



# TEMPE, AZ

## TOTAL POPULATION

164,742

## TOTAL AREA (sq. miles)

40.0

## POPULATION DENSITY

4050

# OF LOCAL BICYCLE FRIENDLY BUSINESSES **1**

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES **1**

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Platinum	Tempe
Arterial Streets with Bike Lanes	78%	50%
Total Bicycle Network Mileage to Total Road Network Mileage	45%	32%
Public Education Outreach	EXCELLENT	GOOD
Share of Transportation Budget Spent on Bicycling	INSUFFICIENT DATA	25%
Bike Month and Bike to Work Events	EXCELLENT	GOOD/VERY GOOD
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	YES	MEETS MONTHLY OR MORE
Bicycle-Friendly Laws & Ordinances	VERY GOOD	FEW
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 20K	1 PER 25.3K

## CATEGORY SCORES

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

## KEY OUTCOMES

	Average Platinum	Tempe
<b>RIDERSHIP</b> <i>Percentage of daily bicyclists</i>	12%	3.9%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k daily bicyclists</i>	90	658
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k daily bicyclists</i>	0.5	1.8



## KEY STEPS TO PLATINUM



» Continue to expand the bike network through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/ cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).

» Continue efforts to update the regional Strategic Transportation Safety Plan with an emphasis on reaching zero deaths and serious injuries due to transportation in Tempe. Work with other communities doing innovative work to limit deaths and injuries through the Vision Zero Network. To learn more about Vision Zero, visit [visionzeronetwork.org](http://visionzeronetwork.org).

» Launch a bike share system that is open to the public. Bike sharing is a convenient, cost effective, and healthy way of

encouraging locals and visitors to make short trips by bike and to bridge the "last mile" between public transit and destinations.

» Dedicate more staff time to bicycle planning and programming. Comparing staffing levels to bicycle commuter data has shown that larger bicycle and pedestrian staffs (per capita) are correlated with higher bike commuter levels.

» Riding on a sidewalk is often a sign that a bicyclist does not feel comfortable riding in the street. This is best addressed through street design and education. Prohibiting bicyclists from riding on sidewalks in all areas of a community can be counter-productive because it discourages new riders and other riders who are not comfortable riding with traffic. Consider how education and infrastructure might reduce sidewalk riding.