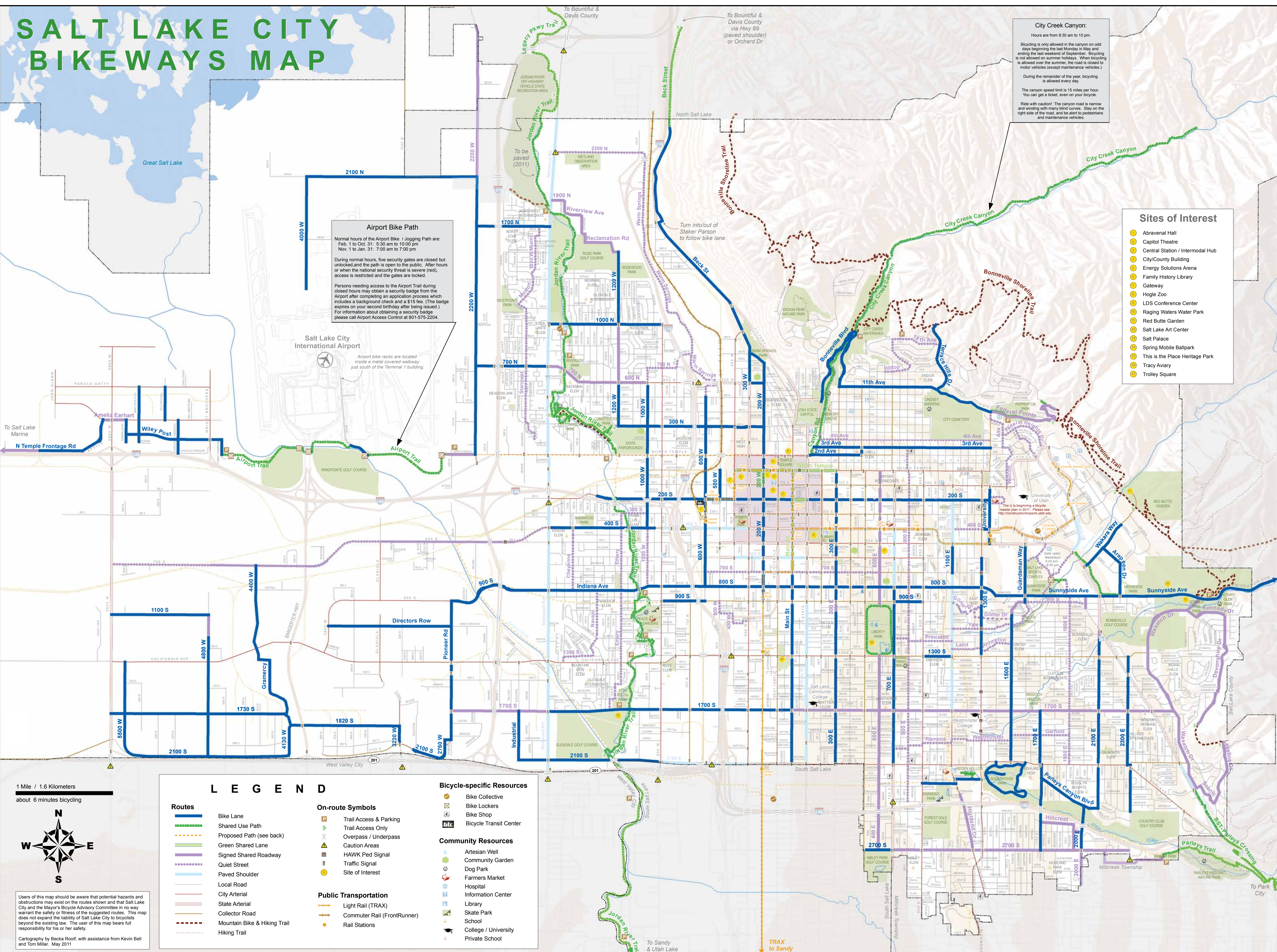
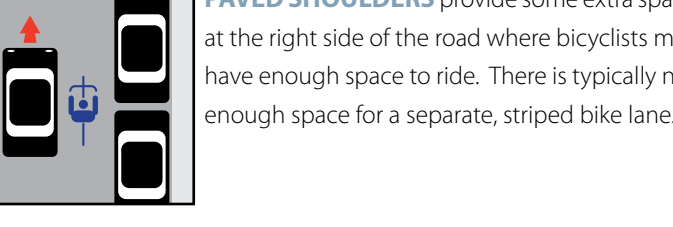
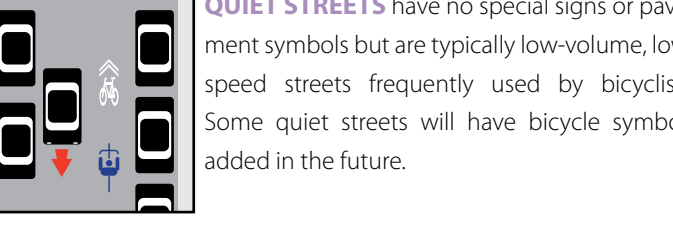
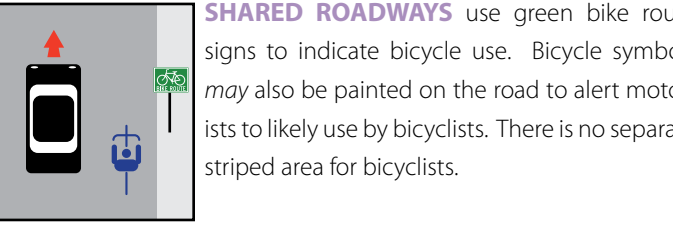
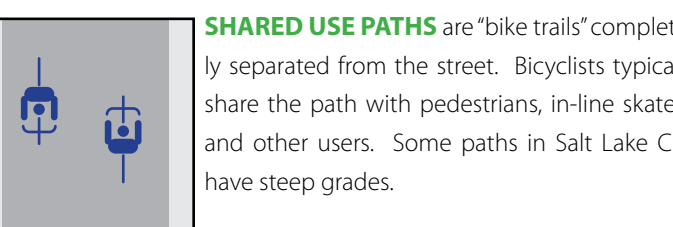
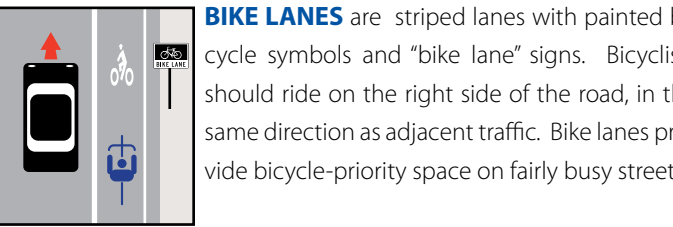


SALT LAKE CITY BIKEWAYS MAP



BICYCLE ROUTE DEFINITIONS

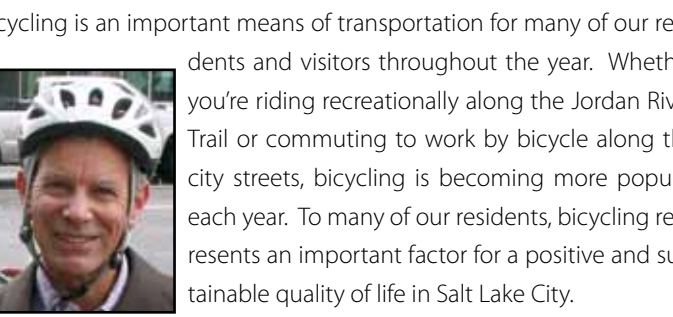


Note: Regardless of striping or signs, bicyclists should ride far enough away from parked cars to avoid opening car doors. See section on "Avoiding Hazards" on reverse side.

Map published May 2011 by the Salt Lake City Transportation Division & Mayor's Bicycle Advisory Committee.

Copies of this map are available in local bike shops and at the City/County Building Information Desk, 451 South State St. (2nd Floor), Salt Lake City, UT 84111. PDF version available online at www.slcgov.com/bike

MESSAGE FROM THE MAYOR



Bicycling is an important means of transportation for many of our residents and visitors throughout the year. Whether you're riding recreationally along the Jordan River Trail or commuting to work by bicycle along the city streets, bicycling is becoming more popular each year. To many of our residents, bicycling represents an important factor for a positive and sustainable quality of life in Salt Lake City.


As a Great American City, Salt Lake City aims to have a world-class network of urban trails and pathways connecting our foothills, downtown, Jordan River, and every neighborhood. Thanks to the Salt Lake City Council, the City has increased its funding for bikeways tenfold in the last two years. Additionally, my administration is working hard to double the number of designated bikeways and trails throughout our City over the next few years.

I invite you to join me in exploring and experiencing our city by bicycle. To keep up with our constant improvements on bikeways, visit www.slcgov.com/bike. Thank you for supporting and participating in this important mode of sustainable transportation.



Ralph Becker, Mayor




A FULL SERVICE OUTDOOR SPORTS STORE



Repairs, Parts, Rentals
Clothing and Accessories
Guide Books and Maps




WASATCH TOURING
www.wasatchtouring.com
702 East 100 South / Salt Lake City, Utah 84102 / 801-339-9361
Located close to Downtown, the University of Utah and Mountain Bike Trails
Bicycle RENTALS — Full Suspension, Road and Hybrid




702 Third Avenue
Salt Lake City, UT
801-533-8671
wildrosesports.com


CYCLES FOR DIRT

CYCLES FOR PAVEMENT




803 East 2100 South • Salt Lake City, UT 84106
(801) 484-0404 • guthriebike.com





Brewing a more
sustainable future™

Squatters Pub Brewery
801-363-BREW
147 West Broadway
Salt Lake City
www.squatters.com



DOWNTOWN AT SECOND & SECOND
177 East 200 South, Salt Lake City
Phone: 801-746-8366
Monday-Friday 10am-7pm
Saturday 10am-5pm
www.slcbike.com
PREMIUM PRODUCTS & EXCELLENT SERVICE
THE FRIENDLIEST BIKE SHOP AROUND


**MAYOR'S BICYCLE
ADVISORY COMMITTEE**

The Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) consists of dedicated residents and City employees working together to make the city more bicycle friendly. In 1977, a group of bicycling enthusiasts joined together to form a group dedicated to bicycle advocacy. In 1986, the MBAC was officially recognized by the Salt Lake City Mayor's Office. The MBAC's mission statement is: "To promote, enhance, preserve, and when necessary, create/restore physical, social, political, and economic environments where bicycling is recognized as an essential element of a clean, healthy, and vital community."

The MBAC meets monthly to work with the City to improve bicycle infrastructure, enforcement, education, participation, and evaluation of programs, and to organize events for Bike Week in early May. The committee's email list consists of more than 250 participants and serves as a primary outlet for bicycle advocacy information in Salt Lake City. The MBAC meets on the second Wednesday of every month from 5-7pm in Room 335 of the City/County Building at 451 South State St. Residents serving on the committee do so as a volunteer basis. Anyone interested in making Salt Lake more bicycle friendly is invited to attend and participate.

For more information about the MBAC, call the Mayor's Office at 801-535-7704. >> www.slcgov.com/bike

**A SILVER BICYCLE FRIENDLY
COMMUNITY**



Salt Lake City is recognized as a Silver-level Bicycle Friendly Community by the League of American Bicyclists' Bicycle Friendly Community program. Salt Lake City was first recognized as Bronze in 2007, and was promoted to Silver in 2010. The City continues to take steps to improve bicycle facilities, education, encouragement, enforcement, and policies. >> bicycletfriendlyamerica.org

COMPLETE STREETS

For many years, transportation infrastructure in the United States focused on the private automobile, often to the exclusion and detriment of bicyclists and pedestrians. Salt Lake City has joined many communities across the country in the "Complete Streets" approach.

In 2010, the Salt Lake City Council passed a "Complete Streets" ordinance requiring the City to address bicycle and pedestrian facilities on all streets, as each street is resurfaced or reconstructed, as appropriate to the volume and speed of the road. >> completestreets.org

MORE BIKE LANES?

Bike lanes provide striped, signed road space for preferential use by bicycles. Motorists may cross bike lanes to parallel park, enter a driveway, or make a turn.

When Salt Lake City resurfaces or reconstructs a roadway, transportation staff members consider whether bike lanes or other bicycle accommodation can be added as part of the project. Working within the existing width of the road, bike lanes may be added by narrowing existing lanes, reducing the number of lanes, or designating an existing shoulder as a bike lane. Sometimes bike lanes are added as a separate project.

Changing from a four-lane roadway (two lanes in each direction) to a three-lane roadway (one lane in each direction with a continuous center turn lane) increases safety for motorists, bicyclists, and pedestrians, while maintaining road capacity for motorists.

GREEN SHARED LANES

In 2008, Salt Lake City pioneered a new design in the U.S. by painting a 4-foot wide green stripe down the center of the lane on 200 South between State St. and Main St. This green band, marked with bicycle shared lane markings, links bike lanes on the east and west. Bicyclists are encouraged to take the lane in this block. The design has been a success and is now being replicated in other cities. In 2010, green shared lanes were added to Main St. and South Temple downtown.

SHARED LANE MARKINGS

Shared lane markings are used where there is insufficient width for bike lanes. These bicycle symbols painted on the road do not change the way the road functions legally, but they do remind motorists of bicyclists on the road and give bicyclists a feeling of belonging. Several miles of shared lane markings will be installed in 2011.

BICYCLE BOULEVARDS

Bicycle boulevards are low-volume streets that have been designated for bicycle use. They may divert through-traffic from the street, or improve crossings of busier streets for bicyclists while not improving crossings for motorists. Bicycle boulevards work particularly well with a grid network such as Salt Lake City's. Salt Lake City is currently considering a pilot project on 600 East.


**BIKING ETHICS & COURTESY
ON THE ROAD**

Mutual respect between bicyclists and drivers is essential for safety on the road. Bicyclists riding on the road must follow the same laws as motor vehicles, and may be subject to the same tickets and fines. Bicyclists have a legal and ethical responsibility to follow the traffic laws.

Road Respect is a new statewide public safety campaign sponsored by ZeroFatalities, the Utah Department of Transportation and the Utah Highway Safety Office.

Learn more about Road Respect and rules to live by for cars and bikes at the campaign website.

>> roadrespectutah.org



MULTI-USE TRAILS

Salt Lake City currently has 26 miles of paved multi-use trails for bicycling, walking, jogging or inline skating. In the winter, most paths may be skiable or snowshoable soon after snowstorms.

Jordan River Trail – This greenway trail follows the river, often crossing from one bank to another, sometimes on dedicated trail bridges, other times on the road. When complete, the Jordan River Trail will be a continuous, non-motorized, paved trail system along the river from its headwaters at Utah Lake to its connection with the Legacy Parkway Trail in Davis County near the Great Salt Lake - a total distance of approximately 40 miles. >> www.slcgov.com/bike (including Google Earth trail map)

Salt Lake City's portion of the Jordan River Trail includes:

- **2100 S to 200 S (3.8 miles)** – With the Fall 2009 opening of a new section of the trail under I-80, the trail now extends uninterrupted from the city's southern boundary with West Valley City at 2100 South, to the bike lanes on 200 S.
- **200 S to North Temple** – gap in trail (0.5 miles) – Use 200 S, 1000 W, and North Temple to connect north. The city is currently working with Union Pacific Railroad, Rocky Mountain Power and Quesar Gas to determine the best way to bring the trail through this area.
- **North Temple to Davis County (4.6 miles)** – The trail is paved from North Temple to Redwood Road and is passable (but unpaved) from Redwood Road to its connection with the paved section in Davis County. This dirt section is scheduled to be paved by Salt Lake City during Spring/Summer 2011. The trail continues north 1.0 miles (known as the Chevron Mile) in Davis County to its connection with the Legacy Parkway Trail.
- **Wasatch Loop Trail:** Long term, the plan is for the Jordan River Trail to be part of a much larger non-motorized trail system called the Wasatch Loop Trail spanning over 200 miles throughout the following seven counties: Davis, Morgan, Salt Lake, Summit, Utah, Wasatch, and Weber. >> www.mountainland.org

City Creek Canyon / Memory Grove – A 1.2 mile shared-use path through Memory Grove Park begins at State Street and Second Avenue. North of the path's crossing with Bonneville Boulevard, the path is a 4.6-mile park road in City Creek Canyon closed to cars on days that bikes are permitted (and vice versa). Please see front of map for the bicycle schedule and important safety guidelines.

Airport Trail – This 2.8 mile trail provides a bicycle / pedestrian connection along the south side of the airport from North Temple to the International Center. The trail has restricted hours; please see front of map for details. Until the UTA Airport Light Rail Extension is completed, this trail, in combination with 3700 West, provides the only access by bicycle to the airport.

Bonneville Shoreline Trail (BST) -This trail is envisioned as a hiking, jogging, and mountain biking pathway on the west slopes of the Wasatch Mountain Range and the east slopes of the Oquirrh Range, on or near the shoreline bench of the ancient Lake Bonneville. The trail may eventually connect from the Idaho border to Juab County, an airline distance of over 150 miles. In Salt Lake City, the trail is complete and consists of 17 miles of dirt path and 5.7 miles of on-roadway/paved path. >> bonnevilleshorelinetrail.org

TRAILS IN DEVELOPMENT

Plans for trails in Salt Lake City include several corridors that are not yet formally open to the public. Some of these are described below and are included on the map as yellow dashed lines to illustrate the long-term vision for the trail network.

Parley's Trail – This trail will eventually extend from the Bonneville Shoreline Trail on the east to the Jordan River Trail on the west. A 0.9-mile segment of Parley's Trail through Parley's Historic Nature Park and Tanner Park opened in 2010, and an interim, on-road route for the trail will be signed between Tanner Park and Sugarhouse Park in 2011. In addition, two other sections of trail will begin construction in 2011 with completion scheduled for 2012. The first section, known as "The Draw at Sugar House" will connect Sugar House Park to Hidden Hollow under 1300 East. The second section will follow the south side of Sugar House Park connecting 1300 East to 1700 East. A large section of the trail west of Hidden Hollow will follow the corridor of the planned Sugar House Streetcar line. Salt Lake County is handling project management and is working closely with the PRATT (Parley's Trails, Rails & Tunnels) Coalition, Salt Lake City, City of South Salt Lake, Utah Transit Authority, and Utah Dept. of Transportation to complete the trail. >> parleystrail.org

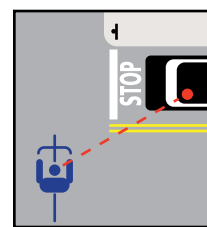
900 South Rail Trail – This 2.3-mile trail is proposed within the abandoned 900 South rail corridor between the Surplus Canal near 2400 West and approximately 600 West. Because the city now owns the rail corridor property between Redwood Road and 600 West, this section of the trail will likely be constructed first. Depending on funding availability, there is a chance this section of trail will be constructed during 2011. This initial section of trail will connect the Poplar Grove and Glendale neighborhoods to the Jordan River Trail and the bike lanes on 900 South that lead to the 900 South TRAX Light Rail station at 200 West. When complete, this trail will also connect with the Surplus Canal Trail, described below.

Surplus Canal Trail – This 2.6-mile proposed trail will follow the east side Surplus Canal maintenance road between 2100 South and 500 South. This trail is in early planning stages with no construction timeframe.

Jordan & Salt Lake City Canal Trail – This trail is proposed within the Jordan & Salt Lake City Canal corridor in Salt Lake City and passes through the middle of Sugar House. The trail is proposed to extend from the southern City boundary at 3300 South to 800 South where it would connect with the 800 South bicycle lanes – about 4 miles. During 2011 a feasibility study will be completed to determine where a trail can be accommodated in the corridor, where it will need to be on city streets and what form it will take (trail, bike lanes, shared lanes, etc.).

City Creek Trail – This trail is proposed to extend from the Jordan River near 100 South to State Street at North Temple roughly following the route of City Creek to the Jordan River. The corridor may be a combination of off-street paved trail and bicycle lanes. This section of trail being planned extends from the Jordan River Trail to 500 West utilizing the abandoned Union Pacific Folsom Avenue rail corridor.

GOING STRAIGHT: Drivers at intersections may not see you. Make eye contact with turning drivers. Assume they don't see you until you're sure they do.



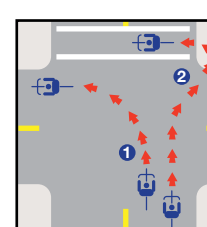
As you approach the intersection, look for traffic at these three conflict points:

1. **Look back over your shoulder for traffic behind you.** If there is no traffic behind you, you may wish to move slightly left (into the travel lane) for visibility going through the intersection. When stopped at a red light, stay to the left of cars turning right.

2. **Look for left-turning traffic ahead of you.** Motorists turning left may not see you, especially at night. If there is no traffic behind you, move further left in the travel lane to be in a visible location. At night, a front light is both smart and required by law.

3. **Look for right-turning traffic from the street on your right.** As with left-turning traffic, using a headlight at night and riding further left will increase your visibility.

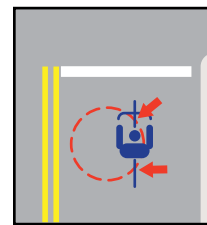
TURNING LEFT: Bicyclists turning right rarely conflict with other traffic. Stop and yield before turning right on red.



1. **Vehicle-style left turn.** Look back. If the way is clear, signal and move to the left lane. Turn left from the left side of the street or the dedicated left-turn lane, if available.

2. **Pedestrian-style left turn.** You may also turn left in two steps. Ride to the far side of the intersection, then wait and cross with pedestrians after the signal changes.

SIGNAL YOUR TURNS: Bicyclists should use hand signals as shown. Practice dropping one hand from the handlebars while steering straight. The law provides that you do not have to signal if you need to use your hands to steer or brake. *Utah Statute 41-6a-1109*



REPORTING PROBLEMS

If you encounter hazards on the road or trail, report them to the appropriate government agency:

State Highways: UDOT Traffic Operations, 801-887-3700

Salt Lake City: www.slcgov.com/bike or 801-535-6630

Jordan River Trail: Find the right agency at www.slctrans.com/JRT


Roads in other municipalities: Call the city, town, or county offices.

GETTING A GREEN LIGHT

Bicycles are vehicles under Utah law and must follow the rules of the road, including stopping at red lights.

At traffic signals, bicyclists can often trigger the green light – if you know where to position your bicycle.

- **Video detection** – At some traffic signals, you will see small cameras up near the signals. The cameras should detect bicyclists who are waiting in a bike lane or in the travel lane. The cameras are set to ignore right-turning cars. If you are in the right-turn area, you may not be detected. If there is no other traffic on the road, try stopping your bicycle in the middle of the through lane to get a green light.
- **Loop detection** – If you can see circular patterns or other patterns of a metal wire just under the road surface, position your bicycle with the wheels and crank over the edge of the circle, or over the wires for other patterns. These wire, called "loops," detect metal; the



PICKING BICYCLE ROUTES

The route you are accustomed to drive in your car may not be the best route on your bike. Aside from multi-use trails, Salt Lake City's grid system provides plenty of options for choosing a bicycle route to suit your style. Some bicyclists prefer quiet neighborhood streets, while others like the faster pace of arterial routes. Riding on quiet streets may be slower, because you will have to wait for a break in traffic to cross arterial streets. Arterial streets with bike lanes may be a good choice if you want through-roads that also provide you with bicycle-preferred space.

If you are new to bicycling in the city, spend some time exploring which streets work best for you. When selecting a route, you may wish to consider:

- Traffic speed and volume.
- Available multi-use or mountain bike trails.
- Intersections and crossings – both for safety, and for approaches that give you the right-of-way.
- Traffic signal timing.
- Hills – and particularly steep grades.
- Shade trees, especially in the summer.

BICYCLES & THE LAW

Bicycles are considered vehicles by law, and must follow traffic laws, signs, and signals like any other vehicle. *Utah Statute 41-6a-1102*

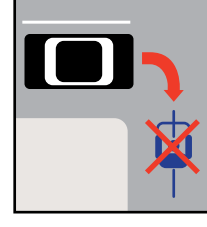
ABOUT CRASHES

Many bicyclists are afraid of being hit by a car from behind. While possible, this is one of the least common types of crashes in an urban environment. The most common type of crash for bicyclists of all ages is a simple fall – a bicyclist losing control due to rear debris, speed, or bicycle handling. This is a reason to wear a helmet, even if you are riding on a bike path.

Beyond the basics below, a very good resource for understanding and avoiding typical crashes is a resource website entitled "How to Not Get Hit by Cars". >> bicyclesafe.com

INTERSECTION SAVVY

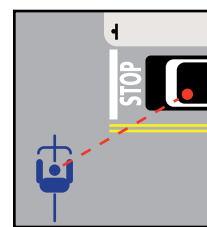
Most crashes between cars and bikes occur at intersections. These crashes may occur when a car turns across a bicyclist's path, or a bicyclist fails to obey a stop sign or signal. Follow these safety tips:



NEVER RIDE AGAINST TRAFFIC. As a bicyclist, ride on the right side of the road. Riding against traffic is especially dangerous at intersections. By law, bicyclists are required to ride in the same direction as automobile traffic. *Utah Statute 41-6a-1105*

Depending on your destination, use the appropriate travel lane at the intersection – the right-turn lane if you are turning right, the right-most through lane if you are going straight, or the left-turn lane if you are turning left. If you are not comfortable with the traffic at the intersection, you may use the sidewalk / crosswalks at walking speed.

TURNING RIGHT: Bicyclists turning right rarely conflict with other traffic. Stop and yield before turning right on red.



GOING STRAIGHT: Drivers at intersections may not see you. Make eye contact with turning drivers. Assume they don't see you until you're sure they do.

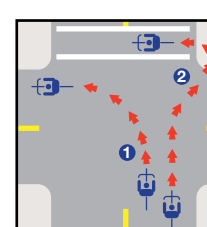
As you approach the intersection, look for traffic at these three conflict points:

1. **Look back over your shoulder for traffic behind you.** If there is no traffic behind you, you may wish to move slightly left (into the travel lane) for visibility going through the intersection. When stopped at a red light, stay to the left of cars turning right.

2. **Look for left-turning traffic ahead of you.** Motorists turning left may not see you, especially at night. If there is no traffic behind you, move further left in the travel lane to be in a visible location. At night, a front light is both smart and required by law.

3. **Look for right-turning traffic from the street on your right.** As with left-turning traffic, using a headlight at night and riding further left will increase your visibility.

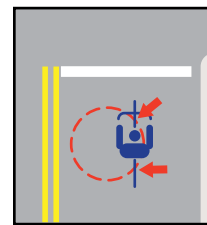
TURNING LEFT: Bicyclists turning right rarely conflict with other traffic. Stop and yield before turning right on red.



1. **Vehicle-style left turn.** Look back. If the way is clear, signal and move to the left lane. Turn left from the left side of the street or the dedicated left-turn lane, if available.

2. **Pedestrian-style left turn.** You may also turn left in two steps. Ride to the far side of the intersection, then wait and cross with pedestrians after the signal changes.

SIGNAL YOUR TURNS: Bicyclists should use hand signals as shown. Practice dropping one hand from the handlebars while steering straight. The law provides that you do not have to signal if you need to use your hands to steer or brake. *Utah Statute 41-6a-1109*



LIGHTS AT NIGHT

State law requires a white front light from dusk to dawn. This is a requirement in all 50 states and is also a smart idea since most crashes occur from the front. A red rear reflector or red rear light (either flashing or solid) is also required. Reflectors visible to the sides are also required, unless your headlight has sidelights. *Utah Statute 41-6a-1114*

IF YOU'RE IN A CRASH

Make sure you're okay. Go to the hospital if in doubt. Call the police (911) and get a police report at the scene.

Write down what happened to you. Take photos if you have a camera. Get names and contact information from any witnesses.

If you are hurt, you can file a Personal Injury Protection (PIP) claim with either your own auto insurance or the car driver's insurance (regardless of who is at fault). Auto insurance covers you when you are on your bike for certain types of accidents. You may also consider hiring a personal injury attorney.

REPORTING PROBLEMS

If you encounter hazards on the road or trail, report them to the appropriate government agency:

State Highways: UDOT Traffic Operations, 801-887-3700

Salt Lake City: www.slcgov.com/bike or 801-535-6630

Jordan River Trail: Find the right agency at www.slctrans.com/JRT

Roads in other municipalities: Call the city, town, or county offices.

DRESS BRIGHT & TIGHT

BRIGHT. Increase your safety on the road simply by wearing bright colors: yellow, neon yellow-lime, orange, and hot-pink are the most visible. On rural roads, a reflective safety triangle on the back of your bike can increase visibility.


TIGHT. Before you ride, make sure that your pant cuffs are tight (use a rubber band or special leg band), your shoe laces are tied to avoid being caught in your chain, and your clothes don't dangle into your wheels, brakes, or chain—especially if you wear a dress or tie a jacket around your waist.

BRAKES ARE REQUIRED

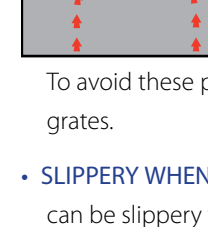
State law requires that bicycles have brakes. Fixed-gear bicycles without brakes are illegal and dangerous, especially on hills. Aside from your own safety, you could hurt someone else. *Utah Statute 41-6a-1113 (2)*

LOCK IT OR LOSE IT

Bicycle theft in Salt Lake City has been on the rise recently, and bicyclists are well advised to use a good lock.



U-lock (better)



Cable lock (ok)

A U-lock is recommended for locking the front wheel and triangle of the frame to a solid fixed object (such as a bicycle rack). Cable locks are more easily cut. An unattended, unlocked bicycle is its own getaway vehicle!

If your bicycle is stolen, police will have a hard time returning it to you, even if found, unless you know your bicycle's serial number, typically located on the bottom of the bicycle underneath the crankshaft (bottom bracket). Licensing your bicycle at a SLC bike shop, police station, or fire station should ensure that your serial number is recorded, and is also required by law. *Salt Lake City Ordinance 12.80.010*

BIKE EQUIPMENT CHECK

Do a basic safety check on your bicycle every time you ride. This "ABC Quick Check" takes only seconds.

A is for AIR. Squeeze your tires to make sure you have enough air. They should feel rock hard. Under-inflated tires are more likely to get flats.

B is for BRAKES. Test your brakes and make sure they work.

C is for CHAIN and CRANK. Make sure your chain is on the cogs and lubricated, and that your crank is not loose or gritty.

QUICK is for QUICK RELEASES. Make sure they're tight. When you tighten them, they should be stiff enough to leave an impression in the palm of your hand.

You may also want to do a "bounce test." Pick up and drop your bicycle from about an inch above the ground. Listen for clinks, clanks, and loose parts, and tighten / fix as necessary.

BIKES ON BUSES

Bicycles are allowed on all bus routes except Ski and Paratransit service. UTA buses use a front bicycle rack with two bicycle capacity. If the front racks are at capacity, an operator has the option to allow a bicycle in the interior of the bus at his or her discretion. All loading and unloading of bicycles will be done by the bicyclist.

To load your bicycle on the bus, follow the instructions below. These are also printed on the rack.

1. Lower the rack using the release handle.
2. Load your bike in the wheel trays.
3. Secure with hook over the wheel.

When you get off the bus, remind the driver that you need to unload your bike. If the rack is empty, fold it back up.

BIKES ON TRAX / RAIL

UTA passengers are allowed to bring bicycles on board TRAX and FrontRunner, provided there is room and the bike does not block doors, aisles or stairways. Bicycles must be free of loose dirt. Please walk – do not ride – your bicycle on the platform. No fuel-powered vehicles (such as scooters or gas-powered bicycles) are permitted on trains.

- **TRAX:** Bicyclists must board through the front and rear doors of each car in the train (excluding the car end directly behind the train operator) – look for the bicycle symbol on the door and on the platform. Bicyclists must stand with the bicycle at all times. If the train is too full, you may need to wait for the next train.
- **FrontRunner:** Board the bi-level car closest to the locomotive. There are spaces for 12 bicycles to be parked uprightly on this car. If using any other car, enter through the door with a green bicycle symbol. Place the bicycle under the stairs (room for 4 bicycles). No bikes are allowed in single-level cars.

REPORTING PROBLEMS

If you encounter hazards on the road or trail, report them to the appropriate government agency:

State Highways: UDOT Traffic Operations, 801-887-3700

Salt Lake City: www.slcgov.com/bike or 801-535-6630

Jordan River Trail: Find the right agency at www.slctrans.com/JRT

Roads in other municipalities: Call the city, town, or county offices.

DRESS BRIGHT & TIGHT

BRIGHT. Increase your safety on the road simply by wearing bright colors: yellow, neon yellow-lime, orange, and hot-pink are the most visible. On rural roads, a reflective safety triangle on the back of your bike can increase visibility.

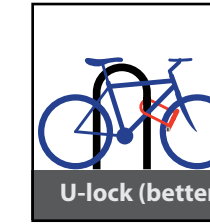
TIGHT. Before you ride, make sure that your pant cuffs are tight (use a rubber band or special leg band), your shoe laces are tied to avoid being caught in your chain, and your clothes don't dangle into your wheels, brakes, or chain—especially if you wear a dress or tie a jacket around your waist.

BRAKES ARE REQUIRED

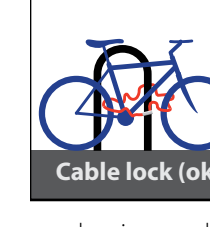
State law requires that bicycles have brakes. Fixed-gear bicycles without brakes are illegal and dangerous, especially on hills. Aside from your own safety, you could hurt someone else. *Utah Statute 41-6a-1113 (2)*

LOCK IT OR LOSE IT

Bicycle theft in Salt Lake City has been on the rise recently, and bicyclists are well advised to use a good lock.



U-lock (better)



Cable lock (ok)

A U-lock is recommended for locking the front wheel and triangle of the frame to a solid fixed object (such as a bicycle rack). Cable locks are more easily cut. An unattended, unlocked bicycle is its own getaway vehicle!

If your bicycle is stolen, police will have a hard time returning it to you, even if found, unless you know your bicycle's serial number, typically located on the bottom of the bicycle underneath the crankshaft (bottom bracket). Licensing your bicycle at a SLC bike shop, police station, or fire station should ensure that your serial number is recorded, and is also required by law. *Salt Lake City Ordinance 12.80.010*

BIKE EQUIPMENT CHECK

Do a basic safety check on your bicycle every time you ride. This "ABC Quick Check" takes only seconds.

A is for AIR. Squeeze your tires to make sure you have enough air. They should feel rock hard. Under-inflated tires are more likely to get flats.

B is for BRAKES. Test your brakes and make sure they work.

C is for CHAIN and CRANK. Make sure your chain is on the cogs and lubricated, and that your crank is not loose or gritty.

QUICK is for QUICK RELEASES. Make sure they're tight. When you tighten them, they should be stiff enough to leave an impression in the palm of your hand.

You may also want to do a "bounce test." Pick up and drop your bicycle from about an inch above the ground. Listen for clinks, clanks, and loose parts, and tighten / fix as necessary.

BIKES ON BUSES

Bicycles are allowed on all bus routes except Ski and Paratransit service. UTA buses use a front bicycle rack with two bicycle capacity. If the front racks are at capacity, an operator has the option to allow a bicycle in the interior of the bus at his or her discretion. All loading and unloading of bicycles will be done by the bicyclist.

To load your bicycle on the bus, follow the instructions below. These are also printed on the rack.

1. Lower the rack using the release handle.
2. Load your bike in the wheel trays.
3. Secure with hook over the wheel.

When you get off the bus, remind the driver that you need to unload your bike. If the rack is empty, fold it back up.

BIKES ON TRAX / RAIL

UTA passengers are allowed to bring bicycles on board TRAX and FrontRunner, provided there is room and the bike does not block doors, aisles or stairways. Bicycles must be free of loose dirt. Please walk – do not ride – your bicycle on the platform. No fuel-powered vehicles (such as scooters or gas-powered bicycles) are permitted on trains.

- **TRAX:** Bicyclists must board through the front and rear doors of each car in the train (excluding the car end directly behind the train operator) – look for the bicycle symbol on the door and on the platform. Bicyclists must stand with the bicycle at all times. If the train is too full, you may need to wait for the next train.
- **FrontRunner:** Board the bi-level car closest to the locomotive. There are spaces for 12 bicycles to be parked uprightly on this car. If using any other car, enter through the door with a green bicycle symbol. Place the bicycle under the stairs (room for 4 bicycles). No bikes are allowed in single-level cars.

REPORTING PROBLEMS

If you encounter hazards on the road or trail, report them to the appropriate government agency:

State Highways: UDOT Traffic Operations, 801-887-3700

Salt Lake City: www.slcgov.com/bike or 801-535-6630

Jordan River Trail: Find the right agency at www.slctrans.com/JRT

Roads in other municipalities: Call the city, town, or county offices.

DRESS BRIGHT & TIGHT

BRIGHT. Increase your safety on the road simply by wearing bright colors: yellow, neon yellow-lime, orange, and hot-pink are the most visible. On rural roads, a reflective safety triangle on the back of your bike can increase visibility.

TIGHT. Before you ride, make sure that your pant cuffs are tight (use a rubber band or special leg band), your shoe laces are tied to avoid being caught in your chain, and your clothes don't dangle into your wheels, brakes, or chain—especially if you wear a dress or tie a jacket around your waist.

REPORTING PROBLEMS

If you encounter hazards on the road or trail, report them to the appropriate government agency:

State Highways: UDOT Traffic Operations, 801-887-3700

Salt Lake City: www.slcgov.com/bike or 801-535-6630

Jordan River Trail: Find the right agency at www.slctrans.com/JRT

Roads in other municipalities: Call the city, town, or county offices.

BIKE SHOPS IN SLC

Salt Lake City has 10 bike shops within the city limits and several additional bike shops just beyond our borders. Bike shops are shown on the map. Most bike shops offer sales, accessories, and service, but local shops are closed on Sundays.

SLC BIKE COLLECTIVE

The Salt Lake City Bicycle Collective is a community-based, self-service bike shop that will teach you how to fix your own bicycle with assistance from volunteer and staff mechanics. The Collective has bicycle tools and repair stands available for use, offers a series of classes on bicycle repair, and has a women-only shop night. The Collective also sells used bicycles (either in working condition or needing repair). You may also purchase reused bicycle parts through the Collective. 801-FAT-BIKE >> slcbikecollective.org

- **Headquarters and Community Bicycle Shop** – 2312 S West Temple. All services, as described above. The Bike Collective is open evenings Monday-Thursday and Saturday afternoon, with reduced hours during the winter.
- **U of U Bike Collective** – Located at the University of Utah, east of the Utah Museum of Fine Art, this location offers repairs and assistance with repairs. >> ubike.org
- **Day-Repairs Library Bike Collective** – Co-located with the Day-Repairs branch of the Salt Lake City Public Library, 1575 W 1000 N. Repairs and tools.

SMART CYCLING CLASSES

Would you like to improve your comfort level with bicycling in traffic? The SLC Bicycle Collective (as above) offers classes for both adults and children. Typically offered in the spring and early summer, Smart Cycling courses give bicyclists the confidence they need to ride safely and legally in traffic or on the trail. The course also covers bicycle safety checks, fixing a flat, on-bike skills, and crash avoidance techniques, and includes a student manual. A commuter class is also offered.

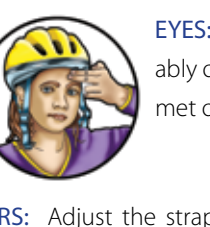
COMMUTE BY BIKE

Statewide, an estimated 8-10% of Utahns commute by bike at least occasionally during good weather. In Salt Lake City, this percentage is likely higher. Even if you dress professionally for work or lack access to a shower, commuting by bike is possible if you apply creativity to your wardrobe and commute. Outfitting your bike with fenders, a rack, waterproof bags (panniers) and lights will have you prepared to carry clothing and ride in wet weather.

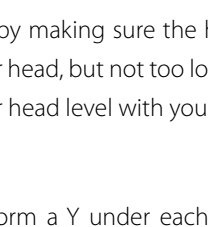
The Utah Department of Transportation publishes a guide to commuting by bike. >> udot.utah.gov/gov/walkingandbiking

HOW ABOUT HELMETS?

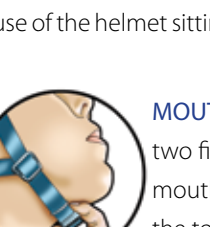
Wearing a bicycle helmet is smart, whether you ride in traffic or on a trail. Helmets are required on most organized bicycle rides, but are not required by law. Bicyclists of all ages can make sure a helmet fits by doing the Eyes, Ears, Mouth test:



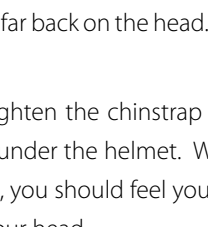
EYES: Start by making sure the helmet fits comfortably on your head, but not too loosely. Place the helmet on your head level with your eyebrows.



EARS: Adjust the straps to form a Y under each earlobe. Poorly-adjusted straps are a common cause of the helmet sitting too far back on the head.



MOUTH: Tighten the chinstrap so you can just slip two fingers under the helmet. When you open your mouth wide, you should feel your helmet tighten on the top of your head.



Eyes, Ears, Mouth test developed by the Bicycle Coalition of Maine. Images courtesy of the National Highway Traffic Safety Administration.

<