

SALT LAKE CITY JOINT TRANSPORTATION ADVISORY BOARD
& BICYCLE ADVISORY COMMITTEE MEETING

Minutes of the September 8, 2025 Meeting

TAB Members present were Jon Larsen, Josh Stewart, Justice Morath, Matt Gray, and Lt. Steve Wooldridge.

TAB Members electronically present were Craig Buschmann, Daniel Mendoza, and Julie Bjornstad.

TAB Members absent were Ari Tepper, Kelbe Goupil, Miranda Bradshaw, Solomon Brumbaugh, and Turner Bitton.

BAC Members present were Martin Cuma and William Davis.

BAC Members electronically present were Alla Chernenko, Esther Daranciang, Jeannie Rollo, Kerry Doane, Laura Lewis, Rebecca Bauer, Sarah Johnson.

BAC Members absent were Ben Trueman and Maxwell Hoagland.

Also present was Jenna Simkins and Julianne Sabula.

Also electronically present were Amy Lyons, Dave Iltis, Becka Roolf, Heather Mclaughlin-kolb, Geoff Dupaix, Hugh Van Wagenen, Ivan Vladisaljevic, Sofia Jeremias, Mili Pioquinto, Samantha DeSeelhorst, Tyler Laing, and caller 385-4**-**13.

The meeting was held electronically and was called to order at 4:15 p.m. by Justice Morath.

Welcome and Member Introductions – Justice welcomed everyone and members, introduced themselves.

900 South Reconstruction Project & Discussion

Julianne provided an overview of the 900 South project, covering key milestones, major components, and the difficulty of implementing changes between planning and completion phases—often, public interest arises too late for adjustments. While the City strives to engage the community, outreach remains challenging, and they are open to improvement suggestions. Josh proposed using temporary paint for early prototyping to draw public attention. Julianne also presented outcomes, emphasizing reduced speeds and improved safety, supported by before-and-after speed data. She noted that signal timing—not roadway speed—primarily affects travel time. Sarah confirmed travel time remains consistent, but lower speeds help reduce crash severity. Despite a slight drop in vehicle volume, businesses along 900 South are performing better. Julianne conducted a Menti poll showing that the corridor is now seen as hip, vibrant, welcoming, and fun. The Committee praised the project and discussed additional safety enhancements.

Future Projects & Discussion

Julianne went over the Livable Streets zones and showed where the members can comment on the online interactive map. She went through potential projects that SLC would need UDOT approval for due to SB-195. These are projects that have narrowing or reduction of lanes and potentially fall under the “Highway Reduction Strategy” projects. Transportation would like feedback on whether the group supports these projects or has any feedback. Jon showed a map of the projects and went over some details of them while the Committee members responded to project related Menti questions.

Presentation on process (SIF/PCR) & Discussion

Due to time constraints, this topic was not discussed.

Public Comment

Dave Iltis said that especially TAB, but both TAB and BAC, one of their powers and duties is to act as a liaison to the community and both committees are failing at this. TAB has been progressively less inviting to the public. If they wonder why there’s only one or two people from the public that ever show up to their meetings, it’s because they are very uninviting. They’re kind of a clicky club and they also let people that aren’t on the committee talk, but they don’t let the general public talk. He would encourage them to revisit how they approach the general public because currently the meetings are incredibly unfriendly and uninviting to the general public. He had some general comments on projects that are going on like 900 South, the 9-Line trail. He’s been working with Jon Larson and This is The Place State Park to add a connector trail from the terminus of the 9-line into research park at Colorado. They got approval from the park last week. 300 West, if you’ve ridden the new bike lanes, they’re fantastic; however, they end up in an uncomfortable spot right at Pioneer Park. That’s a direct result of SB195 and a direct result of some of the members of the TAB Committee. They have basically subverted active transportation by saying speed bumps encourage aggressive driving and air pollution. 3200 West, there’s a new connector under SR201 that is really good and has the potential now for continued bike lanes from 500 south to about 12000 South, 15 miles of continues bike lanes. The Salt Lake portion is mostly done; there’s a couple of blocks that need to be fixed up. 700 East, that they talked about here in getting bike lanes, that was advertised last year. That page has since been taken down, he put it in the chat because it’s on the web archive, but they may want to look at that and see what the configuration of 700 East is. That was also a direct result of SB195. The new homeless campus is going in at 2200 West and the bike lanes over there have gotten progressively works. There’s no bus service out there, there’s pretty much no way for anybody who would be staying there as a resident to even get there. The bike lanes are absolutely substandard there and hopefully that will be an excuse to improve those. But I really hope TAB and BAC do consider becoming more inviting to the general public because currently they’re not.

Motion: Justice Morath motioned to adjourn the meeting; Matt Gray seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:32 p.m.

Meeting Chat

Jeannie 9/8/2025 4:17 PM • Sorry, I couldn't unmute for a minute but now I have the web app figured out!

Dave Iltis 9/8/2025 4:18 PM • Thanks for being inviting to the public.

Roolf, Becka 9/8/2025 4:27 PM • They don't cost that much...

<https://classifieds.ksl.com/listing/78617966>

Jeannie 9/8/2025 4:31 PM • The bus blocks the throughput of traffic going East on 9th east

9/8/2025 4:31 PM • so traffic is slower

Dave Iltis 9/8/2025 4:36 PM • Has there been any change in crashes, both number and severity on the route?

Dave Iltis 9/8/2025 4:43 PM • The signal activation for bikes and peds needs to be revisited as it's cumbersome for bikes and peds.

Jeannie 9/8/2025 4:54 PM • What's the definition of "Collector Street"?

Roolf, Becka 9/8/2025 4:57 PM • Jeannie, arterials are the larger through streets that carry the most traffic. Collectors are one step down from arterials - they collect traffic from local streets, but are not primary through-put the way that arterials are. That's an informal definition for you.

Alla Chernenko 9/8/2025 4:58 PM • can someone please put the menti code in the chat? thank you!

Roolf, Becka 9/8/2025 5:00 PM • The wikipedia article on functional classification is reasonable. https://en.wikipedia.org/wiki/Functional_classification

Kerry Doane 9/8/2025 5:02 PM • 85811447

Dave Iltis 9/8/2025 5:03 PM • What is the traffic volume range for collectors?

Roolf, Becka 9/8/2025 5:08 PM • Dave, I am not sure if this is a formal policy, but I believe volume is like ski area trail ratings. That is, a black diamond at a very hard ski area may be harder than a black diamond at a very easy ski area. Similar, a collector in a busy city (SF, NYC) may have as much or more traffic as an arterial in a small town. It's relative to the traffic scenario, rather than having absolute criteria.

Dave Iltis 9/8/2025 5:14 PM • Note that 700 E was "advertised in 2024" and yet was not implemented in 2025.

Dave Iltis 9/8/2025 5:16 PM • See:

<https://web.archive.org/web/20250404155537/https://www.slc.gov/mystreet/2024/05/13/surface-treatments/>

Dave Iltis 9/8/2025 5:21 PM • That should say S. Temple to 900 S. There is no N. Temple there.

Dave Iltis 9/8/2025 5:25 PM • It's 5:25

Julie 9/8/2025 5:32 PM • I also need to drop - thanks for preparing this, Julianne and Jon!

Approved by the Transportation Advisory Board on 10-06-25.
Approved by the Bicycle Advisory Committee on 10-20-25.