For the last twenty years, the City of Tempe has been a leader within the state in bicycle facility planning, bicycle education, and citizen involvement in bicycle issues. The City adopted the first comprehensive bicycle plan in the Phoenix metropolitan area in September 1973. In 1986, the Tempe Bicycle Advisory Committee, the first local citizen advisory committee devoted to bicycling issues, was established.

As part of its ongoing process to improve the quality and quantity of bicycle facilities in Tempe, the City and the Bicycle Advisory Committee updated its bicycle plan in 1991. Recently, the Bicycle Advisory Committee completed another update of the plan in 1995. This executive summary of the 1995 plan update describes proposed plans to improve bicycle facilities in Tempe. Prior to introducing these plans, this summary provides background information on City of Tempe demographics, land use, existing policies, facilities and implementation strategies, and bicycle planning public involvement process.

**Background**

- **Demographics and Land Use.** With a 1990 census population of 141,865, the City of Tempe has the highest percentage (4.6%) of people who commute to work by bicycle in the region. The City encompasses 39.32 square miles. The major employment centers and the majority of the population are located north of Baseline Road with the largest concentration of people and jobs near the downtown Tempe and Arizona State University (ASU) area. At ASU, with a student population of 42,000, 21% of student trips to and from the university are made by bicycle.

- **Existing Policies.**

  Adopted policies in the 1991 Bicycle Plan and Facilities Guidelines provide the starting point for the current update. Goal statements in the 1991 Bicycle Plan provide a guide for evaluating existing conditions, generating proposed improvements, and evaluating these improvements. These goals are:

  > To make bicycling safer in Tempe.

  > To encourage the use of the bicycle as a part of the transportation system.

  > To improve the bikeway system by providing facilities for all types of bicyclists.
Adopted bicycle standards for on-street facilities, off-street facilities, signage/signal preemption, road conditions/maintenance, bridge and railroad crossings, and amenities are set forth in the 1991 Facilities Guidelines. These guidelines were also incorporated into Tempe's street classification system "Travel Ways (1994)."

**Existing Facilities and Implementation Strategies.** Figure 1 shows existing bicycle facilities as of February 1995. A definition for each type of bicycle facility is provided on page 14 of this executive summary. As shown in Table 1, the percentage of on-street bike facility miles on existing arterial street miles is 52%, and 65% for collector streets. Overall, 57% of Tempe arterial and collector streets have a bicycle facility on them.

<table>
<thead>
<tr>
<th>STREET CLASSIFICATION</th>
<th>MILES OF STREET</th>
<th>MILES OF BIKE FACILITIES</th>
<th>PERCENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterial</td>
<td>81.3</td>
<td>42.5</td>
<td>52%</td>
</tr>
<tr>
<td>Collector</td>
<td>42.1</td>
<td>27.5</td>
<td>65%</td>
</tr>
<tr>
<td>Total</td>
<td>123.4</td>
<td>70</td>
<td>57%</td>
</tr>
</tbody>
</table>

The strategy used to implement a majority of these bicycle facility improvements has been to include bicycle facilities as part of routine street resurfacing and restriping programs using funds through existing maintenance programs. Bicycle facility improvements requiring more extensive design and construction have been funded with local as well as federal grant funds.

**Public Involvement Process.**

Citizen participation is an ongoing part of the City of Tempe's bicycle planning and implementation process. This process involves staff, the Bicycle Advisory Committee, and the community at large. For this update, the Bicycle Advisory Committee, which generally holds monthly meetings, formed a subcommittee, which met a number of times to recommend projects in the plan.
After the full Committee reviewed a draft of the plan, workshops were held for ASU students, staff, and faculty and for all Tempe residents. The plan was also displayed at the Fall '94 and the Spring '95 Old Town Tempe Festival of the Arts. In addition, briefing sessions were held with three north Tempe neighborhood organizations who had prepared Neighborhood plans. All neighborhood associations were notified of the workshops. Finally, neighboring cities and the county were contacted to identify joint opportunities for facilities and to provide consistency.

Proposed Improvements

- **Proposed Short Range Plan.** As shown in Figure 2 and listed in Table 2, the Short Range Plan recommends bicycle facility projects for implementation within the next five years. The plan is intended to be revised each year in conjunction with the preparation of the City's annual budget and capital improvement program (CIP) as well as the regional Transportation Improvement Program (TIP). The short range implementation plan calls for the implementation of approximately:

  - 23 centerline miles of bicycle lanes and wide outside lanes
  - 23 centerline miles of bicycle routes
  - 3.5 centerline miles of bicycle paths.

  Some of the improvements in the short range plan are already in progress in FY 94-95 or are already provided for in the capital.

- **Proposed Long Range Plan.** As shown in Figure 3 and listed in Table 3, the Long Range Plan identifies recommended bicycle improvement projects for implementation within the next 6 to 20 years. These projects are high cost improvements and generally require coordination with other outside agencies (such as the Arizona Department of Transportation) to implement. The Long Range Plan calls for implementation of approximately:

  - 3 grade separated crossings.
  - 2.25 centerline miles of bicycle lanes and wide outside lanes.
  - 1.5 centerline miles of bicycle routes.
  - 14 centerline miles of bicycle paths.
<table>
<thead>
<tr>
<th>Map Proj. #</th>
<th>Project Description</th>
<th>Location</th>
<th>Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>College Ave. from Curry to Gilbert</td>
<td></td>
<td>Bike lanes</td>
</tr>
<tr>
<td>2</td>
<td>Weber Dr. from College Ave. to Scottsdale Rd.</td>
<td></td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>3</td>
<td>Weber Dr. from Scottsdale Rd. to Indian Bend Wash</td>
<td></td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>4</td>
<td>Old Mill Ave. Bridge</td>
<td></td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>5</td>
<td>Rio Salado Pkwy from Farmer to Rural Rd.</td>
<td></td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>6</td>
<td>1st St. from McClintock Dr. to Price Fwy</td>
<td></td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>7</td>
<td>Hardy Dr. from Rio Salado Pkwy to 5th St.</td>
<td></td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>8</td>
<td>Price Fwy Frontage Roads from 1st St. to University Dr.</td>
<td></td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>9</td>
<td>University Dr. from Hohokam Expressway to Mill Ave.</td>
<td></td>
<td>Restripe for Bike Lanes</td>
</tr>
<tr>
<td>10</td>
<td>University Dr. from Mill Ave. to Rural Rd.</td>
<td></td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>11</td>
<td>University Dr. from Rural Rd. to Evergreen Dr.</td>
<td></td>
<td>Restripe for Bike Lanes</td>
</tr>
<tr>
<td>12</td>
<td>Roosevelt St. from University Dr. to 13th St.</td>
<td></td>
<td>Bike Route</td>
</tr>
<tr>
<td>13</td>
<td>13th St. from Priest Dr. to Mill Ave.</td>
<td></td>
<td>Bike Route</td>
</tr>
<tr>
<td>14</td>
<td>Lemon St. from Terrace to McClintock, Don Carlos Ave. from McClintock to River Dr., River Dr. to Escalante Park, Escalante Park to Lola Ln (Bike Path), Orange St. from Lola Ln to Victory Lane Crossing, Victory Dr. from Freeway Crossing to Evergreen Dr., Evergreen Dr. from Victory Dr. to Tempe Canal</td>
<td></td>
<td>Bike Route</td>
</tr>
<tr>
<td>15</td>
<td>Spence Ave. from Rural to McAllister Ave. (ASU)</td>
<td></td>
<td>Bike Path</td>
</tr>
<tr>
<td>16</td>
<td>Spence Ave. from Rural Rd. to Terrace, Terrace Rd. from Spence Ave. to Apache Blvd.</td>
<td></td>
<td>Bike Lane</td>
</tr>
<tr>
<td>17</td>
<td>West Rio Salado Dam</td>
<td></td>
<td>Bike Lane</td>
</tr>
<tr>
<td>18</td>
<td>Alameda Dr. from I-10 to Price Fwy</td>
<td></td>
<td>Bike Route</td>
</tr>
<tr>
<td>19</td>
<td>Country Club Way from Alameda to Superstition Fwy</td>
<td></td>
<td>Bike Route</td>
</tr>
<tr>
<td>20</td>
<td>Priest Rd. from Southern Ave. to Highline Canal</td>
<td></td>
<td>Restripe to Bike Lanes</td>
</tr>
</tbody>
</table>
### Table 2
**Proposed Short Range Bicycle Plan Project List**

<table>
<thead>
<tr>
<th>Map Proj.#</th>
<th>Project Description</th>
<th>Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>Manhattan Dr. from Priest to Roosevelt, Roosevelt St. from Manhattan to Southern Ave.</td>
<td>Bike Route</td>
</tr>
<tr>
<td>22</td>
<td>College Ave. and Superstition Fwy (Reconstruction)</td>
<td>Grade-Separated Crossing</td>
</tr>
<tr>
<td>24</td>
<td>Baseline Rd. and Western Canal</td>
<td>Canal Crossing Treatment</td>
</tr>
<tr>
<td>26</td>
<td>Baseline Rd. from College Ave. to Price Fwy</td>
<td>Wide Outside Lane</td>
</tr>
<tr>
<td>27</td>
<td>Highline Canal from Priest Dr. to Mineral Rd.</td>
<td>Bike Path</td>
</tr>
<tr>
<td>28</td>
<td>Highline Canal and Guadalupe Rd.</td>
<td>Canal Crossing Treatment</td>
</tr>
<tr>
<td>29</td>
<td>Guadalupe Rd. from Highline Canal to Kyrene Rd.</td>
<td>Restripe to Bike Lanes</td>
</tr>
<tr>
<td>30</td>
<td>Guadalupe Rd. and Western Canal</td>
<td>Canal Crossing Treatment</td>
</tr>
<tr>
<td>31</td>
<td>Guadalupe Rd. and All America Way</td>
<td>Signal Study</td>
</tr>
<tr>
<td>32</td>
<td>Guadalupe Rd. from Rural Rd. to Price Fwy</td>
<td>Restripe to Bike Lanes</td>
</tr>
<tr>
<td>33</td>
<td>Watson Dr. from McClintock Dr. to Country Club Way</td>
<td>Bike Route</td>
</tr>
<tr>
<td>34</td>
<td>Country Club Way from Baseline Rd. to Western Canal</td>
<td>Bike Route</td>
</tr>
<tr>
<td>35</td>
<td>Price Fwy Frontage Rd. from Baseline Rd. to Western Canal</td>
<td>Wide Outside Lane</td>
</tr>
<tr>
<td>36</td>
<td>Elliot Rd. and Highline Canal</td>
<td>Canal Crossing Treatment</td>
</tr>
<tr>
<td>37</td>
<td>Elliot Rd. and Western Canal</td>
<td>Canal Crossing Treatment</td>
</tr>
<tr>
<td>38</td>
<td>Priest Dr. from Elliot Rd. to Ray Rd.</td>
<td>Wide Outside Lane</td>
</tr>
<tr>
<td>39</td>
<td>Hardy Dr. from Grove Pkwy to Knox Rd.</td>
<td>Bike Route</td>
</tr>
<tr>
<td>40</td>
<td>Terrace Rd. from Carver Dr. to Warner Rd.</td>
<td>Bike Route</td>
</tr>
<tr>
<td>41</td>
<td>Secretariat Dr. from Lakeshore Dr. to Los Feliz Dr.</td>
<td>Bike Route</td>
</tr>
<tr>
<td>42</td>
<td>Los Feliz Dr. from Elliot Rd. to Hazelton Ln., Hazelton Ln. to Calle de Caballos Dr., Calle de Caballos Dr. east to McClintock Dr., Los Feliz Dr. from Calle de Caballos Dr. to Warner Rd.</td>
<td>Bike Lane</td>
</tr>
<tr>
<td>43</td>
<td>Warner Rd. from Priest Dr. to I-10</td>
<td>Bike Lane</td>
</tr>
<tr>
<td>44</td>
<td>Warner Rd. and Highline Canal</td>
<td>Canal Crossing Treatment</td>
</tr>
<tr>
<td>Map Proj.#</td>
<td>Project Description</td>
<td>Location</td>
</tr>
<tr>
<td>------------</td>
<td>---------------------</td>
<td>----------</td>
</tr>
<tr>
<td>45</td>
<td>Warner Rd. and Western Canal</td>
<td>Canal Crossing Treatment</td>
</tr>
<tr>
<td>46</td>
<td>Warner Ranch Dr. from Kyrene Rd. to Knox Rd., west along Knox Rd. to Lakeshore Dr., north along Lakeshore Dr. to Warner Rd.</td>
<td>Bike Route</td>
</tr>
<tr>
<td>47</td>
<td>Rural Rd. and Western Canal</td>
<td>Canal Crossing Treatment</td>
</tr>
<tr>
<td>48</td>
<td>McClintock Dr. and Western Canal</td>
<td>Canal Crossing Treatment</td>
</tr>
<tr>
<td>50</td>
<td>Rio Salado northshore, Mill Ave. to Rural Rd.</td>
<td>Bike Path</td>
</tr>
<tr>
<td>51</td>
<td>Priest Dr. connection to Grand Canal</td>
<td>Bike Path</td>
</tr>
<tr>
<td>52</td>
<td>McClintock Dr., McEllips Rd. to Curry Rd.</td>
<td>Bike Lane</td>
</tr>
<tr>
<td>54</td>
<td>Gas Line Corridor, Kiwanis Park to Rural Rd.</td>
<td>Bike Path</td>
</tr>
<tr>
<td>55</td>
<td>Gas Line Corridor, McClintock Dr. to Price Rd.</td>
<td>Bike Path</td>
</tr>
<tr>
<td>56</td>
<td>Miller Rd, Marigold Ln. to Weber Dr.</td>
<td>Bike Lane</td>
</tr>
<tr>
<td>57</td>
<td>Papago Park Trail System</td>
<td>Bike Path</td>
</tr>
<tr>
<td>58</td>
<td>14th Street, Priest Dr. to 52nd St.</td>
<td>Bike Route</td>
</tr>
<tr>
<td>59</td>
<td>19th St, Roosevelt St. to Farmer Ave. 12th St., Priest Dr. to Farmer Ave. Farmer Ave., 19th St. to 10th St. 10th Street, Farmer Ave. to Mill Ave. Ash, 10th St. to University Dr.</td>
<td>Neighborhood Bike Route</td>
</tr>
<tr>
<td>61</td>
<td>Dorsey Ln., Lemon St. to University Dr.</td>
<td>Bike Route</td>
</tr>
<tr>
<td>62</td>
<td>Evergreen Dr., University Dr. to 5th St.</td>
<td>Bike Route</td>
</tr>
<tr>
<td>63</td>
<td>Watson Dr., McClintock Dr. to Rural Rd.</td>
<td>Neighborhood Bike Route</td>
</tr>
<tr>
<td>64</td>
<td>Bell de Mar Dr., Rural Rd. to Country Club Way</td>
<td>Neighborhood Bike Route</td>
</tr>
<tr>
<td>65</td>
<td>Knox Rd., Lakeshore Dr. to Juniper Dr. Juniper Dr., Knox Rd. to La Viene Ln. La Viene Ln., Juniper Dr. to McClintock Dr. Caroline Ln., McClintock Dr. to Price Rd.</td>
<td>Neighborhood Bike Route</td>
</tr>
<tr>
<td>66</td>
<td>Western Canal, Price Fwy to Highline Canal</td>
<td>Future Improvement</td>
</tr>
<tr>
<td>67</td>
<td>Rio Salado southshore, Rural Rd. to Mill Ave.</td>
<td>Bike Path</td>
</tr>
</tbody>
</table>
TABLE 2
PROPOSED SHORT RANGE BICYCLE PLAN PROJECT LIST

<table>
<thead>
<tr>
<th>Map Proj.#</th>
<th>PROJECT DESCRIPTION</th>
<th>Location</th>
<th>Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>68</td>
<td>Rio Salado northshore, Railroad Right-of-Way to Grand Canal</td>
<td>Bike Path</td>
<td></td>
</tr>
<tr>
<td>69</td>
<td>Marigold Ln, Curry Rd. to Crosscut Canal</td>
<td>Bike Route</td>
<td></td>
</tr>
<tr>
<td>Not shown on map</td>
<td>Indian Bend Wash</td>
<td>Upgrade bike path (concrete and lighting)</td>
<td></td>
</tr>
</tbody>
</table>

> Ultimate Plan. As shown in Figure 4 and listed in Table 4, the Ultimate Plan identifies recommended bicycle improvement projects for implementation beyond 20 years. These projects may require changes in the current street configuration and represent the Committee's desire to ultimately place bicycle lanes on all major streets.

> Canal Street Crossing Concepts. To allow easier bicycle crossings at intersections of canals and major streets, six crossing concepts were suggested by the Bicycle Advisory Committee. These concepts include: cross-walk with advance signage; cross-walk with advance signage and striped left-turn lane; cross-walk with textured pavements in the median; cross-walk with raised landscape median; signalized crossing; and a grade separated overpass. The specific design at these intersections will be determined by the Transportation Division using the input from the Bicycle Advisory Committee.

> Estimated Costs and Funding Options. The estimated total cost for the proposed Short Range Plan is $2,113,000 and for the proposed Long Range Plan is $13,500,000. Some of these costs would be absorbed as part of the City's street resurfacing program. Other costs will be reviewed during the capital improvements program budget process and through various grant application cycles. Potential funding sources for these improvements include federal (ISTEA) funds, state (ADOT) funds, and local funds (HURF or other).
<table>
<thead>
<tr>
<th>Map Proj.#</th>
<th>PROJECT DESCRIPTION</th>
<th>Location</th>
<th>Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Curry Rd. from Indian Bend Wash to Mill Ave.</td>
<td></td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>2</td>
<td>Scottsdale Rd. from Curry Rd. to Salt River Bridge</td>
<td></td>
<td>Wide Outside Lanes</td>
</tr>
<tr>
<td>3</td>
<td>Mill Ave. from University Dr. to Apache Blvd.</td>
<td></td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>4</td>
<td>Terrace Rd. south of Spence Ave. to Vista Del Cerro Dr.</td>
<td></td>
<td>Railroad Crossing</td>
</tr>
<tr>
<td>5</td>
<td>Evergreen Dr. and Tempe Canal</td>
<td></td>
<td>Grade Separated Crossing</td>
</tr>
<tr>
<td>6</td>
<td>Alameda Dr. at I-10</td>
<td></td>
<td>Grade Separated Crossing</td>
</tr>
<tr>
<td>7</td>
<td>Alameda Dr. at Price Fwy</td>
<td></td>
<td>Grade Separated Crossing</td>
</tr>
<tr>
<td>8</td>
<td>5th St. and 4th St., 52nd St. to Priest Dr.</td>
<td></td>
<td>Bike Route</td>
</tr>
<tr>
<td>9</td>
<td>Link Citation Lane (East of Los Feliz Dr.) to Technology Dr.</td>
<td></td>
<td>Bike Route</td>
</tr>
<tr>
<td>10</td>
<td>Country Club Way at Superstition Fwy</td>
<td></td>
<td>Grade Separated Crossing</td>
</tr>
<tr>
<td>11</td>
<td>Link Buena Vista Dr. (East of Los Feliz Dr.) to Centennial Cir.</td>
<td></td>
<td>Bike Route</td>
</tr>
<tr>
<td>12</td>
<td>From bike route along Country Club Way through Rotary Park (bike path) and through Cole Park (bike path) to Country Club Way south of Carson Dr.</td>
<td></td>
<td>Bike Path and Bike Route</td>
</tr>
<tr>
<td>13</td>
<td>Rio Salado Bike Path, Mill Ave. to Priest Northshore, Indian Bend Wash to McClintock Northshore, McClintock Dr. to 52nd Street Southshore</td>
<td></td>
<td>Bike Path</td>
</tr>
<tr>
<td>14</td>
<td>All Railroad Right-of-Way</td>
<td></td>
<td>Bike Path</td>
</tr>
<tr>
<td>15</td>
<td>Alley South of Palmcroft Dr. (Gasline easement) from McClintock Dr. to Club Way</td>
<td></td>
<td>Bike Path</td>
</tr>
</tbody>
</table>
### TABLE 4
**PROPOSED ULTIMATE BICYCLE PLAN PROJECT LIST**

<table>
<thead>
<tr>
<th>Map Proj.#</th>
<th>Project Description</th>
<th>Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Priest Dr., Grand Canal to Rio Salado Parkway</td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>2</td>
<td>McClintock Dr. Bridge</td>
<td>Retrofit for Bike Lanes</td>
</tr>
<tr>
<td>3</td>
<td>Rural Rd., University Dr. to Baseline Rd.</td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>4</td>
<td>McClintock Rd., University Dr. to Baseline Rd.</td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>5</td>
<td>Apache Blvd., Mill Ave. to City Limits</td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>6</td>
<td>Broadway Rd., 52nd St. to City Limits</td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>7</td>
<td>Southern Ave., 48th St. to City Limits</td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>8</td>
<td>Mill Ave., Superstition Fwy to Baseline Rd.</td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>9</td>
<td>McClintock Dr., Guadalupe Rd. to Elliot Rd.</td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>10</td>
<td>Rural Rd., Western Canal to Citation Ln.</td>
<td>Bike Lanes</td>
</tr>
<tr>
<td>11</td>
<td>Elliot Rd., I-10 to Price Rd.</td>
<td>Bike Lanes</td>
</tr>
</tbody>
</table>
**Glossary**

- **AASHTO.** American Association of State Highway and Transportation Officials. AASHTO publishes bikeway design guidelines, most recently in its 1991 "Guide for the Development of Bicycle Facilities".

- **Bicycle.** Every device propelled by human power upon which any person may ride, having two tandem wheels either of which is more than 16' in diameter or having three wheels in contact with the ground any of which is more than 16' in diameter. (ARS 28-101)

- **Bicycle Facilities.** A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking facilities, maps, all bikeways, and shared roadways not specifically designated for bicycle use.

- **Bicycle Lane.** A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists.

- **Bicycle Wide Curb Lane or Wide Outside Lane.** A portion of a roadway which has been designated for shared use by bicycles and motorized traffic, characterized by a curb lane which is wide enough for bicycle and motorized traffic to be accommodated in the same lane. The bicycle wide curb lane may or may not include an edgeline stripe. the roadway width at which an edgeline stripe would be included is identified in the City's Bicycle Facilities Guidelines.

- **Bicycle Path.** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right of way or within an independent right of way. Sidewalks adjacent to roadways are not considered bicycle paths.

- **Bicycle Route.** A segment of a system of bikeways designated by the jurisdiction having authority with appropriate directional and informational markers, with or without a specific bicycle route number. A "neighborhood bike route" in the City of Tempe Bicycle Plan designates a preferred route for linking residential areas with schools and parks.

- **Bikeable Street.** A shared vehicular roadway with no signing, striping or other traffic control devices, but which is considered desirable for bicycling from operational and safety viewpoints (because of its width or volume of traffic).

- **Bikeway.** Any road, path or way which in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.
Tempe Bicycle Advisory Committee

Committee Members

Jay Alderson  Timothy Oliver
Louis Bacchi  Ed Parrish
Michael Connors  Margaret Tinsley
Monica Kast  Roger Tornow
Judy Malvestuto  Andrew Turk
Donald McTaggart  Rose Weitz
Amanda Nelson  E. Boone Williams

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