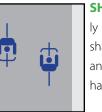


BICYCLE ROUTE DEFINITIONS



BIKE LANES are striped lanes with painted bicycle symbols and "bike lane" signs. Bicyclists should ride on the right side of the road, in the same direction as adjacent traffic. Bike lanes provide bicycle-priority space on fairly busy streets.



SHARED USE PATHS are "bike trails" completey separated from the street. Bicyclists typically share the path with pedestrians, in-line skaters, and other users. Some paths in Salt Lake City have steep grades.



REEN SHARED LANES are painted on severstreets downtown. Bicyclists may ride in the niddle of the green area, and motorists must vait to pass safely.



SHARED ROADWAYS use green bike route signs to indicate bicycle use. Bicycle symbols may also be painted on the road to alert motorists to likely use by bicyclists. There is no separate triped area for bicyclists.



UIET STREETS have no special signs or paveent symbols but are typically low-volume, low-Some quiet streets will have bicycle symbols added in the future.



have enough space to ride. There is typically not nough space for a separate, striped bike lane.

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 &

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 resi-



dents and visitors throughout the year. Whether you're riding recreationally along the Jordan River il or commuting to work by bicycle along the 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.

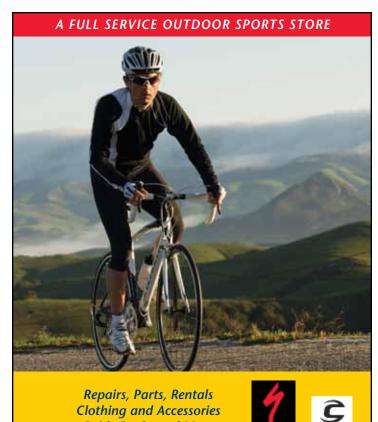
I invite you to join me in exploring and experiencing our city by bicycle. To keep up with our constant improvements on bikeways, visit www. slcgov.com/bike. Thank you for supporting and participating in this important mode of sustainable transportation.



Ralph Becker, Mayor



FREE MAP



Guide Books and Maps

WASATCH TOURING 702 East 100 South / Salt Lake City, Utah 84102 / 801-359-936 ocated close to Downtown, the University of Utah and Mountain Bike Tra Bicycle RENTALS — Full Suspension, Road and Hybrid







DOWNTOWN AT SECOND & SECOND 177 East 200 South, Salt Lake City Phone: 801-746-8366

> Department of Transpor-Monday-Friday 10am-7pm tation and the Utah High-Saturday 10am-5pm way Safety Office.

www.slcbike.com

PREMIUM PRODUCTS & EXCELLENT SERVICE THE FRIENDLIEST BIKE SHOP AROUND

MAYOR'S BICYCLE ADVISORY COMMITTEE

environments where bicycling is recognized as an essential element of

The MBAC meets monthly to work with the City to improve bicycle in

programs, and to organize events for Bike Week in early May. The com-

mittee'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. Resi-

dents serving on the committee do so on a volunteer basis. Anyone

nterested in making Salt Lake more bicycle friendly is invited to attend

For more information about the MBAC, call the Mayor's Office at

A SILVER BICYCLE FRIENDLY

COMMUNITY

to take steps to improve bicycle facilities, education, encouragement

COMPLETE STREETS

For many years, transportation infrastructure in the United States fo

cused on the private automobile, often to the exclusion and detrimen

of bicyclists and pedestrians. Salt Lake City has joined many communi-

n 2010, the Salt Lake City Council passed a "Complete Streets" ordi-

nance requiring the City to address bicycle and pedestrian facilities or

all streets, as each street is resurfaced or reconstructed, as appropriate

Bike lanes provide striped, signed road space for preferential use by bi-

cycles. Motorists may cross bike lanes to parallel park, enter a driveway,

When Salt Lake City resurfaces or reconstructs a roadway, transportation

staff members consider whether bike lanes or other bicycle accommo-

dation 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

Changing from a four-lane roadway (two lanes in each direction) to a

three-lane roadway (one lane in each direction with a continuous cen-

ter turn lane) increases safety for motorists, bicyclists, and pedestrians,

n 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

hared lane markings are used where there is insufficient width for bik

lanes. These bicycle symbols painted on the road do not change the

way the road functions legally, but they do remind motorists of bicy-

clists on the road and give bicyclists a feeling of belonging. Several

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 consider-

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 mo-

have a legal and ethical responsibility to follow the traffic laws.

tor vehicles, and may be subject to the same tickets and fines. Bicyclists

Road Respect is a new statewide public safety campaign sponsored

niles of shared lane markings will be installed in 2011.

shared lanes were added to Main St. and South Temple downtown.

bike lane. Sometimes bike lanes are added as a separate project.

while maintaining road capacity for motorists.

GREEN SHARED LANES

SHARED LANE MARKINGS

ing a pilot project on 600 East.

ZeroFatalities, the Utah

by for cars and bikes at the

>> roadrespectutah.org

campaign website

es across the country in the "Complete Streets" approach.

to the volume and speed of the road. >> completestreets.org

MORE BIKE LANES?

enforcement, and policies. >> bicyclefriendlyamerica.org

Salt Lake City is recognized as a Silver-level Bicycle

riendly Community by the League of American Bi-

cyclists' Bicycle Friendly Community program. Salt

ake City was first recognized as Bronze in 2007, and

was promoted to Silver in 2010. The City continues

a clean, healthy, and vital community."

801-535-7704. >> www.slcgov.com/bike

and participate.

cling, walking, jogging or inline skating. In the winter, most paths may The Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) consists be skiable or snowshoeable soon after snowstorms of dedicated residents and City employees working together to make Jordan River Trail – This greenway trail follows the river, often crossthe city more bicycle friendly. In 1977, a group of bicycling enthusiasts ing from one bank to another, sometimes on dedicated trail bridges, 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

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 ap- If you are new to bicycling in the city, spend some time exploring which proximately 40 miles. >>www.slcgov.com/bike (including Google Earth trail map) Salt Lake City's portion of the Jordan River Trail includes: frastructure, enforcement, education, participation, and evaluation of

- 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 • Hills – and particularly steep grades. with Union Pacific Railroad, Rocky Mountain Power and Questar 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 ABOUT CRASHES (known as the Chevron Mile) in Davis County to its connection with the Legacy Parkway Trail.
- to be part of a much larger non-motorized trail system called the is a simple fall a bicyclist losing control due to road debris, speed, or Wasatch Loop Trail spanning over 200 miles throughout the following seven counties: Davis, Morgan, Salt Lake, Summit, Utah, Wasatch, ing on a bike path. and Weber. >> www.mountainland.org

through Memory Grove Park begins at State Street and Second Avenue. Hit by Cars". >> bicyclesafe.com North of the path's crossing with Bonneville Boulevard, the path is a 4.6mile park road in City Creek Canyon closed to cars on days that bikes INTERSECTION SAVVY are permitted (and vice versa). Please see front of map for the canyon 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

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

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 longterm 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 0.9mile 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 Rails, Trails & 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,

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 Bicycles are vehicles under Utah law and must follow the rules of 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 Jor-IN Greez dan River. The corridor may be a combination of off-street paved trail and bicycle lanes. The initial section of trail being planned extends from the Jordan River Tra to 500 West utilizing the abandoned Union Pacific Folsom Av

MULTI-USE TRAILS PICKING BICYCLE ROUTES

Salt Lake City currently has 26 miles of paved multi-use trails for bicy- 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 guiet 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 Look ahead of you on the road to anticipate and avoid road hazards want through-roads that also provide you with bicycle-preferred space.

the SLC Streets Division at 801-535-6999. streets work best for you. When selecting a route, you may wish to TRAIN TRACKS AND DRAIN GRATES.

bicycle's smaller amount of metal must be very near the wire to trigger

the light. If you have cleats on your shoes, try putting your cleat right

Timed lights – During rush hour, most traffic lights in the City are

AVOIDING HAZARDS

such as gravel, broken glass, and potholes. Report problems by calling

To avoid these problems, cross tracks at right angles and avoid drain

SLIPPERY WHEN WET. Tracks, drain grates, and other metal surfaces

Cars pulling into or out of driveways can present a hazard to bicyclists,

especially if you are riding on the sidewalk or on the far right side of

the road. Use extra caution when crossing driveways on the sidewalk.

When riding on the road, if there is no traffic behind you, move slightly

to the left in the lane, where drivers are looking for traffic. If necessary,

BIKE EQUIPMENT CHECK

Do a basic safety check on your bicycle every time you ride. This "ABC

A is for AIR. Squeeze your tires to make sure you have enough air. They

QUICK is for QUICK RELEASES. Make sure they're tight. When you

LIGHTS AT NIGHT

IF YOU'RE IN A CRASH

Write down what happened to you. Take photos if you have a camera.

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 per-

REPORTING PROBLEMS

If you encounter hazards on the road or trail, report them to the appro

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

ors: 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

priate government agency:

Make sure you're okay. Go to the hospital if in doubt.

Call the police (911) and get a police report at the scene.

Get names and contact information from any witnesses.

tate law requires a white front light from dusk

and is also a smart idea since most crashes oc-

cur from the front. A red rear reflector or red

uired. Reflectors visible to the sides are also

dawn. This is a requirement in all 50 states

tighten them, they should be stiff enough to leave an impression in

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

lubricated, and that your crank is not loose or gritty.

should feel rock hard. Under-inflated tires are more likely to get flats.

can be slippery when wet. Use extra caution

AVOID THE DOOR PRIZE

predictable, straight line.

DRIVEWAY DANGERS

Quick Check" takes only seconds.

the palm of your hand.

WHEEL GRABBERS. Tracks and drain grates

your wheel gets lodged in the groove of a track

or draingrate, it can stop your bicycle suddenly

throwing you over the handlebars. Or the slot

an disrupt your balance and make you crash.

cars. On streets with bike lanes next to parked

cars, ride on the left-hand side of the bike lane.

If there are gaps between parked cars, do not

weave into the gaps but continue to ride in a

Train / streetcar tracks and drain grates create two hazards.

imed by a computer, independent of vehicle detection.

Traffic speed and volume.

consider:

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.

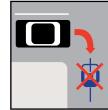
Shade trees, especially in the summer.

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

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 en-Wasatch Loop Trail: Long term, the plan is for the Jordan River Trail vironment. The most common type of crash for bicyclists of all ages bicycle handling. This is a reason to wear a helmet, even if you are rid-

Beyond the basics below, a very good resource for understanding and City Creek Canyon / Memory Grove – A 1.2 mile shared-use path avoiding typical crashes is a resource website entitled "How to Not Get

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



traffic is especially dangerous at intersections. By law, bicyclists are required to ride in the same direction as automobile traffic. Utah Stat-Depending on your destination, use the appropriate travel lane at the intersection – the right-turn lane if you are turning right, the right-most

NEVER RIDE AGAINST TRAFFIC. As a bicyclist

ride on the right side of the road. Riding against

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

You may also want to do a "bounce test." Pick up and drop your bicycle ot see you. Make eye contact with turning driv- from about an inch above the ground. Listen for clinks, clanks, and . Assume they don't see you until you're sure loose parts, and tighten / fix as necessary s you approach the intersection, look for traffic

. 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

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 required, unless your headlight has sidelights. *Utah Statute 41-6a-1114* front light is both smart and required by law.

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.

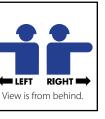
TURNING LEFT: There are two ways to turn.

red light, stay to the left of cars turning right.



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

. 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



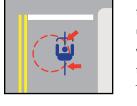
SIGNAL YOUR TURNS: Bicyclists should use nand signals as shown. Practice dropping one from the handlebars while steering traight. The law provides that you do not have to signal if you need to use your hands to steer r brake. Utah Statute 41-6a-1109

TTING A GREEN LIGHT

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 BRIGHT. Increase your safety on the road simply by wearing bright colnot 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 pat-



terns or other patterns of a metal wire just 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 with the wheels and crank over the edge of being caught in your chain, and your clothes don't dangle into your the circle, or over the wires for other patterns. wheels, brakes, or chain—especially if you wear a dress or tie a jacket

BRAKES ARE REQUIRED

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.



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

your bicycle is stolen, police will have a hard

ime returning it to you, even if found, unless you know your bicycle's serial number, typically ocated on the bottom of the bicycle underneath the crankshaft (bottom bracket). Licensng your bicycle at a SLC bike shop, police staon, or fire station should ensure that your serial number is recorded, and is also required by law. Salt Lake City Ordi-

"door zone" is a dangerous place to ride a WHERE TO LOCK IT ike. Ride about 3-4 feet away from parked

nance 12.80.010

Salt Lake City provides bicycle racks throughout the city, especially ir the Central Business District. Look for "whirly-gig" sculptures made of recycled bicycle parts on tall poles, which mark the locations of many bicycle racks downtown

REQUEST A BIKE RACK

As funding permits, Salt Lake City will install bicycle racks in front of businesses on the public way. If a business you patronize lacks a bicycle rack, ask the owner or manager to request a rack at 801-535-6630 or online. >> www.slcgov.com/bike

BIKE PARKING AT EVENTS

The Salt Lake City Bicycle Collective offers valet bicycle parking at many large events in the City, notably the Pioneer Park Farmers' Market (8am - 1pm Saturdays from mid-June to mid October), the Twilight Concert Series (Thursday evenings in July and August, also at Pioneer Park), and other festivals / events in the City. Parking is free, but donations are welcome. Thousands of bicyclists take advantage of this service each

BICYCLES & TRANSIT

C is for CHAIN and CRANK. Make sure your chain is on the cogs and

Bicycles are allowed on all bus routes except Ski and Paratransit service. If you would like to find a "Bike Buddy" to share a long commute or to 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



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

UTA

2. Load your bike in the wheel trays. 3. Secure with hook over the wheel.

your bike. If the rack is empty, fold it back up.

rear light (either flashing or solid) is also re-

Runner, 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.

UTA passengers are allowed to bring bicycles on board TRAX and Fron

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.

must provide your own lock.

UTA schedules and route planning are online. >> www.rideuta.com

Bike racks are available at most TRAX and FrontRunner stations. You

BIKE LOCKERS AT RAIL STOPS Bike lockers – enclosed bicycle storage boxes – are available to rent

on an annual basis at several TRAX and FrontRunner stations. To rent a locker, contact UTA at 1-888-RIDE-UTA (743-3882) or online. >> utarideshare.com BICYCLE TRANSIT CENTER

A new staffed/secure bicycle parking facility opened in 2010 at the

program. >> bicycletransitcenter.com

Utah Transit Authority's Intermodal Hub Building at 250 S 600 W. Canyon Sports operates the Bicycle Transit Center under contract to the Utah Transit Authority in partnership with Salt Lake City, the Utah Department of Transportation, the Wasatch Front Regional Council, and against traffic. the Mayor's Bicycle Advisory Committee The Bicycle Transit Center provides 80 bicycle parking spaces to serve

bicycle and multi-modal commuters, and members-only access to shower/changing facilities and after-hours bicycle parking. Bicycle repair, rental, and sales are also available. Funding for this project has been provided in part by the US Department of Energy's Energy Eff ciency & Conservation Block Grant program and the US Department of Transportation's Congestion Mitigation and Air Quality Improvement

BIKE SHOPS IN SLC

out brakes are illegal and dangerous, especially on hills. Aside from your ditional 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

- All services, as described above. The Bike Collective is open evenings
- Utah Museum of Fine Art, this location offers repairs and assistance
- Riverside branch of the Salt Lake City Public Library, 1575 W 1000 N.

SMART CYCLING CLASSES

COMMUTE BY BIKE

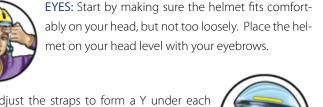
casionally during good weather. In Salt Lake City, this percentage is likely higher. Even if you dress professionally for work or lack access to a shower, commuting by bike is possible if you apply creativity to your wardrobe and commute. Outfitting your bike with fenders, a rack, waterproof bags (panniers)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

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

assist you in getting started in commuting, the Utah Transit Authority hosts an online matching system for bicycle commuters. Those who interior of the bus at his or her discretion. All loading and unloading of are willing to serve as a "Bike Buddy" to new bicyclists are also encour-

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 do-When you get off the bus, remind the driver that you need to unload ing the Eyes, Ears, Mouth test:



et on your head level with your eyebrows.

earlobe. Poorly-adjusted straps are a common cause of the helmet sitting too far back on the head.



snug. As with any article of clothing, helmets are more comfortable if they fit you and are adjusted

nated downtown area (shaded in light red on the map). However, the sidewalk may not be safer than the street because motorists are not expecting fast-moving bicyclists to come zipping off the curb at intersections. If you choose to ride on the sidewalk, use particular care at

of the road (going in the direction of traffic) than to ride on the sidewalk



he right-of-way on sidewalks and other walkvays. By law, bicyclists must give audible warnng (voice or bell) when passing pedestrians.

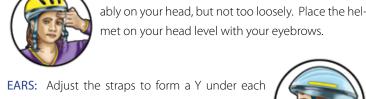
Headquarters and Community Bicycle Shop - 2312 S West Temple.

- Monday-Thursday and Saturday afternoon, with reduced hours dur-U of U Bike Collective – Located at the University of Utah, east of the
- with repairs. >> ubike.org • Day-Riverside Library Bike Collective – Co-located with the Day-

Would you like to improve your comfort level with bicycling in traf-

fic? 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.

tatewide, an estimated 8-10% of Utahns commute by bike at least oc-



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. The helmet should sit level on your head and be

Eyes, Ears, Mouth test developed by the Bicycle Coali-

tion of Maine. Images courtesy of the National Highway Traffic Safety Ad-

RIDING ON SIDEWALKS

Bicyclists may ride on sidewalks in Salt Lake City, except in the desig-

RIDE ON THE RIGHT. It is safer to ride on the sidewalk on the right side

YIELD TO PEDESTRIANS. Persons on foot have



GO SLOW ON SIDEWALKS & IN CROSSWALKS. Since these facilities are designed for pedestrians, travel at walking speed, obeying pedestrian signals and watching for turning traffic.

RIDING IN THE WINTER

State law requires that bicycles have brakes. Fixed-gear bicycles with- Salt Lake City has 10 bike shops within the city limits and several ad- It's warmer than sitting on a ski lift! Salt Lake City's mild valley conditions make for reasonable bicycling on most winter days. Winter bicyclists will want to be careful not to overdress; you'll warm up as you pedal. Dress in layers so you can adjust for temperature.. A thin balaclava for under your helmet in highly recommended. You will also want to have good windproof gloves and footwear. Consider hand / foot warmers (as used by skiers) for extra-cold days. Pay attention to snow and black ice (clear ice that is not easy to see) on roads. Studded tires, available at local bike shops, provide good traction on icy days. If air quality is a concern, filter masks are available as well.

Further winter cycling tips available online. >> icebike.org

MOUNTAIN BIKING IN SLC

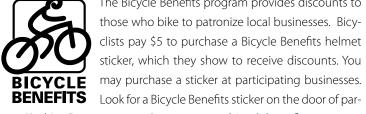
Salt Lake City offers a unique opportunity for mountain biking in the nountains surrounding the city. Notably, the Bonneville Shoreline Trail along the contour of the ancient Lake Bonneville provides over 17 miles of scenic mountain biking trail. When considering the numbers of BST access trails and other less developed spur trails, the mileage of mountain biking trails close to neighborhoods and downtown increases dra-

Mountain bikers must yield to hikers and horses on the trail. Stay on

MOUNTAIN BIKE COURTESY

established trails. Riding off-trail can cause erosion and harm property owners' relationship with mountain bikes. In some places, off-trail riding has led to mountain bike access being closed. Don't ride on trails when they are wet or muddy, as this damages the trails. Most mountain bike trails are maintained by volunteers. Consider joining a volunteer trail crew at least once a year to give a little back to the trails!

DISCOUNTS FOR BICYCLISTS



www.bicyclebenefits.org ticipating businesses. >> bicyclebenefits.org **U CAR SHARE**

TAP IT SLC — WATER REFILLS

membership basis. >> ucarshare.com

Water is especially important in our hot, dry Utah summers. Looking fo a spot to refill your water bottle? Salt Lake City's Office of Sustainability has recently joined a new national campaign to promote reusable water bottles instead of disposables. Businesses will refill your bottles with

OTHER RESOURCES

tap water for free. See website for locations. >> tapitwater.com

UTAH BIKE MONTH: Month long celebration. >> utahbikemonth.org BIKE UTAH: Statewide advocacy organization. >> bikeutah.org

CYCLING UTAH: News, events, and information. >> cyclingutah.com MOUNTAIN BIKING: Trails and info. >> utahmountainbiking.com

MAP CREDITS

Collaborators in developing this map include Dave Iltis, Mayor's Bicycle

Advisory Committee / Cycling Utah; Tara McKee, Mayor's Bicycle Advisory Committee / Bike Utah; Tom Millar, SLC Transportation Division intern; Kevin Bell, SLC GIS Coordinator; and Norm Weiss, SLC Transportation Division. Many local bicyclists assisted with suggesting route and editing the map text, including: Madelyn Boudreaux, Martin Cuma, David Derezotes, Matthew Flitton, Mark Kennedy, Chad Mullins, Archie Phillips, Colin Quinn-Hurst, David Roth, Uta VonSchwedler, Steve Wasmund, Michael Wise, and other participants in the MBAC. Graphics from Missy Larsen (cover design), City of Portland, SportWorks, and National Highway Traffic Safety Administration. Text and cartography by Becka Roolf, Salt Lake City Bicycle / Pedestrian Coordinator; trails information by Dan Bergenthal, Salt Lake City Trails Coordinator.

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www.saturdaycycles.com

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If you use your bicycle for daily transportation, you may consider reduc dynamic and diverse community that is the regional center for culture, commerce and entertainment. ing the number of cars in your household or even going car-free. U Ca Share provides cars parked on local streets for short-term rentals on a

BICYCLE CENTER

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