
Bicycling and Protected Bike Lanes in SLC

Cleaning our air, improving transit options, and making cycling safer in Salt Lake City have been key priorities for me as Mayor.

Since my first year in office, SLC has doubled the number of bike lanes and added protected bikeways to improve safety for cyclists and drivers.

I worked with the City Council to advance a “Complete Streets” policy, focused on all modes of mobility: vehicles, transit, walking, and bicycles.

These initiatives, together with the addition of Greenbike – our city bike-share program – have led to a substantial increase in the number of cyclists who were previously reluctant to pedal on our city streets!

Update on the 300 South Protected Bikeway

- Based on citizen demand for better, safer bike lanes, the City Council and I spent four years engaging with businesses, property owners, residents and cyclists; analyzing the best streets to connect downtown to the University; testing different implementation models for a protected bikeway; and holding public forums.
- Finally, the protected bikeway on 300 South was installed, with temporary controls to pilot and refine the approach.
- Businesses, drivers and others provided valuable feedback. While there was overwhelming support for the bikeway, some felt it was, and continues to be, disruptive and confusing. We have continued to adapt the bikeway to respond to the concerns of users, motorists and businesses.
- This year, a second protected bikeway is being added on 200 West, between South Temple and 900 South. This new bikeway stemmed from two years of engagement and outreach, four public meetings, five rounds of door-to-door engagement, and numerous individual meetings with businesses to identify and resolve concerns prior to design and construction.

- In addition, four master plans and a consultation process prioritized the corridor for pedestrian and bicycle improvements. These included:
 - The 2004 Bicycle and Pedestrian Master Plan
 - The 2006 and 2015 Wasatch Front Regional Transportation Plans
 - The 2008 Downtown-in-Motion Master Plan
 - The 2014 Pedestrian and Bicycle Master Plan Update
 - Contact with 57 businesses about the proposed change
 - Individual meetings with 53 businesses:
 - 60% of whom were very supportive or supportive of the changes,
 - 36% of whom were neutral, and
 - 4% of whom were unsupportive.

Greenbike and Bicycling Safety & Education

- Since Greenbike launched in 2012, usage has grown by a remarkable 100% *each year*. Besides offering thousands of visitors and residents a fast and healthy way to circulate downtown, the program has replaced nearly 630,000 ‘vehicle miles traveled’, resulting in a cumulative CO₂ offset of 387,236 lbs.
- With so many new cyclists joining this revolution and using our city streets, hazards and risks have naturally increased. Too many cyclists do not follow the rules of the road. My administration has instituted a cycling education program, and is committed to citing and ticketing cyclists who fail to follow traffic regulations.

In a third term, I will continue promoting safety and cooperation between cyclists and motorists, and advancing the “Complete Streets” agenda by providing better, safer options for all users of our city streets.

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