

"COMPLETE STREETS ORDINANCE"**14.06 Accommodation of bicyclists and pedestrians at all city owned transportation facilities in the public right of way****14.06.010: PURPOSE:**

The benefits of bicycling and walking span across many aspects of our daily lives. The social and environmental benefits include healthier citizens and the improved health of our community through a substantial reduction in air pollution. A transportation system that encourages bicycling and walking can also save money, reduce traffic congestion, build community, and improve the overall quality of life. Therefore, the city supports the concept of complete streets, requiring the accommodation of pedestrians and bicyclists throughout the planning process.

All city owned transportation facilities in the public right of way on which bicyclists and pedestrians are permitted by law, including, but not limited to, streets, bridges, and all other connecting pathways, shall be designed, constructed, operated, and maintained so that users, including people with disabilities, can travel safely and independently. (Ord. 4-10 § 1, 2010)

14.06.020: GENERAL PROVISIONS AND EXEMPTIONS:

- A. Bicycle and pedestrian ways shall be established in the city's new construction and reconstruction projects in the public right of way, subject to budget limitations, unless one or more of the following three (3) exemption conditions is met:
1. Bicyclists and pedestrians are prohibited by law from using the street or city owned transportation facility. In this instance, a greater effort may be necessary to accommodate bicyclists and pedestrians elsewhere within the right of way or within the same transportation corridor.
 2. The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. A complete streets committee, consisting of the transportation director, planning director, city engineer, and airport director (if applicable), will determine whether the cost of establishing bikeways or walkways is excessively disproportionate on a project by project basis.
 3. Scarcity of population or other factors indicate an absence of need, with consideration given to future population growth.
- B. The design and development of the transportation infrastructure shall improve conditions for bicycling and walking through the following additional steps:
1. Planning projects for the long term. Transportation facilities are long term investments that remain in place for many years. The design and construction of new facilities that meet the criteria in the above stated exemption conditions should anticipate likely future demand for bicycling and walking facilities and not preclude the provision of future improvements. For example, a bridge that is likely to remain in place for fifty (50) years might be built with sufficient width for safe bicycle and pedestrian use in anticipation that facilities will be available at either end of the bridge even if that is not currently the case.
 2. Addressing the need for bicyclists and pedestrians to cross corridors as well as travel along them. Even where bicyclists and pedestrians may not commonly use a particular travel corridor that is being improved or constructed, they will likely need to be able to cross that corridor safely and conveniently. Therefore, the design of the intersections and interchanges shall accommodate bicyclists and pedestrians in a manner that is safe, accessible and convenient.
 3. Exemptions. Exemptions regarding the installation of bikeways and walkways shall be approved by the aforementioned complete streets committee and be

documented with supporting data that indicates the basis for the decision.

4. Designing facilities to the best currently available standards and guidelines. The design of facilities for bicyclists and pedestrians should follow design guidelines and standards that are commonly used, such as the AASHTO "Guide For The Development Of Bicycle Facilities", AASHTO's "A Policy On Geometric Design Of Highways And Streets", the Institute of Transportation Engineers recommended practice "Design And Safety Of Pedestrian Facilities", and the U.S. department of transportation sponsored "Designing Sidewalks And Trails For Access Part II: Best Practices Design Guide". (Ord. 4-10 § 1, 2010)

BICYCLE LICENSING**5.18.030 Bicycle Licensing or Registration Required**

It is unlawful for any bicycle dealer to fail to license or register any used or new bicycle sold, bartered, given away, exchanged or repaired by such dealer. The licensing or registration shall be completed as follows:

- A. Licensing shall be required of all bicycles sold in Salt Lake City. The Salt Lake City Police Department will facilitate licensing through a bicycle licensing link on its website at www.slcpd.com. Licensing will require the following information:
1. Name and address of bicycle dealer;
 2. Name and address of purchaser;
 3. Make and model year of the bicycle;
 4. General description of the bicycle; and
 5. Frame and/or serial number of the bicycle.
- B. There shall be no cost to bicycle dealers or purchasers to license a bicycle through the Salt Lake City Police Department. (Ord. 14-18, 2018)

12.80.010: LICENSING FOR OWNERS:

- A. It is unlawful for any person to operate or ride a bicycle upon any of the streets, alleys, sidewalks or public ways of this city:
1. Unless such bicycle has been registered, licensed, and is displaying the proper license, as hereinafter provided; or
 2. After the license has been duly suspended or revoked.
- B. Every bicycle, before being so registered and licensed, must be inspected with relation to its frame number, operating condition, brakes, warning device, reflector and handlebars.
- C. Any license issued under the provisions of this chapter shall be valid until the transfer of ownership of the bicycle, or until the bicycle license so issued is destroyed, lost or mutilated, at which time such bicycle shall again be so inspected, registered and licensed as herein provided.
- D. The fee to be paid for each bicycle license or relicense because of transfer of title or destruction, loss or mutilation of the license, or for any other reason, shall be one dollar (\$1.00), payable in advance. (Prior code title 46, art. 18 § 274)

12.80.020: DEALER LICENSING:

All dealers required to obtain a license pursuant to the provisions of section [5.18.020](#) et seq., of this code, or successor sections, shall, at the time of sale of a new or used bicycle, license and inspect such bicycle, if the purchaser is a resident of Salt Lake County or if the bicycle is purchased for use by an individual who is a resident of the county, as determined by completing the questionnaire required to be completed pursuant to the provisions of section [5.18.030](#) of this code, or its successor. (Prior code title 46, art. 18 § 274.1)

12.80.030: POLICE LICENSING POWERS AND DUTIES:

The chief of police is authorized and directed to prepare and issue

regulations governing the inspection and licensing of bicycles required to be licensed but not validly licensed by dealers as above required; provided, that any such license so issued or heretofore issued by the police department shall be valid for the life of such bicycle or until the transfer of ownership thereof, or until the license issued to such bicycle becomes destroyed, lost or mutilated, at which time the bicycle shall again be inspected, registered and licensed or relicensed. The cost of any licensing or relicensing under the provisions of this section shall be one dollar (\$1.00), payable in advance. (Prior code title 46, art. 18 § 274.2)

12.80.035: BICYCLE INSPECTIONS; UPON REQUEST OF OFFICER:

A peace officer may at any time require a person riding a bicycle to stop and submit the bicycle to an inspection and a test as appropriate if the officer has reasonable cause to believe that:

- A. The bicycle is unsafe or not equipped as required by law; or
- B. The bicycle's equipment is not in proper adjustment or repair. (Ord. 2-06 § 10, 2006)

12.80.180: ALTERATION OF LICENSE OR FRAME NUMBER

PROHIBITED:

No person shall wilfully or maliciously destroy, mutilate or alter the number of any bicycle frame number, any bicycle license issued pursuant to this code or remove, destroy or mutilate any license decal while the same is valid, or operate any vehicle without having attached thereto a valid license decal issued as provided in this code. (Ord. 2-06 § 27, 2006: prior code title 46, art. 18 § 275)

12.80.190: LICENSE; SUSPENSION OR REVOCATION WHEN; IMPOUNDMENT:

- A. The city judges or judges of juvenile courts who hear traffic cases are hereby empowered to revoke or suspend the license of any bicycle when it appears that the owner of any bicycle is not the licensee of record, or that the owner of the bicycle or the licensee thereof has used or knowingly permitted the bicycle to be used in violation of this code.
- B. The police department is hereby directed and authorized to impound any bicycle so used in violation of this code for a reasonable period of time pending investigation of any alleged violation of this code, or until such bicycle is registered and licensed by the owner thereof and equipped as herein provided. (Ord. 2-06 § 28, 2006: prior code title 46, art. 18 § 279)

DEFINITIONS

12.04.050: Bicycle

"Bicycle" means every device: a) propelled by human power; b) upon which any person may ride; and c) having two (2) tandem wheels. "Bicycle" does not include scooters and similar devices. (Ord. 2-06 § 1, 2006: prior code title 46, art. 1 § 4).

12.04.490: Street or Highway

"Street or highway" means the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel. (Prior code title 46, art. 1 § 46)

12.04.610: Vehicle

"Vehicle" means every device in, on or by which any person or property is or may be transported or drawn upon a highway, except devices used exclusively on stationary rails or tracks. (Ord. 2-06 § 2, 2006: prior code title 46, art. 1 § 58)

LIGHTING and EQUIPMENT

12.28.095: Lights and illuminating devices – Duty to display – Time

- A. The operator of a vehicle shall turn on the lamps or lights of the vehicle on a roadway at any time from a half hour after sunset to a half hour before sunrise and at any other time

when, due to insufficient light or unfavorable atmospheric conditions, persons and vehicles on the roadway are not clearly discernible at a distance of one thousand feet (1,000') ahead subject to the exceptions for parked vehicles under section [12.56.090](#) of this title.

- B. Whenever a requirement is made as to distance from which certain lamps and devices shall render objects visible or within which the lamps or devices shall be visible, the provisions apply during the times specified under subsection A of this section for a vehicle without load on a straight, level, unlighted roadway under normal atmospheric conditions, unless a different time or condition is expressly stated.
- C. Whenever a requirement is made as to the mounted height of lamps or devices it shall mean from the center of the lamp or device to the level ground upon which the vehicle stands when the vehicle is without a load. (Ord. 2-06 § 3, 2006)

12.80.061: BICYCLE; PROHIBITED EQUIPMENT; BRAKES REQUIRED:

- A. A bicycle may not be equipped with, and a person may not use on a bicycle, a siren or whistle.
- B. Every bicycle shall be equipped with a brake or brakes which enable its driver to stop the bicycle within twenty five feet (25') from a speed of ten (10) miles per hour on dry, level, clean pavement. (Ord. 2-06 § 13, 2006)

12.80.065: BICYCLES; LAMPS AND REFLECTIVE MATERIAL REQUIRED:

- A. Every bicycle in use at the times described in section [12.28.095](#) of this title shall be equipped with a:
 - 1. Lamp of a type approved by the Utah department of public safety which is on the front emitting a white light visible from a distance of at least five hundred feet (500') to the front; and
 - 2. a. Red reflector of a type approved by the Utah department of public safety which is visible for five hundred feet (500') to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle; or
 - b. Red taillight designed for use on a bicycle and emitting flashing or nonflashing light visible from a distance of five hundred feet (500') to the rear.
- B. Every bicycle when in use at the times described in section [12.28.095](#) of this title shall be equipped with:
 - 1. Reflective material of sufficient size and reflectivity to be visible from both sides for five hundred feet (500') when directly in front of lawful lower beams of head lamps on a motor vehicle; or
 - 2. In lieu of reflective material, a lighted lamp visible from both sides from a distance of at least five hundred feet (500').
- C. A bicycle or its rider may be equipped with lights or reflectors in addition to those required by subsections A and B of this section. (Ord. 2-06 § 14, 2006)

12.80.075: CARRYING MORE PERSONS THAN DESIGN PERMITS PROHIBITED; EXCEPTION:

- A. Except as provided in subsection B of this section, a bicycle may not be used to carry more persons at one time than the number for which it is designed or equipped.
- B. An adult rider may carry a child securely attached to the adult rider's person in a backpack or sling. (Ord. 2-06 § 16, 2006)

12.80.085: PERSONS ON BICYCLES, SKATES AND SLEDS NOT TO ATTACH TO MOVING VEHICLES; EXCEPTION:

- A. A person riding a bicycle, coaster, skateboard, roller skates, sled, or toy vehicle may not attach it or a person to any moving vehicle on a roadway.
- B. This section does not prohibit attaching a trailer or semitrailer to a bicycle if that trailer or semitrailer has been designed for attachment. (Ord. 2-06 § 17, 2006)

12.80.110: BICYCLES; CARRYING BUNDLE; ONE HAND ON HANDLEBARS:

- A. A person operating a bicycle may not carry any package, bundle, or article which prevents the use of both hands in the control and operation of the bicycle.
- B. A person operating a bicycle shall keep at least one hand on the handlebars at all times. (Ord. 2-06 § 20, 2006)

OPERATIONS ON ROADWAYS

12.36.010: Speed and operation to conform to existing conditions

Every person driving a vehicle on a street or alley shall operate the same at a speed and in a manner which is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing, and every driver of a vehicle, in compliance with legal requirements and the duty to use due care, shall use every reasonable means to avoid endangering or colliding with any person, vehicle or other object. (Ord. 2-06 § 4, 2006: prior code title 46, art. 7 § 116).

12.44.080: Speed and operation to conform to existing conditions

No pedestrian or other nonmotorized traffic, excluding bicyclists, shall use any limited access roadway except for the sole purpose of crossing the same in the shortest and most direct route, and then only at designated crossings, and such traffic shall yield the right of way to any motorized traffic proceeding upon the limited access roadway. Bicyclists may use the right shoulder of limited access highways except where prohibited by federal or state law or regulation or by an official sign giving notice of such restrictions. No driver shall stop a vehicle on any limited access roadway for the purpose of taking on or discharging any passenger. (Ord. 2-06 § 5, 2006: prior code title 46, art. 10 § 194)

12.80.040: BICYCLE AND DEVICE PROPELLED BY HUMAN POWER SUBJECT TO TITLE; EXCEPTION:

- A. Except as provided under subsection B of this section or as otherwise specified herein, a person operating a bicycle or a vehicle or device propelled by human power has all the rights and is subject to the provisions of this title applicable to the operator of any other vehicle except as to special regulations of this code or those provisions which by their nature can have no application.
- B. A person operating a bicycle or a vehicle or device propelled by human power is not subject to the penalties related to operator licenses under alcohol and drug related traffic offenses. (Ord. 2-06 § 11, 2006: prior code title 46, art. 18 § 277)

12.80.095: OPERATION OF BICYCLE ON AND USE OF ROADWAY; DUTIES, PROHIBITIONS:

- A. A person operating a bicycle on a roadway at less than the normal speed of traffic at the time and place and under the conditions then existing shall ride as near as practicable to the right hand edge of the roadway except when:
 - 1. Overtaking and passing another bicycle or vehicle proceeding in the same direction;
 - 2. Preparing to make a left turn at an intersection or into a private road or driveway;
 - 3. Traveling straight through an intersection that has a right turn only lane that is in conflict with the straight through movement; or
 - 4. Reasonably necessary to avoid conditions that make it unsafe to continue along the right hand edge of the roadway including:
 - a. Fixed or moving objects;
 - b. Parked or moving vehicles;
 - c. Bicycles;
 - d. Pedestrians;

- e. Animals;
- f. Surface hazards; or
- g. A lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane.

- B. A person operating a bicycle on a roadway shall operate in the designated direction of traffic.
- C. 1. A person riding a bicycle on a roadway may not ride more than two (2) abreast with another person except on paths or parts of roadways set aside for the exclusive use of bicycles.
- 2. If allowed under subsection C1 of this section, a person riding two (2) abreast with another person may not impede the normal and reasonable movement of traffic and shall ride within a single lane.
- D. If a usable path for bicycles has been provided adjacent to a roadway, a bicycle rider may be directed by a traffic control device to use the path and not the roadway. (Ord. 2-06 § 18, 2006)

12.80.130: BICYCLES; TURNS; DESIGNATED LANES:

- A. A person riding a bicycle and intending to turn left shall comply with section [12.44.120](#) of this title or subsection B of this section.
- B. 1. A person riding a bicycle intending to turn left shall approach the turn as close as practicable to the right curb or edge of the roadway.
- 2. After proceeding across the intersecting roadway, to the far corner of the curb or intersection of the roadway edges, the bicyclist shall stop, as far out of the way of traffic as practical.
- 3. After stopping, the bicyclist shall yield to any traffic proceeding in either direction along the roadway he had been using.
- 4. After yielding and complying with any traffic control device or peace officer regulating traffic, the bicyclist may proceed in the new direction.
- C. 1. Notwithstanding subsections A and B of this section, the city transportation engineer may place traffic control devices that require and direct turning bicyclists to travel a specific course.
- 2. When the devices are placed under subsection C1 of this section, a person may not turn a bicycle other than as directed by the devices. (Ord. 2-06 § 22, 2006)

12.80.140: BICYCLES; TURN SIGNALS; EXCEPTIONS:

- A. Except as provided in this section, a person riding a bicycle shall comply with section [12.44.140](#) of this title regarding turn signals and turning.
- B. A person is not required to signal by hand and arm continuously if the hand is needed in the control or operation of the bicycle.
- C. A person operating a bicycle who is stopped in a lane designated for turning traffic only is not required to signal prior to making the turning movement.
- D. A person operating a bicycle may give the required hand and arm signal for a right turn by extending the right hand and arm horizontally to the right. (Ord. 2-06 § 23, 2006)

12.44.120: RIGHT OR LEFT TURNS AT INTERSECTIONS:

- The driver of a vehicle intending to turn at an intersection shall do so as follows:
- A. Both the approach for a right turn and a left turn shall be made as close as practicable to the right hand curb or edge of the roadway.
 - B. At any intersection where traffic is permitted to move in both directions on each roadway entering the intersection, an approach for a left turn shall be made in that portion of the right half of the roadway nearest the centerline thereof and by passing to the right of such centerline where it enters the intersection, and after entering the intersection the left turn shall be made so as to leave the intersection in the lane nearest to the right of the centerline of the roadway being

entered. Whenever practicable, the left turn shall be made in that portion of the intersection of the left of the center of the intersection.

- C. At any intersection where traffic is restricted to one direction on one or more of the roadways, the driver of a vehicle intending to turn left at any such intersection shall approach the intersection in the extreme left hand lane lawfully available to traffic moving in the direction of travel of such vehicle and, after entering the intersection, the left turn shall be made so as to leave the intersection, as nearly as practicable, in the left hand lane lawfully available to traffic moving in such direction upon the roadway being entered.
- D. When traffic control devices are placed at an intersection indicating the course to be traveled by vehicles turning thereat, no driver of a vehicle shall disobey the direction of such indications.
- E. The city transportation engineer is authorized to place traffic control devices at intersections indicating the course to be traveled by vehicles turning at such intersections.
- F. The city transportation engineer is authorized to determine those intersections at which drivers of vehicles shall not make a right or left turn, and shall place proper signs at such intersections. The making of such turns may be prohibited between certain hours of any day and permitted at other hours, in which event the same shall be plainly indicated on signs which may be removed when such turns are unrestricted.
- G. Whenever such authorized signs are erected indicating that no right or left turn is permitted, no driver of a vehicle shall disobey the directions of any such sign. (Prior code title 46, art. 11 § 195)

12.80.170: BICYCLE RACING; WHEN APPROVED; PROHIBITIONS; EXCEPTIONS; AUTHORIZED EXEMPTIONS FROM TRAFFIC LAWS:

- A. Bicycle racing on roadways is prohibited under section [12.36.040](#) of this title, except as authorized in this section.
- B. 1. Bicycle racing on a roadway is permitted when a racing event is approved by the city transportation engineer on a roadway under its jurisdiction.
2. Approval of bicycle roadway racing events may be granted only under conditions:
 - a. Which assure reasonable safety for all race participants, spectators, and other roadway users; and
 - b. Which prevent unreasonable interference with traffic flow which would seriously inconvenience other roadway users.
- C. Participants in an approved bicycle roadway racing event may be exempted from compliance with any traffic laws otherwise applicable:
 - 1. By agreement with the city; and
 - 2. If traffic control is adequate to assure the safety of all roadway users. (Ord. 2-06 § 26, 2006)

12.80.200: VIOLATION; PENALTY:

An operator of a bicycle who violates any of the provisions of this chapter shall be punished as an infraction in accordance with subsection [12.12.010C](#) of this title, or its successor. (Ord. 2-06 § 29, 2006: prior code [title 4](#), art. 18 § 279.1)

SIDEWALKS

12.48.040: SIDEWALKS; DRIVING PROHIBITED; EXCEPTIONS; EMERGING FROM OR ENTERING ALLEYS OR DRIVEWAYS:

- A. Except for a bicycle or device propelled by human power, a person may not operate a vehicle on a sidewalk or sidewalk area. The provisions of this subsection do not apply on a driveway.
- B. The driver of a vehicle emerging from an alley, private driveway, building or other place shall stop such vehicle immediately prior to driving onto a sidewalk or onto the

sidewalk area extending across any alley or private driveway, yielding the right of way to any pedestrian or bicycle within or about to enter such sidewalk or sidewalk area as may be necessary to avoid collision and, upon entering the roadway, shall yield the right of way to all vehicles approaching on said roadway.

- C. The driver of a vehicle entering an alley or private driveway shall yield the right of way to any pedestrian or bicycle within the sidewalk area extending across such alley, or private driveway.
- D. The driver of a vehicle emerging from an alley or private driveway onto a roadway shall turn such vehicle only to the right, unless a different movement can be made in safety and without interfering with other traffic. (Ord. 2-06 § 6, 2006: prior code title 46, art. 14 § 216)

12.80.105: BICYCLES AND HUMAN POWERED VEHICLES OR DEVICES TO YIELD RIGHT OF WAY TO PEDESTRIANS ON SIDEWALKS, PATHS, OR TRAILS; USES PROHIBITED; NEGLIGENT COLLISION PROHIBITED; SPEED RESTRICTIONS; RIGHTS AND DUTIES SAME AS PEDESTRIANS:

- A. A person operating a bicycle or a vehicle or device propelled by human power shall:
 - 1. Yield the right of way to any pedestrian; and
 - 2. Give an audible signal before overtaking and passing a pedestrian.
- B. A person may not operate a bicycle or a vehicle or device propelled by human power on a sidewalk, path, or trail, or across a roadway in a crosswalk, where prohibited by a traffic control device or ordinance.
- C. A person may not operate a bicycle or a vehicle or device propelled by human power in a negligent manner so as to collide with a:
 - 1. Pedestrian; or
 - 2. Person operating a:
 - a. Bicycle; or
 - b. Vehicle or device propelled by human power.
- D. A person operating a bicycle or a vehicle or device propelled by human power on a sidewalk, path, or trail, or across a driveway, or across a roadway on a crosswalk may not operate at a speed greater than is reasonable and prudent under the existing conditions, giving regard to the actual and potential hazards then existing.
- E. Except as provided under subsections A and D of this section, a person operating a bicycle or a vehicle or device propelled by human power on a sidewalk, path, or trail, or across a roadway on a crosswalk, has all the rights and duties applicable to a pedestrian under the same circumstances.
- F. A person operating a bicycle or a vehicle or device propelled by human power on a sidewalk shall proceed only in single file. (Ord. 2-06 § 19, 2006)

12.80.160: CENTRAL TRAFFIC DISTRICT BICYCLE RIDING RESTRICTION:

It is unlawful for operators of bicycles to ride any bicycle upon any sidewalk within the "Central Traffic District", as defined in section [12.04.090](#) of this title, or its successor, and as described in section [12.104.010](#), "Schedule 1, Central Traffic District", of this title, or its successor, and made a part hereof by reference, or on any other area where prohibited by signs, provided, however, the foregoing shall not apply to police officers or parking enforcement officers in the scope and course of their employment. (Ord. 69-11, 2011)

MOTORISTS OPERATIONS AROUND BICYCLES

12.52.100: OPENING VEHICLE DOORS IN TRAFFIC:

- A. A person may not open the door of any vehicle on a side available to moving traffic or emerge from any vehicle unless

it can be done safely and without interfering with the movement of other traffic.

- B. A person may not leave a door open on a side of a vehicle available to moving traffic for a period of time longer than necessary to load or unload passengers.
- C. No person shall open any vehicle door at any time when such vehicle is in motion. (Ord. 2-06 § 7, 2006: prior code title 46, art. 15 § 230)

12.52.140: BICYCLE LANES; VEHICLE RESTRICTIONS:

No motor vehicle shall at any time be driven within or through, or parked or stopped within a marked bicycle lane, except briefly when turning into an intersection, street, alley, driveway or other parking area. A motorbus or school bus may briefly drive within or through, or stop within a marked bicycle lane while in the process of taking on or discharging passengers but, when doing so, said vehicles shall stop as near as practicable to the right hand edge of the roadway. Any vehicle entering or crossing a marked bicycle lane shall yield the right of way to all bicycles within the lane that are close enough to constitute an immediate hazard. (Ord. 14-09 § 1, 2009)

12.52.145: OPERATION OF MOTOR VEHICLE NEAR BICYCLE PROHIBITED:

An operator of a motor vehicle may not knowingly, intentionally, or recklessly operate a motor vehicle within three feet (3') of a moving bicycle, unless the operator of the motor vehicle operates the motor vehicle within a reasonable and safe distance of the bicycle. (Ord. 2-06 § 9, 2006)

PARKING

12.80.120: BICYCLES; PARKING ON SIDEWALK, ROADWAY; PROHIBITIONS:

- A. A person may park a bicycle on a sidewalk unless prohibited or restricted by a traffic control device.
- B. A bicycle parked on a sidewalk may not impede the normal and reasonable movement of pedestrian or other traffic.
- C. A bicycle may be parked on the roadway at any location where parking is allowed:
 - 1. At any angle to the curb or edge of the roadway; and
 - 2. Abreast of another bicycle or bicycles near the side of the roadway.
- D. A bicycle may not be parked on a roadway in a manner as to obstruct the movement of a legally parked motor vehicle.
- E. In all other respects, bicycles parked anywhere on a roadway shall conform with the provisions of [chapter 12.56](#) of this title, regarding the parking of vehicles. (Ord. 2-06 § 21, 2006)

BICYCLE PARKING FOR SITE DEVELOPMENT

Due to length of ordinance and a revision in process, the bicycle parking ordinance as part of the City's Transportation Demand Management ordinance is omitted. It can be found at this location: tinyurl.com/SLCbikeparkingordinance2013