



# TEMPE, AZ

TOTAL POPULATION

182498

POPULATION DENSITY

4562

TOTAL AREA (sq. miles)

40

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

1

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

1

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Platinum	Tempe
High Speed Roads with Bike Facilities	36%	53%
Total Bicycle Network Mileage to Total Road Network Mileage	80%	14%
Bicycle Education in Schools	GOOD	NEEDS IMPROVEMENT
Share of Transportation Budget Spent on Bicycling	14%	25%
Bike Month and Bike to Work Events	VERY GOOD	VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS AT LEAST ONCE A MONTH	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	VERY GOOD	ACCEPTABLE
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 21K	1 PER 33K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	6 / 10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	2 / 10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	4 / 10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	6 / 10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	5 / 10

## KEY OUTCOMES

	Average Platinum	Tempe
<b>RIDERSHIP</b> <i>Percentage of commuters who bike</i>	13.6%	3.6%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	100	535
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	0.4	1



## KEY STEPS TO PLATINUM



- » Continue to expand the low-stress bicycling network adding context appropriate facilities to higher-speed streets.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. Ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.
- » Bicycle safety education should be a routine part of education for students of all ages, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Work with local bicycle groups and interested parents to create Safe Routes to School programming for all schools.

- » Do away with the local law that requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions or add reasonable exceptions.
- » Develop education and encouragement outreach methods and programs that specifically target families, women, seniors, low-income, and non-English speaking communities, in addition to general non-targeted outreach and media campaigns that discuss current and new bicycle facilities, safe driver and bicyclist behavior, and events related to walking and biking.
- » Pay close attention to how bicycles are accommodated at intersections, particularly where off-street paths cross roads with speed limits above 25 mph. Refuge islands, curb extensions, and signalized crossings can make intersections safer for bicyclists.