

SALT LAKE CITY

BICYCLE ADVISORY COMMITTEE

Minutes of the October 20, 2025 Meeting

Present from the Bicycle Advisory Committee were Ben Trueman, Esther Daranciang, Kerry Doane, Martin Cuma, Maxwell Hoagland, and William Davis.

Electronically present from the Bicycle Advisory Committee were Alla Chernenko, Jeannie Rollo, Laura Lewis, and Rebecca Bauer.

No one was Absent from the Bicycle Advisory Committee.

Present were Jon Larsen and Lt. Steve Wooldridge.

Electronically Present were Amy Lyons and Julianne Sabula

The meeting was held both electronically via WebEx and in person and was called to order at 5:01 p.m. by Becka Roolf. Becka welcomed everyone and BAC members introduced themselves.

Approval of Minutes

Motion: Kerry Doane motioned to approve the minutes of the August 18, 2025 BAC meeting and the September 8, 2025 Joint TAB-BAC meeting. Martin Cuma seconded the motion. The motion passed unanimously.

Member Report Out

Martin Cuma jolted his back a little bit more than he wanted to on 1700 South coming down the hill towards the meeting today. He then opted for taking 700 East which he knows is a UDOT road and is supposed to get repaved next year and it was in much better shape than 1700 South. He wanted to let everyone know that the streets in the city are in bad shape, and they make biking more difficult. For whatever reason, the State is capable of repaving the streets much faster than the City and they're repairing streets that in his mind don't need repaving while the City streets need repaving. Maybe the City can get money from UDOT since they seem to have a lot. It's for both the comfort and health of the bicycling community. And again, he opted for the busy UDOT road for the reason that it has better service than the less busy and more comfortable but much worse pavement on City streets.

Kerry Doane also rode 1700 South to get to Westminster. It feels dangerous because you have to negotiate the bad road while going downhill right in the middle of the vehicle lane. On that same trip on a Friday evening, all the garbage cans were right in the bike lane. She asked if there has been any sort of discussion with waste management on how the trucks replace the garbage cans as they seem to leave them in the bike lanes. Ben said that was discussed a while back and basically, they can't put it anywhere else except the bike lane. Kerry said there was a two-block area on the south side and there's just room for the garbage cans and then the bike lanes, but the garbage truck doesn't push it back into that space. She said she knows they could get out of the

trucks and move them, and it wouldn't be the entire route, just those two blocks. Ben said in the past they've talked about them making extra effort to put it as close to the curb as possible in those type of spaces because they can't put them on the curb or park strip. Maybe they just need a reminder. Becka said she can pass that along. Kerry said maybe they should be specific so they don't have to look for it and Martin said it might have been between 1500 and 1900 East because there is a bike lane without parking there. He used to take his kids to a school in that area and Friday is their garbage day, so you basically have to take the car lane, but the street is not very fast for the cars so it kind of works.

Esther Daranciang said on 200 South and 200 West, the bump outs there could use a little reflection as well as the bump outs that got built around Fair Park. On the 1100 East bump outs, they have standing reflectors and on the edges. She's almost run into the ones on 200 South and by Fair Park multiple times at night as they come up unexpectedly. She does use a bike light, but it is competing with headlights.

William Davis had a quick announcement that they're going to have 7-8 different Salt Lake players including himself that will be playing at world championships for bike polo from November 16-18 in Taiwan. He also wanted to bring up that there is a huge section of warehouses past Bangerter and south of the tracks that have no reasonable bike access, nothing at all. The only access is from the Mountain View Corridor from the west. So, there's a whole section of town that is not accessible by bike. Part of it is trains, part of it is Bangerter, part of it is SR201, but it's something he thinks this committee really needs to start looking at. There are multiple people on this Committee that are affected by that and the only way in and out is literally through the worst intersection in Salt Lake which is 1820 South and Bangerter. He also referenced the Ped/Bike Master Plan, and it doesn't really do anything to address it. William talked about more specifics of the roadways and blocked roadways in this area and the dangerous movements he must make to enter or exit this area which is treacherous for a bicycle.

Ben Trueman said he took the 400 South bikeway to this meeting over the bridge because there was a train crossing, and it looks like that pathway is being extended further into the City. He asked how far it's going. Jon said it's going all the way to 200 West and is still under construction. It'll get you going north onto 200 West bikeways into town and south on 300 West. Ben said if he wanted to keep going east, he would go up to 300 South. Ben said it was nice to not be with traffic because he's been crossing those bridges for years and it only feels moderately ok on his e-bike when he can go a reasonable speed. He asked if there are any plans to ever get something like that on 2100 South. Becka said she has a conceptual design for 2100 South which is on existing pavement and would not lose any lanes, but it is controlled by UDOT. Transportation has had some conversations with them about doing something there. Jon said once 400 South is done, it will be pretty intuitive and there will be a lot of pavement markings, a lot of green signage and then over the bridge they partnered with the Arts council so it will be very colorful and beautiful honoring the Poplar Grove Peacocks. Ben's other concern is snow removal for winter in those pathways.

Laura Lewis tried to look for it on the SLC app, but after the rainstorms the week before last, there were parts of 1820 South that were a lake. She had to go to the other side of the street to find something shallow enough to cross. She's not sure if it's drainage that was backed up or not good design but didn't know if anyone else had found something on the app to report drainage issues. Becka said there was flooding in parts of the city. We are fortunate that Salt Lake has a lot less flooding than some other communities where they're entire city flooded. If it is something like a backed-up

culvert, that's something that can be fixed. She has personally called in the past and said generally you call Public Utilities if there is a storm drain backed up.

Jeannie Rollo said she's going to be the broken record for 11th Avenue because there is no drainage on that road between Terrace Hills Drive and Virginia. She was also riding her bike during the rainstorm and portions of that road were a lake. She gets that was a record rainstorm, but that road is a lake after regular storms as well. It's a road that is so utilized by bikers, runners, and pedestrians that it needs some priority; it's become so dangerous. On the north side, there is erosion from the hillside that comes down onto the road after every single storm that blocks the bike lane. She reports it and they have to come back after every storm and bulldoze the debris back to the hillside but it's not even a good band aid and she wishes they could have some better maintenance on that stretch as it's dangerous. Her second observation, she was looking at the bikeways map that Dave Iltis referred to during the joint TAB/BAC meeting and was disappointed that there aren't more biker friendly paths around the entire U of U campus and specifically upper campus. It's almost obsolete, there's just not good ways for bicyclists to get to upper campus, it would appear from that map and her experience. Becka asked if Jeannie thought it was a mapping challenge or that things really don't exist because the U of U has been putting in a lot of facilities. She asked if Jeannie cross referenced it with the U of U bike map. Jeannie did not cross reference it, she only looked at the bikeways.utah.gov map and it is a busy little map. She's thinking just to get to campus or the upper campus need to have more bike friendly paths but once you're there, it looks like there's a lot of paths.

Rebecca Bauer said on Highland Drive, just past the liquor store heading south, the new path is amazing except for when it dumps back onto the road underneath the bridge. It's just really dark there, and the white line isn't there so you kind of feel like you're just running off into traffic. She feels like if there was just a little bit more of the white line to connect and show cars that you don't drive all the way over and it's for bikes, that would be super helpful. Becka said they'll take a look at that area.

William Davis said the other thing he wanted to mention, which was just feedback from other people is that the bike path on 300 North, has a speed mechanism there to slow people down around the street, but a lot of people said it looks like the cyclist is actually turning and it confuses cars and there have been conflicts.

Public Comment

There were no members of the public.

Officer Elections

Chair – A description of the Chair position was read, and nominations were done. After nominations, Amy proposed Esther as the new Chair. Everyone consented to Esther as the Chair. Esther consented to be the new BAC Chair until December 2027.

Vice Chair – A description of the Vice-Chair position was read, and nominations were done. After nominations, Amy proposed Kerry as the new Vice-Chair. Everyone consented to Kerry as the Vice-Chair. Kerry consented to be the new BAC Vice-Chair until December 2027.

SB195 Update & Discussion

Jon told the group this would be his last BAC meeting as he's accepted a position with UTA. He has enjoyed his time with SLC but will be back to supporting the whole region.

He said UDOT presented their SB195 Study to the Transportation Interim Committee on October 15th. The data showed that after everything the City has done, it is still just as easy as it's ever been to drive to SLC. The SLC study doesn't have a deadline, but there is a moratorium in place for certain projects until their study is presented and reviewed. Jon went over details of the UDOT study which included the following.

- Travel time along corridors
- Traffic congestion
- Parking changes
- Traffic movement
- Bike/Ped usage
- Safety and crash data which showed improved conditions from a bike safety perspective

The UDOT study had some thoughts for SLC consideration including creating a map with a three-tiered system of streets.

- Tier One – Car 1st streets, mostly owned by UDOT, no high reduction strategies
- Tier Two – More study and UDOT approval before moving ahead with projects
- Tier Three – The City would need to document changes in case UDOT gets audited

SLC has put a lot of effort into listening to and elevating the voices of the communities that are most impacted. UDOT is also recommending that they put more effort into listening to commuters and some major city stakeholders.

As part of SLC's study, they are asking for online feedback on their future projects. That website is here: <https://shape.slc.gov/en/projects/mobility-plan>.

Motion: Ben Trueman motioned to adjourn the meeting; Kerry Doane seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:32 p.m.

Meeting Chat

Alla Chernenko 10/20/2025 5:27 PM • I'm not going to take up time with this, but I have been using the Kensington Byway a lot as a lower-stress alternative to 1700 S, and I think it's great, although I wish there was a similar lower stress option going further West.

Approved by the Bicycle Advisory Committee 11-18-2025