: TIGHTEN PEDAL SPINDLES. REPLACE WORN-OUT PEDALS.

TIRE VALVE: INSPECT FOR LEAKS AND STRAIGHTNESS.

WHEEL: TIGHTEN WHEEL NUTS.

SPOKES: REPLACE BROKEN ONES PROMPTLY. KEEP THEM TIGHT.



THEFT PREVENTION TIPS

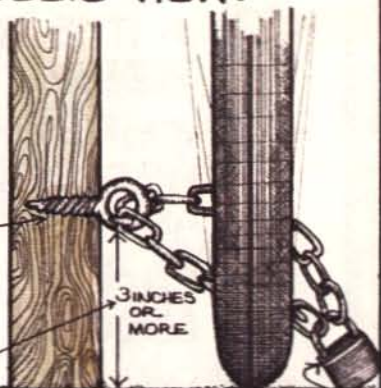


★ AT HOME....

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

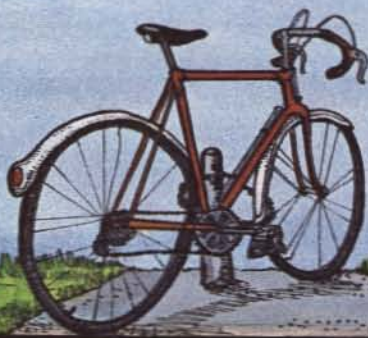
$\frac{3}{8}$ " x 6" EYE SCREW FASTENED INTO A STUD.

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 $\frac{3}{16}$ " CASE HARDENED OR $\frac{3}{16}$ " TRUE HARDENED STEEL ALLOY LINKS.

LINKS OF CONTINUOUS WELDED CONSTRUCTION.

MINIMUM $\frac{5}{16}$ " 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!**



RRRRRRRRRR



CREDITS

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(VICE MAYOR)
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ASU FACULTY WIVES CLUB
TEMPE ENVIRONMENTAL IMPROVEMENT COMMITTEE

PEGGY HASSETT
DALE BRENTTRUP
GARY KUCKO
OFFICER JOYCE ADAMS
EVA PATTEN

TEST YOUR SKILL



START

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.
FALSE

IT'S SAFER TO RIDE FACING TRAFFIC.
TRUE

IF YOUR BIKE DOESN'T HAVE A HEADLIGHT & REAR LIGHT OR REFLECTOR YOU MUSTN'T RIDE AT NIGHT.
TRUE



YOU MUST ALWAYS GIVE THE PROPER HAND SIGNAL WHEN YOU TURN OR STOP.
FALSE

IT'S O.K. FOR TWO PEOPLE TO BE ON A BIKE IF ONE IS ON THE HANDLEBARS.
TRUE

