

LEAGUE OF AMERICAN BICYCLISTS



Bicycle Friendly Community Application

Name of Community

* Name of Community

Salt Lake City

* State

Utah

* Mayor or top elected official

Mayor Ralph Becker

* Phone

801-535-7704

* Email

mayor@slcgov.com

* Address

Mayor's Office, PO Box 145474, Salt Lake City, UT 84114-5474

* Website

http://www.slcgov.com

Applicant Profile

* Applicant Name

Becka Roof

* Title

Bicycle/Pedestrian Coordinator

* Employer

Salt Lake City Division of Transportation

* Address

349 South 200 East, Suite 450

* City

Salt Lake City

* State

Utah

* Zip

84111

* Phone

801-535-6630

* Email

becka.roolf@slcgov.com

Community Profile

The data in this section is gathered by the U.S. census. Click [here](#) to find the most recent information on your community.

* 1. Type of Jurisdiction

Town/City/Municipality

County

Metropolitan Planning Organization or Council of Governments

Regional Planning Organization

Rural Planning Organization

Indian Nation

Other

If other, describe

* 2. Population

181743

3. Square milage of community

* Total area

110.4

* Water area

1.3

* Land area

109.1

* 4. Population Density

1665.8

5. Climate

- * Average temperature for January
37.5
- * Average temperature for April
61.5
- * Average temperature for July
92.6
- * Average temperature for October
65.9
- * Average precipitation for January
1.35
- * Average precipitation for April
2.07
- * Average precipitation for July
0.72
- * Average precipitation for October
1.29

* 6. Median Household Income
45199

7. Age distribution

- * % under 5
8.6
- * % age 6-17
15.2
- * % age 18-64
66.1
- * % age 65+
10.1
- * Totals
99.99999999999998

8. Race

- * % White
80.7
- * % Black or African American
3.6
- * % American Indian and Alask Native
1.0
- * % Asian
4.3
- * % Native Hawaiian and Other Pacific Islander
1.9
- * % Some other race
6.2
- * % One race
97.7
- * % Two or more races
2.3
- * Totals
100
- * % Hispanic or Latino (of any race)
21.9

* 9. What is the name of your community's bicycle program manager?

Dan Bergenthal

* 10. In which department does your bicycle program manager work?

- Engineering/public works**
- Planning**
- Parks and Recreation**
- Transportation**
- Other**

If other, describe

Transportation Division of Community & Economic Development Department

* 11. Are you the Bicycle Program Manager?

- Yes**
- No**

* Bicycle Program Manager Phone

801-535-6630

* Bicycle Program Manager Email

dan.bergenthal@slcgov.com

* 12. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

- 10% or less**
- 10-25%**
- 25-50%**
- 50-75%**

75-100%

* 13. How many government employees, expressed in full-time equivalents, work on bicycle issues in your community?

4
* 14. Do you have a [Bicycle Advisory Committee](#)

Yes

No

* 14a. How often does it meet?

Monthly

Every two months

Quarterly

Annually

Other (describe)

If other, describe

* 14b. How many members serve on the committee?

15
* 14c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee?

User group

Law enforcement

Chamber of commerce

Public health

Planning department

Transportation department

School board

Parks department

Recreation department

Transit agency

Other (describe)

If other, describe

Mayor's office, Transportation Division of Community & Economic Development (this is effectively SLC's transportation/planning division), Downtown Alliance (Chamber affiliate organization), Salt Lake City Bicycle Collective, Specialized Bicycle Company, Local Retailers, University of Utah representatives, Utah Bicycle Coalition, UDOT, Salt Lake Convention & Visitor's Bureau, Wasatch Front Regional Council (MPO), Transportation Advisory Board member. The MBAC has over 260 people on the listserve. NOTE: Salt Lake City also has a new Trails & Open Space Committee, staffed by the Trails Coordinator (who also supervises our Bicycle/Pedestrian Coordinator). The Parks, Trails, and Urban Forestry Advisory Board has yet to be fully organized but will include staff representatives from Parks, Urban Forestry, Transportation/Trails, Public Services, Sustainability/Open Space, and the City Attorney's Office as needed.

* 14d. Name of Bicycle Advisory Committee Chair

Dave Iltis

* Email of Bicycle Advisory Committee Chair

dave@cyclingatoh.com

* 15. Is there a bicycle advocacy group(s) in your community?

Yes

No

15a. What is the name of the advocacy group(s) (if more than one, list them all)

Utah Bicycle Coalition, Salt Lake City Mayor's Bicycle Advisory Committee, Salt Lake City Bicycle Collective, Bonneville Cycling Club, Salt Lake County Bicycle Advisory Committee

* 15b. Are any of them working with you on this application?

Yes

No

* 15c. List the name of the primary group:

Salt Lake City Mayor's Bicycle Advisory Committee

* 15d. Does this group have paid staff?

Yes

No

* 15e. Do you contract with this group for any services or programs?

Yes

No

* 15f. Who is the primary contact for them?

Dave Iltis

* 15g. Email of primary contact of advocacy group

dave@cyclingatoh.com

* 16. What are the primary reasons your community has invested in bicycling?

Improved quality of life

Improving public health

Community connectivity

Transportation options

Climate change concerns

Decrease traffic congestion

Increase tourism

Increase property values

Cooperation with adjacent communities

Public demand

Economic development

Traffic safety

Other (describe)

If other, describe

Bicycling provides alternatives to automobile use and supports our efforts to address the air quality in our region. It promotes a healthy lifestyle and coincides with our Mayor's vision of sustainability. Creating a more sustainable and healthy environment is one of the key issues that Salt Lake City in particular has deemed salient.

17. What was your community's most significant investment for bicycling in the past year?

Despite the challenging economy, Salt Lake City increased funding for bicycling ten-fold and doubled our dedicated bicycle-program staff. Dan Bergenthal, a transportation engineer working on bicycle/pedestrian issues in the city was promoted to Trails Coordinator, and Becka Roof moved from Vermont to become our first official Bicycle/Pedestrian Coordinator. The Bicycle/Pedestrian Coordinator was the only new staff position approved in the entire city in 2009. In 2009, we installed 19 miles of new bike lanes. The City's annual capital improvement program for stand-alone bicycle projects is now \$500,000, up from \$50,000. Salt Lake City also formalized its Complete Streets Executive Order as an City Ordinance; bike facilities are included in regular transportation projects.

18. What specific improvements do you have planned for bicycling in the following year?

Salt Lake City in partnership with the Utah Transit Authority and UDOT will open Utah's first bicycle transit center (staffed/secure bicycle parking, shower facility, bike repair/shop). We will add shared-lane markings with an experimental 4' wide green pavement stripe to downtown streets, and add bike lanes to Main Street through a road diet. We will continue to expand our bicycle lane network on arterial/collector streets in conjunction with pavement management projects, and will initiate planning for bike sharing and bicycle boulevards. We also plan to add 50-100 bike racks on the public way, some in the downtown area. Salt Lake City is hosting the Utah Bike Summit, and our police department is spearheading a new initiative to improve bicycle law enforcement for motorists & cyclists.

Engineering

19. Does your community have

a [complete streets policy](#)?

a bicycle accommodation policy (a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing)?

Neither

19a. When was it adopted

2007

19b. Provide a link or attach a copy of this legislation or policy.

Initiated in 2007 by then-Mayor Rocky Anderson as an Executive Order. Codified as City Ordinance by the City Council in January 2010, and signed by current Mayor Ralph Becker. Executive Order -

19c. How was it adopted?

- Legislation
- Resolution
- Internal Policy
- Other

If other, describe

19d. What tools are in place to ensure implementation?

- Implementation Guidance
- Design
- Manual
- Training
- Other

If other, describe

Staff review projects using AASHTO guidance and MUTCD, as specified in our Complete Streets ordinance. Salt Lake City has leadership from the top (Mayor, Transportation Director) in implementing bicycle facilities; in addition to bicycle-specific staff, the city's traffic engineers and planners are actively looking for opportunities to accommodate bicyclists. Salt Lake City has had bicycle lanes since the 1980s; including bicycle lanes in street designs is fairly routine since the Complete Streets ordinance was passed. Bicycle program staff review pavement management and engineering/construction projects to ensure that bike lanes are added as streets are resurfaced or reconstructed.

20. How do you ensure your engineers and planners accommodate cyclists according to [AASHTO](#) and [MUTCD](#) standards?

- Training
- Offer [FHWA/NHI Training Course](#)
- Hire Outside consultants to train staff
- Send staff to [bicycle-specific conferences/training](#)
- Require project consultants to have bike/ped qualifications
- Internal training or [design manual](#)

20a. Describe each checked

Our Complete Streets ordinance references the AASHTO and MUTCD standards. Our new Bicycle/Pedestrian Coordinator was hired partly for her knowledge of bicycle facility design standards; maintaining a familiarity with the standards and state of the art of bicycle accommodation is part of the job description. Bicycle program staff are sent to one major conference each year, such as ProWalk/ProBike or ITE conferences. In 2010, our Bicycle/Pedestrian Coordinator will attend VeloCity Global in Copenhagen. Staff also participate in webinars such as those available through APBP and PBIC. SLC has recently signed up for most of the APBP webinar series, and we are inviting nearby professionals and advocates to share in attending at our site. We had 15 attendees at the first webinar we hosted (Feb. 2010), including three city staff.

* 21. What percentage of bridges and tunnels in your community are accessible to bicyclists?

40

21a. What are the exceptions?

Bicycles are permitted on all bridges where they are permitted on the connecting roadways. A majority of our bridges are on our limited access highways and semi-limited access highways, which are often elevated (bermed) such that there are many bridges crossing over our surface streets. Bicycles are not permitted on the limited access and some semi-limited access highways and therefore are not permitted on those bridges. Similarly, we do not permit motor vehicles on the 24 bridges on our shared-use trails (this is 15% of our bridges that are inaccessible by motor vehicle - maintenance vehicles excepted).

* 22. How do you ensure there are end-of-trip facilities for bicyclists?

- Bike parking ordinance
- Bike parking ordinance for all new developments
- Ordinance requiring showers and lockers
- Building accessibility ordinance
- On street bike parking
- [Ordinance that allows bike parking to substitute for car parking](#)
- Standards for bicycle parking that conform to [APBP guidelines](#)
- Other

If other, describe

Salt Lake City has wide public right-of-ways and green/park strips. Bicycle parking can usually be accommodated in this space

without needing to tap on-street bike parking. However, bicyclists are allowed to park their bikes on the street (even pedal-parked on the curb) per city code. Anecdotally, many bicyclists in Salt Lake bring their bicycles into their offices for secure commuter parking. The Salt Lake City Bicycle Collective provides free, secure valet bicycle parking for 200-300 bicycles at the weekly farmer's market downtown and also at large city sponsored events. The City encourages event organizers provide bicycle parking and requires it at the largest four city sponsored events: Living Traditions, Pride Festival, Arts Festival and the Jazz Festival. The city provides portable bicycle racks to accommodate up to 100 bicycles. Salt Lake City is working on a bicycle transit center (bike depot) that will open in Summer 2010 and will provide secure indoor parking for 80 bikes.

23. How many bike parking spaces are there in your community?

23a. Bike racks

2000

23b. Bike lockers

33

23c. Bike depot (i.e. [Bikestation](#))

0

23d. In-street bike parking

0

24. Approximately what percentage of these locations have bike racks or storage units?

24a. Schools

91-100%

24b. Libraries

91-100%

24c. Transit Stations

76-90%

24d. Parks & Recreation Centers

91-100%

24e. Government buildings

76-90%

24f. Office buildings

76-90%

24g. Shops

76-90%

24h. Public Housing

91-100%

* 25. Does your community have transit service?

Yes

No

* 25a. Are buses equipped with [bike racks](#)?

Yes

No

25b. What percentage?

91-100%

25c. Are bikes allowed inside transit vehicles?

Yes

Sometimes

No

If yes or sometimes, describe

Bicycles are permitted inside our TRAX light rail and FrontRunner commuter rail, at all times and without a fee. Bikes are not allowed inside buses because there are bike racks on the bus.

* 26. What is the mileage of your total road network?

820

* 27. What is the mileage of your total shared-use path network?

26

28. List your current and planned bicycle accommodations?

a. [Bike lanes](#)

Current Miles

79

Planned Miles

76

b. [Shared lane markings](#)

Current Miles

1

Planned Miles

- 6
 c. [Bike boulevards](#)
 Current Miles
 0
 Planned Miles
 7
 d. Signed bike routes
 Current Miles
 28
 Planned Miles
 0
 e. Paved shared use paths
 Current Miles
 26
 Planned Miles
 8
 f. Natural surface shared use paths
 Current Miles
 3
 Planned Miles
 0
 g. [Singletrack](#)
 Current Miles
 21
 Planned Miles
 5

* 29. What other innovative ways have you improved on-road conditions for bicyclists?

- [Road diets](#)
- [Area wide traffic calming](#)
- [Cycle tracks](#)
- [Contra-flow bike lanes](#)
- Speed limits 20 mph or less on residential streets
- Bike cut thrus
- [Way-finding signage with distance and/or time information](#)
- None
- Other

If other, describe

Salt Lake City has experimented with pavement coloring to highlight shared-lane markings in the downtown area. The treatment encourages bicyclists to take the lane even in the busy downtown environment; our experiment was successful in that bicyclists are now more likely to take the lane instead of hugging the curb in a lane that is too narrow to share safely. We plan to apply this treatment to two or three more streets in the downtown area, totaling over 2 miles of green shared lanes. Salt Lake City has a short section of cycle track serving as an on-road trail connection.

* 30. What percentage of arterial streets have bike lanes or paved shoulders?

37

* 31. What percentage of natural surface, trails and singletrack are open to bicyclists?

96

31a. What are the exceptions?

A small city park has a hiking-only trail, and a section of trail in a popular off-leash dog area in Memory Grove Park is closed to bikes due to safety concerns.

32. What maintenance policies or programs ensure *bike lanes* and *shoulders* remain usable and safe?

* 32a. Street sweeping

- More than other travel lanes
- Same as other travel lanes
- Weekly
- Monthly
- Quarterly
- Annually
- Never
- Other

If other, describe

Bike lane streets are swept twice a month - this is twice as often as streets without bike lanes. Bike lane streets receive priority in this frequency, and City crews also respond to maintenance requests.

* 32b. Snow clearance

- Before other travel lanes

- Same time as other travel lanes
- Within 48 hours of storm
- Never
- Other
- Not applicable

If other, describe

Bike lanes are cleared as their roadway is cleared. However, City crews are working to more highly prioritize bike lanes based on relative traffic volumes on streets; we also have initiated a clean-up request process for between snowstorms. Any snow remaining on the roads after plowing generally melts between snowstorms, so the bike lanes are often completely clear.

* 32c. Pothole maintenance

- Within 24 hours of complaint
- Within one week of complaint
- Within one month of complaint
- Never
- Other

If other, describe

Generally within a day or two of the complaint. This depends on severity of pothole, as described in the complaint. If it is a significant road hazard, our crews will fix it fast.

32d. Other Maintenance policies or programs for bike lanes and shoulders (describe)

When roadways are chip-sealed, the city policy is to instead treat the bike lanes with a slurry seal. We avoid using a chip seal in the bike lanes because the chips create a rough surface for riding and loose chips on the roadway can be hazardous. Also, in all new construction and reconstruction projects, bike-safe storm drain grates are required.

33. What maintenance policies or programs ensure *shared-use paths* remain safe and usable?

* 33a. Path sweeping

- Weekly
- Monthly
- Quarterly
- Annually
- Never
- Other

If other, describe

* 33b. Vegetation maintenance

- Weekly
- Monthly
- Quarterly
- Annually
- Never
- Other

If other, describe

Weed trimming every two weeks; trim trees and shrubs 2-3x annually.

* 33c. Snow clearance

- Before roadways
- Same time as roadways
- Within 48 hours of storm
- Never
- Other

Not applicable

If other, describe
* 33d. Surface repair

Within 24 hours of complaint

Within one week of complaint

Within one month of complaint

Never

Other

If other, describe
33e. Other Maintenance policies or programs for shared-use paths (describe)

Pick up litter daily; empty trash cans and provide gopher abatement weekly; remove graffiti as needed.

* 34. How do you accommodate cyclists at intersections in your community?

All /Most signals are timed for bicyclists

All /Most signals are timed

[Loop detector markings](#)

[Video detection](#)

[Advance stop line or Bike Box](#)

[Bicycle signal heads](#)

Other

None of the above

If other, describe

Most signals are timed for 30 mph, which works for bicycles with average speed of 15 mph. This is a little faster than Copenhagen's 12 mph, but generally U.S. cyclists are traveling faster than European cyclists (different culture, lighter bikes, more gears!). Many loops and cameras are set to detect bikes, and we are including a diagram of how to trigger a loop (where visible) in our upcoming bike map. We are planning to add loop detector markings in the next year to loops that are buried under the pavement, and will have bicycle signal heads as part of our new North Temple boulevard (multi-modal street), in conjunction with the TRAX line to the airport.

* 35. Are there other infrastructure improvements in your community to promote bicycling?

Yes

No

If yes, describe

We use red bike racks, shaped like a bicycle (aka "bike-bike rack"), in order to visibly remind motorists about bicyclists on our streets. Approximately 25 of our bicycle racks in the downtown area are marked by "whirly-gig" sculptures on high poles; the sculptures are made of recycled bicycle parts.

Education

* 36. Do schools in your community offer a [Safe Routes to School](#) (or comparable) program that includes bicycling education?

Yes

No

What percentage of schools in your jurisdiction participates?

a. Elementary (percentage)

20

b. Middle School (percentage)

20

c. High School (percentage)

0

* 37. Outside of schools, how are children taught safe bicycling skills?

Youth bike clubs

[Bike clinics or rodeos](#)

Youth recreation programs

Helmet fit seminars

- [Safety town](#)
- Trail riding classes
- Other
- None of the above

If other, describe

Salt Lake City is actively considering the addition of a traffic garden / safety town to our new downtown Public Safety / Government Campus (currently in planning / design). Note that all of the Salt Lake City schools participate in mapping school walking/biking routes through the SRTS process, and update their maps yearly.

* 38. Do you have a [diversion program](#) for cyclists or motorists?

- Yes
- No

If yes, describe

* 39. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely?

- Public service announcements
- Community newsletter article
- New resident packet
- Utility bill insert
- Bicycle ambassador program
- Newspaper column/blog on bicycling
- Dedicated bike page on community Web site
- Billboards
- Share the Road Signs
- Share the road information in driver's education
- Other
- None of the above

If other, describe

Effective Cycling videos, the most recent edition from the League of American Bicyclists, are broadcast regularly on our community access television channel.

40. What of the following options are available on a regular basis to your community?

* 40a. [Traffic Skills 101](#) (or equivalent) classes -- including classroom and on-bike instruction.

- Weekly
- Monthly
- Quarterly
- Annually
- Never
- Other

If other, describe

Courses offered seasonally in the spring and summer by LCIs, in conjunction with the Salt Lake City Bicycle Collective and the Bonneville Cycling Club.

* 40b. Cycling Skills classes -- three to four hour classroom training courses

- Weekly
- Monthly
- Quarterly
- Annually

Never

Other

If other, describe

* 40c. Commuter classes - one/two hour classes

Weekly

Monthly

Quarterly

Annually

Never

Other

If other, describe

Seasonally in the spring.

* 41. Has your community hosted a [League Cycling Instructor seminar](#) in the past two years?

Yes

No

* 42. How many [League Cycling Instructors](#) are there in your community?

54

43. List active League Cycling Instructors (active means they have taught at least one class during the past 12 months).

Doug Openshaw, Susan Snyder, Bob Kinney, Don Williams, Mary Margaret Williams, Becka Roolf

44. Does your community have driver training for any of the following professional drivers that include information on sharing the road with cyclists?

City staff

Taxi drivers

Transit operators

School bus operators

Delivery drivers

Other

* If other, describe

County staff

* 44a. If yes to any of the above, describe the program.

The Utah Transit Authority (UTA) includes information with all operators training that addresses sharing the road with cyclists. This includes exceeding legislative action (3' rule) for a safe space cushion with correct following distance, proper side clearance, and adequate stopped distance. In addition UTA uses an internal bike committee with each operations manager which will meet to discuss further training/actions regularly. The school district does an awareness class. County staff have had some training with an LCI.

* 45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations.

The Salt Lake City Bicycle Collective has a women's only night, and outreach to female bicyclists is specially considered within the Mayor's Bicycle Advisory Committee. Salt Lake City is also home to many ethnic minority groups with Spanish speakers being the most prevalent. Due to the large numbers that don't speak English the city has translated some of its bicycle safety materials into Spanish. The Salt Lake City Bicycle Collection has also opened a branch in an area of town where large populations of minorities live to better serve these populations with bicycle-related training and services.

* 46. Are there other education efforts in your community to promote bicycling?

Yes

No

* 46a. If yes, describe

The Utah Transit Authority's Bike Bonanza to kick off Bike Week includes educational presentations/materials. Our Sustainability Office also staffs a large number of public event tables/booths over the course of the summer, and distributes SLC bike maps and educational materials at these events. Bicycling was recently featured as part of the "SLC Green Drinks" informal networking event in the environmental community - a local bike shop hosted a discussion of bicycle safety, gear, and policy.

Encouragement

* 47. How do you promote [National Bike Month](#)?

City Proclamation

Community Ride

Mayor-led Ride

- Public Service Announcements**
- Publish a guide to Bike Month Events**
- Bike Month Web site**
- Commuter Challenge**
- Commuter Breakfasts**
- Trail construction or maintenance day**
- Other**
- No promotion**

* If other, describe

Governor's proclamation of May as Utah Bike Month. The Utah Transit Authority and Salt Lake City host a Bike Bonanza free bicycle information event/fair, held to kick off Bike Week. The City places banners throughout downtown promoting bike month. Other events include: Bike Art Gallery Roll, Cycle Fashion Show, Cycle Salt Lake Century, Ride of Silence. This year, more events are planned, including a Historical Tour, an Urban Challenge, a Brewery Tour, Trailwork day, Commuter and Beginning Cyclist Classes, and a Celebrate the City Ride.

* 48. How many people participate in [Bike Month](#) events?

3000

* 49. How do you promote bicycling outside of [National Bike Month](#)?

- Community Ride**
- Mayor-led Ride**
- Public Service Announcements**
- Trail construction or maintenance day**
- [Summer Streets/Ciclovia/Sunday Parkways](#)
- Commuter Challenge**
- Commuter Breakfasts**
- Other**
- No promotion**

* If other, describe

Salt Lake City bicycle summit (2009); in 2010 expanded to Utah Bike Summit (hosted by Salt Lake City) Salt Lake City has 69 participating businesses in the Bicycle Benefits program, which gives discounts to bicyclists who bike to the business. www.bicyclebenefits.org

* 50. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

- Yes**
- No**

* 50a. If yes, describe

The Utah Transit Authority leads the Salt Lake City area's commuter challenges, and has had these at different times in the year. Salt Lake City and UTA have both had Clear the Air Challenges in the winter, when inversions create poor air quality. UTA sets up sponsorships with businesses to reward bikers headed to and from work, including drawings and prizes for people who newly tried biking to work. We have put out great advertising involving bicycles in cubicles as part of bike to work promotions. We have distributed bike to work incentives through company newsletters and email blasts. We have printed brochures educating people of the federal \$20 incentive allowed for bicycling commuters. For bike month, bicycles are placed on city streets with signboard messages to the general public, promoting biking to work.

* 50b. Approximately what percentage of the community workforce do you reach?

- 76-90%**

* 51. List the signature cycling events in your community?

Cycle Salt Lake Century, Tour of Utah, Downtown Criterium, Sugarhouse Criterium, Josie Johnson Memorial Ride, Critical Mass, Salt Lake City Marathon Bike Tour, UTA Bike Bonanza, Cycle Salt Lake Week/Utah Bike Month, Mayor's Bike to Work Day, Utah Bike Summit, Bicycle Film Festival.

* 52. Does the municipality sponsor or actively support any of these rides?

- Yes**
- No**

* 52a. If yes, how?

Salt Lake City provides police escort / street closure assistance for several of these rides. Salt Lake City hosts the Bike Bonanza at the Gallivan Center, and is the lead organizer on the Utah Bike Summit, dedicating city staff to organizing this conference.

* 53. Does your local tourism board promote bicycling in your area?

Yes

No

* 53a. If yes, how?

Bicycling is featured in Salt Lake tourism publications, and the Chamber and Visitor's Bureau both help in distributing the Salt Lake City Bike Map. Cycling events are listed in tourism calendars.

* 54. Are there cycling organizations in your area?

Recreational Bike Clubs

Mountain Bike Clubs

Friends of the Trail Groups

National Mountain Bike Patrol

Racing Clubs or Teams

Bicycle Co-ops

Other

None

* If other, describe.

* 54a. For each type of club checked, list names of the organizations.

Bonneville Cycling Club, Sugarhouse Cycling Club, Bikeman.com club, University of Utah Cycling Team, Pedro's, Salt Lake Convention & Visitor Bureau Cycling Team, Cutthroat Racing, Team Fast Lane, Wasatch Mountain Club, Team in Training, Harmon's Grocery Cycling, Contender Bicycles Cycling Club, Specialized Cycling Team, Cyclesmith Club

* 55. How many [specialty bicycle retailers](#) (i.e shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

12

* 55a. List their names.

Fishers, Bicycle Center, Guthrie, Salt Lake City Bicycle Company, Bingham's Cyclery, Wild Rose, Wasatch Touring, The Bike Guy, Contender Bicycles, Cyclesmith, Sports Den, Recycled Bicycles, Salt Lake City Bicycle Collective

* 56. Which of these bicycling areas or facilities do you have in your community?

BMX track

Velodrome

Cyclocross course

Mountain bike park

Pump Tracks

Other

None

* If other, describe.

* 57. Is there a skatepark in your community?

Yes

No

* 57a. If yes, do bikes have access to the skatepark?

Always

Sometimes

Never

* 58. Are there opportunities to rent bicycles in your community?

Yes

No

* 59. Does your community have a bike sharing program?

Yes

No

59a. If yes, of what use is it?

- Public use
- Private institution
- Other

* If other, describe

* 60. Do you have any current [Bicycle Friendly Businesses](#) in your community?

- Yes
- No

* 60a. If yes, list the names of the businesses.

Several applied in the January 2010 round. We hope they will be recognized by the time you review this application!

* 61. Does your community have youth recreation and/or intervention programs centered around bicycling?

- [Recycle a Bicycle](#)
- [Trips for Kids chapter](#)
- [Earn a Bike program](#)
- Co-op or Community Cycling Center
- Other
- None

* If other, describe

In 2009, the Salt Lake City Council unanimously approved a resolution to allow Salt Lake City to donate all unclaimed bicycles held by the Salt Lake City Police Department to the Salt Lake City Bicycle Collective.

* 62. What mapping and route finding information is available for your community which has been updated in the last 18 months?

- Online route finding service
- Online map
- Printed on-road bike-routes map
- Printed mountain bike trails map
- Other
- None available

* If other, describe

Printed Salt Lake City bicycle map is currently being updated and will be printed March/April 2010.

* 63. Does your community have other programs or policies to encourage cycling?

- Yes
- No

* 63a. If yes, describe

Salt Lake City has an active "Bicycle Benefits" program, an expansion of the previous, homegrown "Pedal Pass" program. A member of the Mayor's Bicycle Advisory Committee organizes a "Cycle & Style" women's bicycle fashion show, featuring swoopy Euro-style transport bikes. <http://cyclestyleshow.com/cycle-style-show-photo-preview/> Valet bicycle parking is provided weekly at the Farmers' Market and at large events such as the Utah Arts Festival. Bicycles are the people's choice for transportation to the Gallivan Twilight Concert series in the summer.

Enforcement

* 64. How does your police department interact with the local cycling community?

- A police officer is an active member of bicycle advisory committee
- Identified law-enforcement point person to interact with cyclists
- No current formal interaction
- Other

* If other, describe

* 65. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists?

- Basic academy training
- [International Police Mountain Bike Association](#) or Law Enforcement Bicycle Association training

[National Highway Traffic Safety Administration Law Enforcement Training](#)

Completion of [Smart Cycling course](#) by Police

Presentation by League Cycling Instructor or local cyclist

Institute for Police Training and Development bicycle training

Other

No training currently offered

* If other, describe

* 66. What enforcement campaigns are targeted at improving cyclist safety?

Helmet/light giveaways

Targeting motorist infractions

Targeting cyclist infractions

Share the road campaigns

Other

None of the above

* If other, describe

* 67. Do you have police department employees on bikes?

Yes

No

* 67a. If yes, what percentage of police department employees is on bike?

* 68. Are there any other public safety (e.g. fire department or EMS) employees on bikes?

Yes

No

* 68a. If yes, what percentage of safety department employees is on bike?

* 69. Do your local ordinances treat bicyclists [equitably](#)? (examples can be found on the [BFC resources page](#)).

There are specific penalties for failing to yield to a cyclist when turning. It is illegal to park or drive in a bike lane (intersections excepted)

There are penalties for motor vehicle users that 'door' cyclists

There is a ban on cell phone use while driving.

There is a ban on texting while driving.

The community uses photo enforcement for red lights and/or speed

There is a state or local law that requires cyclists to use sidepaths regardless of their usability.

There is a state or local law that requires cyclists to use bike lanes where they are provided.

Cyclists are required to ride as far to the right of the road as practicable without exceptions listed in [Uniform Vehicle Code](#).

There is a general restriction on bicyclists riding on the sidewalk.

There are local or school policies that restrict youths from riding to school.

None of the above

Additional information on any of the above mentioned ordinances as it pertains to your community.

* If Additional Information, describe

Utah has a 3' law, and does have the far-to-the-right exceptions in the UVC. Failure to yield to a cyclist when turning is illegal but does not carry extra penalty. Similarly, opening a door to traffic is illegal but without special penalty for cyclists. Utah had photo enforcement, but it was repealed about 8 years ago. Some Salt Lake Schools currently ban riding to school.

* 70. Are there any additional prohibitions or restrictions on cyclists in your community?

Yes

No

* 70a. If yes, describe

* 71. Does your community have other programs or policies to enforce safe cycling?

Yes

No

* 71a. If yes, describe

Evaluation and Planning

* 72. What is the most current journey-to-work data for your community? (this percentage can be found in the [U.S. Census or the American Community Survey](#))

2

* 73. What additional information do you have on bicycle use for your community?

The Utah Transit Agency tracks bikes on bus and commuter rail. Typical bike use in a month is around 50,000 bikes in UTA's six county-area, with peak summer months showing 70,000-90,000 bike-boardings. UTA's numbers do not include TRAX light rail, which they believe to be at least equal to the numbers above.

* 74. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

3

* 75. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

715

* 76. Do you have a specific plan or program to reduce these numbers?

Yes

No

* 76a. If yes, provide the link to the plan or describe.

Salt Lake City's bicycle program, as a whole, is focused on improving bicycle safety by providing facilities and educating/encouraging bicycling.

* 77. Does your community have a bicycle plan?

Yes

No

* 77a. When was it passed or most recently updated?

2000-2004

* 77b. Is there a dedicated funding source for implementation?

Yes

No

* 77c. If yes, describe.

The City's Capital Improvement Program provides specific funding to the Bicycle Master Plan, which was completed in 2004. A revision will be initiated in 2010. Historically, the CIP underfunded bicycle facilities compared to the master plan. This changed in FY 2009 with our current Mayor, who increased funding ten-fold for bicycle-specific projects while also carrying forward his predecessor's Complete Streets policy integrating bicycles into other projects. Our bicycle master plan predates our Complete Streets ordinance; we have added bike lanes to some streets not identified in the master plan as a result of the complete streets ordinance.

* 77d. What percentage of the plan has been implemented?

75%

* 77e. Are you meeting annual target goals for implementation?

Yes

No

* 77f. Provide a link to the plan or describe.

<http://www.slcgov.com/Transportation/BicycleTraffic/master.htm>

* 78. Do you have a trails master plan that addresses mountain bike access?

Yes

No

* 78a. If yes, provide the link to the plan or describe.

We do not have a separate trails master plan, but trails are included in our bicycle master plan. Our new trails coordinator will begin with mountain bike trails planning on a corridor-specific basis. With our new trails focus, Salt Lake City expects to integrate mountain biking into the bicycle/pedestrian master plan update.

* 79. Is there [formal cooperation](#) between the mountain biking community and the community recreation and planning staff?

Yes

No

* 79a. If yes, describe.

Our Trails Coordinator currently collaborates with the Bonneville Shoreline Trail Committee, and plans to expand connections with the mountain biking community in the future.

* 80. Do you have [trip reduction ordinances, policies or programs](#)?

Yes

No

* 80a. If yes, describe.

Salt Lake City and other area employers participate in the Clear the Air Challenge - www.cleartheairchallenge.org Salt Lake City is just now completing a comprehensive audit of our city fleet, and part of that audit will be to identify ways in which we can not only reduce the size of our fleet, but also ways that we can use alternative transportation for routine employee travel.

* 81. Have you done an [economic impact study](#) on bicycling in your community?

Yes

No

* 81a. If yes, describe.

* 82. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally underserved communities?

Yes

No

* 82a. If yes, describe.

* 83. Does your community have other programs or policies to evaluate and/or plan bicycling conditions, programs, and facilities in your community?

Yes

No

* 83a. If yes, describe.

Salt Lake City participates in regional planning efforts with Salt Lake County and the Wasatch Front Regional Council (our MPO). In 2008, Salt Lake City also asked permission from FHWA to experiment with our green shared lane pavement markings (4' wide stripe); this project was evaluated and found to be successful as described in Question 29. The Mayor's Bicycle Advisory Committee also assists in evaluation and planning, and has specifically helped to focus the City on the Bicycle Friendly Communities application as a planning goal.

Final Overview

84. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

* 84a.

Salt Lake City is a metropolitan area with unsurpassed recreational outlets, gorgeous natural resources/scenery, a world-class research university, an international airport, lively neighborhoods and neighborhood centers, a thriving business community, a resurgent downtown, expanding public transit, increasing diversity in our population, and lots of culture and entertainment -- all of which can be safely accessed by bicycle. In this environment, Salt Lake City has a strong bicycling community, many rides/events, diverse partnerships, a transit agency actively promoting bikes, a bike collective with three branches, and several bike related businesses including Specialized's western distribution center, a cycling specific newspaper, and several accessory manufacturers.

* 84b.

Salt Lake City has significantly increased its commitment to bicycling even in the recent down economy -- increasing its bicycle program staff by hiring the City's first full-time Bicycle/Pedestrian Coordinator, increasing funding for bicycle-specific facilities, hosting a city Bike Summit in 2009 and a Utah Bike Summit in 2010, adding 19 miles of bike lanes in 2010, and beginning construction of a bicycle transit center. These increases, in these challenging economic times, provide a concrete statement of Salt Lake's commitment to bicycling.

* 84c.

Salt Lake City's new Complete Streets ordinance, bicycle parking ordinance, several recent road diets, the hiring of additional road crews to stripe/stencil/sign/maintain bike lanes, and additional bike lane projects in the works -- all represent a shift toward including bicycles as a way of doing business. Our mayor regularly commutes by bicycle; two of our city councilors are car-free bicycle commuters; and bicyclists are in leadership positions in several local partner organizations, including our Downtown Alliance, Public Utilities Division, Salt Lake Convention & Visitors Bureau, and Governor's Office of Economic Development. Salt Lake City has leadership from the top; our leaders are setting a sustainable, institutionalized path for bicycles into the future.

85. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

* 85a.

Salt Lake City's arterial-street bike lanes make bicycling safer and more comfortable for those who are comfortable being on the busier roads. However, many residents still express safety concerns with riding on these larger roadways. Our Complete Streets policy means we will continue to put bike lanes on our arterials. But, in addition, we have an untapped opportunity to create bicycle boulevards to maximize the potential of our robust street grid network. We are hopeful that implementing bicycle boulevards in the near future will work as a catalyst to greatly increase the number of bicyclists in our city, and to better serve the bicyclists who prefer the quiet roadways.

* 85b.

In Salt Lake City, as in many other communities, some roadway users have a lack of awareness of their own rights and responsibilities, as well as the rights and responsibilities of other roadway user groups. While our education and enforcement programs are seeking to address this concern we can and should do more. The conflict between motorists and bicyclists has recently been highlighted in the media, with motorists complaining of rule-breaking bicyclists and bicyclists complaining about inconsiderate motorists. Salt Lake City hopes to address this need with stepped-up and appropriate enforcement of bicycle-related traffic laws, leading to a traffic-ticket diversion program with Safe Cycling (Traffic 101) classes.

* 85c.

Although all of Salt Lake City's schools are participating in route planning for walking/biking through the Utah Safe Routes to School program, bicycle safety education is not provided in many of our schools. The Salt Lake City Bicycle Collective provides after-school and extracurricular programs for youth, but these do not reach all schoolchildren. Some of our schools have recently banned biking to school. Salt Lake City needs to ensure that bicycle safety education is a routine part of our public education, and to establish a pilot program for a bicycle-focused Safe Routes to School education/encouragement program.

* 86. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

Yes

No

* 86a. If yes, describe.

Bicycle program staff will seek to improve the bicycle parking ordinance as part of our upcoming sustainability ordinance revisions. On-street bicycle parking may be useful at the Gallivan Center's Twilight Concert series.

* 87. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?

Yes

No

* 87a. If yes, describe.

The application provided a good opportunity to engage the broader community in critiquing our progress on the 5 Es. This application was truly a collaborative process, with our new bicycle/pedestrian coordinator tapping the combined knowledge of advocates, community partners, and other city departments. The application's increased focus on the bicycle safety education aspect of the Safe Routes to School Program also helped us to identify this as a key need in Salt Lake City. The application also reinforced our interest in providing bicycle boulevards and other facilities to accommodate bicyclists who may not be comfortable with bike lanes on arterial streets. One additional question that the application didn't ask -- Does your community have a commercial airport? YES Describe the bicycle access to the airport. Salt Lake City's airport is accessible by a shared-use path that is open during the day and into the evening. It is closed at night; earlier in the winter than in the summer. Bicycle commuters to the airport or destinations on either side of the airport can request keycard access with a security clearance to access the path at night. The airport bicycle route is clearly shown on the Salt Lake City bicycle map, with details of access.

LEAGUE OF AMERICAN BICYCLISTS



Bicycle Friendly Community Application

Name of Community

- * Name of Community
Tempe
- * State
 Arizona
- * Mayor or top elected official
Hugh Hallman
- * Phone
480-350-8865
- * Email
hugh_hallman@tempe.gov
- * Address
31 E. Fifth Street
- * Website
www.tempe.gov

Applicant Profile

- * Applicant Name
Sue Taaffe
- * Title
Community Outreach/Marketing Coordinator
- * Employer
City of Tempe
- * Address
31 E. Fifth Street, 2nd floor
- * City
Tempe
- * State
 Arizona
- * Zip
85281
- * Phone
480-350-8663
- * Email
sue_taaffe@tempe.gov

Community Profile

The data in this section is gathered by the U.S. census. Click [here](#) to find the most recent information on your community.

* 1. Type of Jurisdiction

- Town/City/Municipality**
- County**
- Metropolitan Planning Organization or Council of Governments**
- Regional Planning Organization**
- Rural Planning Organization**
- Indian Nation**
- Other**

If other, describe

- * 2. Population
172589
- 3. Square milage of community
- * Total area
40
- * Water area
3
- * Land area
37
- * 4. Population Density
4399

5. Climate

- * Average temperature for January
68
- * Average temperature for April
85
- * Average temperature for July
104
- * Average temperature for October
89
- * Average precipitation for January
1.01
- * Average precipitation for April
.25
- * Average precipitation for July
.89
- * Average precipitation for October
.85

* 6. Median Household Income
49173

7. Age distribution

- * % under 5
5.4
- * % age 6-17
6.2
- * % age 18-64
80.8
- * % age 65+
7.6
- * Totals
100

8. Race

- * % White
79.7
- * % Black or African American
3.9
- * % American Indian and Alaskan Native
3.0
- * % Asian
6.4
- * % Native Hawaiian and Other Pacific Islander
.2
- * % Some other race
4.0
- * % One race
97.20000000000001
- * % Two or more races
2.8
- * Totals
100.00000000000001
- * % Hispanic or Latino (of any race)
22.4

* 9. What is the name of your community's bicycle program manager?

Eric Iwersen

* 10. In which department does your bicycle program manager work?

- Engineering/public works**
- Planning**
- Parks and Recreation**
- Transportation**
- Other**

If other, describe

* 11. Are you the Bicycle Program Manager?

- Yes**
- No**

* Bicycle Program Manager Phone

480-350-8810

* Bicycle Program Manager Email

eric_iwersen@tempe.gov

* 12. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?

- 10% or less**
- 10-25%**
- 25-50%**
- 50-75%**

75-100%

* 13. How many government employees, expressed in full-time equivalents, work on bicycle issues in your community?

25

* 14. Do you have a [Bicycle Advisory Committee](#)

Yes

No

* 14a. How often does it meet?

Monthly

Every two months

Quarterly

Annually

Other (describe)

If other, describe

* 14b. How many members serve on the committee?

15

* 14c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee?

User group

Law enforcement

Chamber of commerce

Public health

Planning department

Transportation department

School board

Parks department

Recreation department

Transit agency

Other (describe)

If other, describe

* 14d. Name of Bicycle Advisory Committee Chair

David Strang

* Email of Bicycle Advisory Committee Chair

dstrang@cox.net

* 15. Is there a bicycle advocacy group(s) in your community?

Yes

No

15a. What is the name of the advocacy group(s) (if more than one, list them all)

Tempe Bicycle Action Group; Bicycle Saviours; Coalition of Arizona Bicyclists; ASU Bike Co-op

* 15b. Are any of them working with you on this application?

Yes

No

* 15c. List the name of the primary group:

Tempe Bicycle Action Group

* 15d. Does this group have paid staff?

Yes

No

* 15e. Do you contract with this group for any services or programs?

Yes

No

* 15f. Who is the primary contact for them?

Ryan Guzy

* 15g. Email of primary contact of advocacy group

ryan@biketempe.org

* 16. What are the primary reasons your community has invested in bicycling?

Improved quality of life

Improving public health

Community connectivity

Transportation options

Climate change concerns

Decrease traffic congestion

Increase tourism

Increase property values

Cooperation with adjacent communities

Public demand

Economic development

Traffic safety

Other (describe)

If other, describe

17. What was your community's most significant investment for bicycling in the past year?

Completed in 2010, the Western Canal Multi-use Path Project connects Tempe with the cities of Phoenix, Mesa and Chandler completing a critical link in the Valley's pedestrian freeway. It links four public parks, three schools, numerous recreational facilities and employment centers and dozens of retail outlets. It converted miles of nearly unusable unpaved maintenance roads with high transmission power lines into a shaded, accessible linear park and public amenity. The path was designed in response to public interest in providing new opportunities for bicyclists, joggers and pedestrians to enjoy amenities and recreational opportunities. In September, it received the prestigious Valley Forward Crescordia Award thereby acknowledging Tempe's commitment to improve bicycle facilities.

18. What specific improvements do you have planned for bicycling in the following year?

Tempe plans to complete two projects in 2011. They include Crosscut Canal Multi-use Path Phase II and Rio Salado Multi-use Path Project extension. The Crosscut Canal Multi-use Path Phase II includes a paved path facility, landscaping, lighting, and a public art element. The project will serve to consolidate trails in Papago, Hallman and Moeur parks and help preserve this fragile piece of Sonoran Desert while also protecting a naturalized riparian system along a portion of the route where the canal is unchannelized. The Rio Salado Multi-use Path will extend the linear park and pathway system in the Rio Salado area. It provides path linkages on the south bank and other portions of the Town Lake. The project involves creating a concrete, lighted and landscaped path facility with art.

[Engineering](#)

19. Does your community have

a [complete streets policy](#)?

a bicycle accommodation policy (a policy that requires the accommodation of cyclists in all new road construction and reconstruction and resurfacing)?

Neither

19a. When was it adopted

2003

19b. Provide a link or attach a copy of this legislation or policy.

www.tempe.gov/generalplan See section VI, Transportation.

19c. How was it adopted?

Legislation

Resolution

Internal Policy

Other

If other, describe

19d. What tools are in place to ensure implementation?

Implementation Guidance

Design

Manual

Training

Other

If other, describe

20. How do you ensure your engineers and planners accommodate cyclists according to [AASHTO](#) and [MUTCD](#) standards?

Training

Offer [FHWA/NHI Training Course](#)

Hire Outside consultants to train staff

Send staff to [bicycle-specific conferences/training](#)

Require project consultants to have bike/ped qualifications

Internal training or [design manual](#)

20a. Describe each checked

Staff are offered training via webinars, in-class courses that focus on bicycle standards in accordance with standards produced by AASHTO and the MUTCD.

* 21. What percentage of bridges and tunnels in your community are accessible to bicyclists?

100

21a. What are the exceptions?

n/a

* 22. How do you ensure there are end-of-trip facilities for bicyclists?

Bike parking ordinance

Bike parking ordinance for all new developments

Ordinance requiring showers and lockers

Building accessibility ordinance

On street bike parking

[Ordinance that allows bike parking to substitute for car parking](#)

Standards for bicycle parking that conform to [APBP guidelines](#)

Other

If other, describe

23. How many bike parking spaces are there in your community?

23a. Bike racks

5000

23b. Bike lockers

1000

23c. Bike depot (i.e. [Bikestation](#))

1

23d. In-street bike parking

0

24. Approximately what percentage of these locations have bike racks or storage units?

24a. Schools

91-100%

24b. Libraries

91-100%

24c. Transit Stations

91-100%

24d. Parks & Recreation Centers

61-75%

24e. Government buildings

61-75%

24f. Office buildings

76-90%

24g. Shops

61-75%

24h. Public Housing

91-100%

* 25. Does your community have transit service?

Yes

No

* 25a. Are buses equipped with [bike racks](#)?

Yes

No

25b. What percentage?

91-100%

25c. Are bikes allowed inside transit vehicles?

Yes

Sometimes

No

If yes or sometimes, describe

Tempe's transit vehicle racks can accommodate 2 or 3 bikes depending on the fleet in service. If the bike racks are full, it is up to the bus operator to determine if there is sufficient room inside the bus for the bicyclist and the bicycle.

* 26. What is the mileage of your total road network?

1250

* 27. What is the mileage of your total shared-use path network?

27

28. List your current and planned bicycle accommodations?

a. [Bike lanes](#)

Current Miles

140

Planned Miles

2

b. [Shared lane markings](#)

Current Miles

0

Planned Miles

2

c. [Bike boulevards](#)

Current Miles

0

Planned Miles

0

d. Signed bike routes

Current Miles

30

Planned Miles

0

e. Paved shared use paths

Current Miles

22

Planned Miles

5

f. Natural surface shared use paths

Current Miles

5

Planned Miles

0

g. [Singletrack](#)

Current Miles

0

Planned Miles

0

* 29. What other innovative ways have you improved on-road conditions for bicyclists?

[Road diets](#)

[Area wide traffic calming](#)

[Cycle tracks](#)

[Contra-flow bike lanes](#)

Speed limits 20 mph or less on residential streets

Bike cut thrus

[Way-finding signage with distance and/or time information](#)

None

Other

If other, describe

* 30. What percentage of arterial streets have bike lanes or paved shoulders?

30

* 31. What percentage of natural surface, trails and singletrack are open to bicyclists?

100

31a. What are the exceptions?

n/a

32. What maintenance policies or programs ensure *bike lanes* and *shoulders* remain usable and safe?

* 32a. Street sweeping

More than other travel lanes

Same as other travel lanes

Weekly

Monthly

Quarterly

Annually

Never

Other

If other, describe

* 32b. Snow clearance

Before other travel lanes

Same time as other travel lanes

Within 48 hours of storm

Never

Other

Not applicable

If other, describe

* 32c. Pothole maintenance

Within 24 hours of complaint

Within one week of complaint

Within one month of complaint

Never

Other

If other, describe

32d. Other Maintenance policies or programs for bike lanes and shoulders (describe)

n/a

33. What maintenance policies or programs ensure *shared-use paths* remain safe and usable?

* 33a. Path sweeping

Weekly

Monthly

Quarterly

Annually

Never

Other

If other, describe
* 33b. Vegetation maintenance

Weekly

Monthly

Quarterly

Annually

Never

Other

If other, describe
* 33c. Snow clearance

Before roadways

Same time as roadways

Within 48 hours of storm

Never

Other

Not applicable

If other, describe
* 33d. Surface repair

Within 24 hours of complaint

Within one week of complaint

Within one month of complaint

Never

Other

If other, describe
33e. Other Maintenance policies or programs for shared-use paths (describe)

The city recently purchased a pathway sweeper specifically dedicated for Tempe's bike paths and off road shared-use paths. There is also a separate maintenance program schedule for sweeping bike paths.

* 34. How do you accommodate cyclists at intersections in your community?

All /Most signals are timed for bicyclists

All /Most signals are timed

[Loop detector markings](#)

[Video detection](#)

[Advance stop line or Bike Box](#)

[Bicycle signal heads](#)

Other

None of the above

If other, describe

Tempe has about 60 specialized push buttons located curbside at many intersections.

* 35. Are there other infrastructure improvements in your community to promote bicycling?

Yes

No

If yes, describe

Tempe has two bicycle and pedestrian bridges that connect neighborhoods, public parks and schools on two sides of the US 60 freeway with each other. There are also two locations at arterial street intersections in Tempe with special colorized asphalt treatments for bicyclists. And finally, as part of the Western Canal Multi-use Path Project, the city installed two HAWK (High Intensity Activated CrossWalk) bicycling/pedestrian crossing signals at two mid-block crossings in Tempe.

Education

* 36. Do schools in your community offer a [Safe Routes to School](#) (or comparable) program that includes bicycling education?

Yes

No

What percentage of schools in your jurisdiction participates?

- a. Elementary (percentage)
- b. Middle School (percentage)
- c. High School (percentage)

0

* 37. Outside of schools, how are children taught safe bicycling skills?

Youth bike clubs

[Bike clinics or rodeos](#)

Youth recreation programs

Helmet fit seminars

[Safety town](#)

Trail riding classes

Other

None of the above

If other, describe

* 38. Do you have a [diversion program](#) for cyclists or motorists?

Yes

No

If yes, describe

Individuals (both cyclists and motorists) who commit violations can get their fees waived by attending a bicycle education class offered in partnership with Arizona State University and the city of Tempe.

* 39. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely?

Public service announcements

Community newsletter article

New resident packet

Utility bill insert

Bicycle ambassador program

Newspaper column/blog on bicycling

Dedicated bike page on community Web site

Billboards

Share the Road Signs

Share the road information in driver's education

Other

None of the above

If other, describe

40. What of the following options are available on a regular basis to your community?

* 40a. [Traffic Skills 101](#) (or equivalent) classes -- including classroom and on-bike instruction.

Weekly

Monthly

Quarterly

Annually

Never

Other

If other, describe

* 40b. Cycling Skills classes -- three to four hour classroom training courses

Weekly

Monthly

Quarterly

Annually

Never

Other

If other, describe

* 40c. Commuter classes - one/two hour classes

Weekly

Monthly

Quarterly

Annually

Never

Other

If other, describe

* 41. Has your community hosted a [League Cycling Instructor seminar](#) in the past two years?

Yes

No

* 42. How many [League Cycling Instructors](#) are there in your community?

10

43. List active League Cycling Instructors (active means they have taught at least one class during the past 12 months).

Tom Tomczyk and Ryan Guzy

44. Does your community have driver training for any of the following professional drivers that include information on sharing the road with cyclists?

City staff

Taxi drivers

Transit operators

School bus operators

Delivery drivers

Other

* If other, describe

* 44a. If yes to any of the above, describe the program.

The city's bus contractor, Veolia Transportation, conducts periodic driver training. Aspects of the training include reminders and demonstrations on how to visually scan the road all times, watching for blind spots, watching for pedestrians and cyclists and anticipating the unexpected.

* 45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations.

Tempe is committed to providing bicycling resources to all its residents. These efforts include providing bicycle maps at community centers, offering transit and bicycle educational outreach to all schools in Tempe and providing free helmets at the annual Tour de Tempe community bike ride.

* 46. Are there other education efforts in your community to promote bicycling?

Yes

No

* 46a. If yes, describe

Tempe staff provide literature and offer bike demonstrations to Arizona State University students and local schools. Share the Road brochures and local Tempe bicycle maps are widely distributed throughout the community.

Encouragement

* 47. How do you promote [National Bike Month](#)?

City Proclamation

Community Ride

Mayor-led Ride

Public Service Announcements

Publish a guide to Bike Month Events

Bike Month Web site

Commuter Challenge

Commuter Breakfasts

Trail construction or maintenance day

Other

No promotion

* If other, describe

* 48. How many people participate in [Bike Month](#) events?

350

* 49. How do you promote bicycling outside of [National Bike Month](#)?

Community Ride

Mayor-led Ride

Public Service Announcements

Trail construction or maintenance day

[Summer Streets/Ciclovia/Sunday Parkways](#)

Commuter Challenge

Commuter Breakfasts

Other

No promotion

* If other, describe

Each October, more than 1,000 people participate in the Tour de Tempe community bike ride. All activities are free and include 12-mile community ride; T-shirts for the first 800 riders; breakfast foods and coffee; event raffle; and helmets. Communication tools for Tour de Tempe Community bike ride include public service announcement for YouTube and Tempe web site; posters; water bill newsletters; press releases; Facebook posts; Twitter posts; paid advertisements; banners; email blast to Neighborhoods list; emails to Tempe Bicycle Action Group and local bicycle stores/organizations; email blast to ASU faculty, staff and students. Tempe also solicits nominations from the community for its annual Bike Hero Award. The award recognizes people and organizations in Tempe who are true bicycle advocates. Tempe selects an outstanding "Bike Hero" based on the level of dedication and promotion of the bicycle by an individual or organization.

* 50. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?

Yes

No

* 50a. If yes, describe

Communication tools for Bike to Work Day include: Public service announcement for YouTube and Tempe web site; posters; water bill newsletters; press releases; Facebook posts; Twitter posts; paid advertisements; banners; email blast to Neighborhoods list; email to Tempe Bicycle Action Group and local bicycle stores/organizations; email blast to ASU faculty, staff and students.

* 50b. Approximately what percentage of the community workforce do you reach?

76-90%

* 51. List the signature cycling events in your community?

Tour de Fat Tour de Tempe

* 52. Does the municipality sponsor or actively support any of these rides?

Yes

No

* 52a. If yes, how?

Tour de Fat: The annual festival, hosted by Colorado-based New Belguim Brewing Co., is a celebration of bikes and beer. Named after the company's popular Fat Tire brew the Tempe event draws one of the biggest crowds on the tour, with more than 10,000 people last year. The point is to get people out of their cars and onto bicycles, and raises money for Valley-based bike organizations. Source: azcentral.com. Although the city of Tempe is not a sponsor of this event, we do promote it using Twitter, Facebook and web site information. Tour de Tempe: Each October, more than 1,000 people participate in the Tour de Tempe community bike ride. All activities are free and include 12-mile community ride; T-shirts for the first 800 riders; breakfast foods and coffee; event raffle; and helmets. Communication tools for Tour de Tempe Community bike ride include: - Public service announcement for YouTube and Tempe web site - Posters - Water bill newsletters - Press releases - Facebook posts - Twitter posts - Paid advertisements - Banners - Email blast to Neighborhoods list - Emails to Tempe Bicycle Action Group and local bicycle stores/organizations - Email blast to ASU faculty, staff and students

* 53. Does your local tourism board promote bicycling in your area?

Yes

No

* 53a. If yes, how?

The local tourism office promotes Tempe's bike facilities to its visitors. There is a page on their web site that includes a bullet point about Tempe's bike paths: <http://www.tempetourism.com/things-to-do/tempe-outdoor-recreation.aspx> They also promote bicycling, especially paths around Tempe Town Lake, and The Bicycle Cellar to visitors in their visitor's center. They also promote the ease of bicycling in Tempe to travel agents when they make sales calls.

* 54. Are there cycling organizations in your area?

Recreational Bike Clubs

Mountain Bike Clubs

Friends of the Trail Groups

National Mountain Bike Patrol

Racing Clubs or Teams

Bicycle Co-ops

Other

None

* If other, describe.

Tempe Bicycle Action Group and Coalition of Arizona Bicyclists

* 54a. For each type of club checked, list names of the organizations.

1) Recreational Bike Clubs: Car Resistance Action Party 2) Mountain Bike Clubs: Mountain Bike Association of Arizona 3) Bicycle Co-ops: Bicycle Saviours, ASU Bike Co-op

* 55. How many [specialty bicycle retailers](#) (i.e shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

9

* 55a. List their names.

Tempe Bicycle (3 locations); REI; Domenic's 2 Wheelers; Landis Cyclery; Ehrhardts; The Urban Commuter; The Bicycle Cellar

* 56. Which of these bicycling areas or facilities do you have in your community?

BMX track

Velodrome

Cyclocross course

Mountain bike park

Pump Tracks

Other

None

* If other, describe.

* 57. Is there a skatepark in your community?

Yes

No

* 57a. If yes, do bikes have access to the skatepark?

Always

Sometimes

Never

* 58. Are there opportunities to rent bicycles in your community?

Yes

No

* 59. Does your community have a bike sharing program?

Yes

No

59a. If yes, of what use is it?

Public use

Private institution

Other

* If other, describe

* 60. Do you have any current [Bicycle Friendly Businesses](#) in your community?

Yes

No

* 60a. If yes, list the names of the businesses.

* 61. Does your community have youth recreation and/or intervention programs centered around bicycling?

[Recycle a Bicycle](#)

[Trips for Kids chapter](#)

[Earn a Bike program](#)

Co-op or Community Cycling Center

Other

None

* If other, describe

* 62. What mapping and route finding information is available for your community which has been updated in the last 18 months?

Online route finding service

Online map

Printed on-road bike-routes map

Printed mountain bike trails map

Other

None available

* If other, describe

* 63. Does your community have other programs or policies to encourage cycling?

Yes

No

* 63a. If yes, describe

The city of Tempe spends about \$50,000 a year in paid advertising on azcentral.com, statepress.com, azfamily.com, Arizona Republic and State Press to promote bicycling and transit use throughout the community.

Enforcement

* 64. How does your police department interact with the local cycling community?

A police officer is an active member of bicycle advisory committee

Identified law-enforcement point person to interact with cyclists

No current formal interaction

Other

* If other, describe

* 65. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists?

Basic academy training

[International Police Mountain Bike Association](#) or Law Enforcement Bicycle Association training

[National Highway Traffic Safety Administration Law Enforcement Training](#)

Completion of [Smart Cycling course](#) by Police

Presentation by League Cycling Instructor or local cyclist

Institute for Police Training and Development bicycle training

Other

No training currently offered

* If other, describe

Tempe mandates a 20 hour certification class related to bicycle training for its officers.

* 66. What enforcement campaigns are targeted at improving cyclist safety?

Helmet/light giveaways

Targeting motorist infractions

Targeting cyclist infractions

Share the road campaigns

Other

None of the above

* If other, describe

* 67. Do you have police department employees on bikes?

Yes

No

* 67a. If yes, what percentage of police department employees is on bike?

4

* 68. Are there any other public safety (e.g. fire department or EMS) employees on bikes?

Yes

No

* 68a. If yes, what percentage of safety department employees is on bike?

* 69. Do your local ordinances treat bicyclists [equitably](#)? (examples can be found on the [BFC resources page](#)).

There are specific penalties for failing to yield to a cyclist when turning. It is illegal to park or drive in a bike lane (intersections excepted)

There are penalties for motor vehicle users that 'door' cyclists

There is a ban on cell phone use while driving.

There is a ban on texting while driving.

- The community uses photo enforcement for red lights and/or speed
- There is a state or local law that requires cyclists to use sidepaths regardless of their usability.
- There is a state or local law that requires cyclists to use bike lanes where they are provided.
- Cyclists are required to ride as far to the right of the road as practicable without exceptions listed in [Uniform Vehicle Code](#).
- There is a general restriction on bicyclists riding on the sidewalk.
- There are local or school policies that restrict youths from riding to school.
- None of the above
- Additional information on any of the above mentioned ordinances as it pertains to your community.

* If Additional Information, describe

* 70. Are there any additional prohibitions or restrictions on cyclists in your community?

Yes

No

* 70a. If yes, describe

* 71. Does your community have other programs or policies to enforce safe cycling?

Yes

No

* 71a. If yes, describe

At the beginning of each semester, Tempe Police conduct "sweeps" to educate cyclists and motorists on local bicycle laws. During the first two weeks of each semester, violators are issued warnings. After the "sweep" phase, citations are then issued.

Evaluation and Planning

* 72. What is the most current journey-to-work data for your community? (this percentage can be found in the [U.S. Census or the American Community Survey](#))

3.7

* 73. What additional information do you have on bicycle use for your community?

There are over 20,000 bicyclists on the Arizona State University Tempe campus each day.

* 74. How many cyclist/motor vehicle fatalities have occurred in your community in the past five years?

5

* 75. How many cyclist/motor vehicle crashes have occurred in your community in the past five years?

936

* 76. Do you have a specific plan or program to reduce these numbers?

Yes

No

* 76a. If yes, provide the link to the plan or describe.

* 77. Does your community have a bicycle plan?

Yes

No

* 77a. When was it passed or most recently updated?

2008

* 77b. Is there a dedicated funding source for implementation?

Yes

No

* 77c. If yes, describe.

As approved by Tempe voters in 1996, a minimum one percent of the half a cent dedicated transit sales tax is specifically for bicycle and pedestrian related projects.

* 77d. What percentage of the plan has been implemented?

50%

* 77e. Are you meeting annual target goals for implementation?

Yes

No

* 77f. Provide a link to the plan or describe.

<http://www.tempe.gov/tim/PDFs/CompTranPlanMarch2008.pdf> See section on Bikeways and Multi-use Paths

* 78. Do you have a trails master plan that addresses mountain bike access?

Yes

No

* 78a. If yes, provide the link to the plan or describe.

* 79. Is there [formal cooperation](#) between the mountain biking community and the community recreation and planning staff?

Yes

No

* 79a. If yes, describe.

Representatives from the Mountain Bike Association of Arizona are members of the Transportation Commission Multi-Modal, Planning and Project Review Subcommittee.

* 80. Do you have [trip reduction ordinances, policies or programs](#)?

Yes

No

* 80a. If yes, describe.

Tempe's Trip Reduction Program was created in response to a 1988 Air Quality Bill that mandates a Trip Reduction Program (TRP) for employers with 50 or more employees. Tempe offers numerous alternative mode options and incentives to its employees to be in compliance with the County. Employee incentives include a bike stipend program, free transit passes, carpooling rewards and clean air challenge prizes.

* 81. Have you done an [economic impact study](#) on bicycling in your community?

Yes

No

* 81a. If yes, describe.

* 82. Do you have a mechanism to ensure facilities, programs and encouragement efforts are implemented in traditionally underserved communities?

Yes

No

* 82a. If yes, describe.

Most of Tempe's federally funded projects are targeted for implementation in underserved populations within the community.

* 83. Does your community have other programs or policies to evaluate and/or plan bicycling conditions, programs, and facilities in your community?

Yes

No

* 83a. If yes, describe.

Annual bicycle counts are conducted throughout targeted portions of the city to determine bicycle usage.

[Final Overview](#)

84. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?

* 84a.

The Downstream Dam Tempe Town Lake Pedestrian Bridge is being constructed for commuters, walkers, runners and bicyclists to enjoy the Town Lake. The Pedestrian Bridge offers a much needed link to the north side of the lake. Tempe cares about the environment and this bridge will be one more alternative for people who want to get around without a car.

* 84b.

Public art is an integral part of Tempe's bikeway system. All of the bike/pedestrian bridges and multi-use path projects include an art element. The art reflects the character of the community and adds a sense of connectivity between the bicycle and the man made environment.

* 84c.

Tempe has an historical 40-year commitment to improving bicycling facilities. In 1971, Tempe was the first city in Arizona to build a bike lane and in 1974, Tempe adopted its first bicycle plan.

85. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?

* 85a.

Continue to lower vehicular speed limits and calm traffic, and in some cases remove lanes of automobile travel lanes.

* 85b.

Continue to build Tempe's bike system in order to increase the mode share for bikes and decrease the rate for single occupancy vehicle driving.

* 85c.

Integrate bicycle facilities on high volume arterial streets and in underserved areas and populations in Tempe.

* 86. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?

Yes

No

* 86a. If yes, describe.

* 87. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?

Yes

No

* 87a. If yes, describe.

Our city needs to explore the idea of constructing bike boxes and bicycle boulevards and expand the amount shared-lane markings.