

SALT LAKE CITY

BICYCLE ADVISORY COMMITTEE

Minutes of the November 17, 2025 Meeting

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

Electronically present from the Bicycle Advisory Committee were Jeannie Rollo, Kerry Doane, Laura Lewis, Rebecca Bauer, and William Davis.

Absent from the Bicycle Advisory Committee was Alla Chernenko.

Present were Lt. Steve Wooldridge and Dave Iltis.

Electronically Present were Amy Lyons, Brian Conley, Becka Roolf, Julianne Sabula, and Mary Sizemore.

The meeting was held both electronically via WebEx and in person and was called to order at 5:01 p.m. by Esther Daranciang. Esther welcomed everyone and BAC members introduced themselves. Amy presented a certificate to Martin and Ben, thanking them for their time on the Committee.

Approval of Minutes

Motion: Ben Trueman motioned to approve the minutes of the October 20, 2025 BAC meeting. Martin Cuma seconded the motion. The motion passed unanimously.

MySLC: Reporting Concerns to Salt Lake Agencies

Amy showed a video explaining what mySLC is and how to use it to report issues within SLC. She showed how the requests are received by Transportation and how they are processed. The group would like better follow up when request items have been completed and better communication with UDOT on related requests. MySLC can be used to send any type of communication a constituent would like to share with the City.

Member Report Out

Kerry Doane said she was joining remotely with Becka and Julianne because they were at the WFRC fall workshop. WFRC has a trail map for the whole region, but they focused on the northern Salt Lake County portion this afternoon. She didn't have a chance to really dive into all the active transportation projects, but it's something she wants to do and maybe it's something that they bring to the Committee more formally. Or BAC can give themselves some homework to check it out so that they can discuss it at a meeting. She knows that getting in the beginning of projects makes the most impact and she thinks this is a great way to do that. She was very glad to be there and apologized for being late. She also wanted to ask if anyone has experienced Googling a bike route and it's giving her routing that's almost never one that she would choose. Becka said in the past Google would get a lot of data from her doing edits to the Google map data. She hasn't done it lately as she hasn't been doing a lot of the bike facilities.

In the past she's asked Google to send people on a parallel route to a State road if there is one and they may have gone too far down that road, so she doesn't have a perfect solution.

Rebecca Bauer said everything is done on 1300 East and it looks fantastic. The crosswalk at Stratford is way more bike friendly now which is amazing. She thinks it's going to take a little bit of time for cars to remember that there's now a bike lane and pedestrian walkway on the side of the road and just remember to look back when they're making their turns, but otherwise, it looks fantastic and she's super excited to use it, especially come spring next year.

Laura Lewis said as far as the maps and bikes, there's an app called points, their bike routing is specifically with bicycles, and you can pick things that are important to you like safety or time. She uses it a lot and has enjoyed it. One thing she was thinking maybe for a future meeting is that there are shortcuts they can take to make their ride shorter, but she was thinking what about safe cuts, where you may go a bit out of your way, but it's safer. She'd be interested to hear what people do for that on the various routes that they're taking, where you're going a little bit out of your way, a little bit deviated from the map, but it makes it feel a bit safer.

William Davis said he doesn't have a ton locally because he's been out of town, but a few comments for a country that does not even typically have sidewalks built in. Taipei is doing fantastic things with bicycle infrastructure, and he thinks that he's found his new favorite park and bike path possibly in the entire world while he was there. Another thing as well, and maybe it's something to be monitored as a larger issue, is he was talking to some people from Toronto and in Toronto, they're having the same kind of problems as SB195 where the province itself has started trying to remove bike lanes. In Toronto there was litigation this summer and they were going to spend about \$48 million specifically to pull out bike lanes. The litigation knocked it down considerably, but he does think it's maybe potentially something to monitor as far as potentially a broader movement from convenient advocates.

Maxwell Hoagland has a comment on the intersection on 1500 East and 2100 South where it goes into Sugar House park. There are two lanes, one of which is the right-hand turn lane, so as a cyclist, you're trying to be nice to the other drivers and stay kind of between the lanes. And then you're going into Sugar House Park, and you don't realize that the left lane is not a turn lane, and those people are also going into the park, they're driving straight and then have to turn. They have to veer right to get into the park. He thought it would be an easy project to address with some street painting. You know a lot of family people are riding into the park right now and a lot of people don't realize people are not in that left lane just to turn, they're also going straight so they may end up veering right. Becka asked Max to take photos of that to review at a future meeting.

Martin Cuma said he's still getting banged up on the potholes, but he will put a request into the mySLC app to try and get at least part of 1900 East and 1700 East repaved.

Esther Daranciang said Cranksgiving was yesterday, a lot of bikers from around the city came together and ended up donating over \$3,000 worth of food and cash and almost a literal ton of food which truly impressive. That was a really fun event, and she was happy to be part of it.

Public Comment

Dave Iltis from Cycling Utah reminded the Committee to please be welcoming to the public. He's found that TAB has not been, and the BAC is generally quite a bit better.

He suggested that maybe they have a look at their powers and duties. As a Committee, one of those is serving as a coordination body and resource for organizations and individuals interested in bicycling issues affecting the city. They should be aware that the public takes a lot of time out and BAC are the eyes and ears for the city for this and they know how to navigate the system, but lots of people that come here and see them, they come here once, and they never come back. He would encourage them to be as inviting as possible. He's been working with the Streets Division and finally got someone to answer affirmatively, Jorge Chamorro, the Director of Public Services. Lots of bike lanes remain unstriped sometimes several years after the road has been resurfaced like 3rd Avenue by his house. It's been a couple years since the bike lanes have not been finished, they have a broken process. Jorge assured him that next spring they will be fixing this process and going back and fixing all the bike lanes which have not been finished, like on 3rd Avenue, Indiana, 11th Avenue, 2100 East, and others. That's a huge change because Dave has asked this Committee and TAB to invite Streets in and he doesn't think they've ever addressed that issue. This is a change that's going to help cycling in Salt Lake. Another thing he was working on with Jon Larsen is that they were working with This Is The Place State Park, when you go to the end of the Sunnyside trail going eastbound, it dead ends at the park. There's a nice little route going to the west side of the park through their parking lot to get into Research Park by the Bio Fire/bioMérieux building. That has been generally closed off with a chain or cable and the new director for This Is The Place State Park is happy to open this up. They're putting bollards in to keep cars out and let cyclists in. He doesn't know when that project is going to be completed, but this is something that he and someone named Bert Lee have been five or six years trying to get rolling. Hopefully this fall, maybe in the spring, that will be complete. They are open to signage so that you can see that the 9-Line trail extension will go into Research Park, and you can get into Research Park more safely than on Arapen which has horrible bike lanes, but they do have bike lanes. Bike theft continues to be a problem. Wasatch Elementary is having an open house on Thursday night, hopefully Transportation will tell the Committee about things like that. It's a Transportation project's open house where I think they're going to specifically try and address South Temple for the community, but Transportation has not publicized this very well. I don't know if they're trying to invite some of the people who have been behind SB195 but hopefully they are and hopefully people will know, it's at 5:30 at Wasatch Elementary on Thursday night. Every rumor he's heard is that's coming back and coming back much worse. They're going to try and take away Salt Lake City control over a large portion of the bigger streets and remove some bike infrastructure. If anyone wants to help with efforts that himself, Sweet Streets, and other groups are doing, please let him know. Please be inviting to the public, we take time out to come here and closing off comments isn't helpful for anybody.

SB195

Julianne said the Mayor will be presenting to the Transportation Interim Committee this coming week. She will largely mirror a lot of what they already heard from UDOT, and intends to make a commitment to several things including the following.

- Critical Vehicles Capacity map
- Increasing project outreach
 - The City had an initial meeting to start assembling a business coalition and there has been some discussion about making that an additional Board. Transportation will keep the groups posted as that evolves.

- Curbside management
- Coordination with other Divisions for emergency vehicle access

Transportation will distribute the Critical Vehicles Capacity map to both TAB and BAC.

Vision Zero / Safe Streets Action Plan & Calendar for 2026

Becka said it's time to set the calendar for 2026. Becka noted that 2025 is the first full year with four joint meetings between TAB and BAC and suggested continuing this format in 2026. However, additional joint meetings may be beneficial for key topics like Vision Zero and the Capital Improvement Program (CIP).

After some discussion, BAC members were hesitant to combine additional meetings. It was suggested that Vision Zero be presented to TAB and any BAC members who were interested could attend and participate in that meeting.

Your Photos: Discussion of Recent Project Designs

The Committee went through some design photos that were submitted by Ben. They reviewed and discussed photos from multiple locations including the intersections of 1700 South/TRAX, 900 West/California Avenue, Harris/Navajo Street, 800 South/300 West, and 200 South bike lanes going through bus stops.

Dave Iltis said that for decades SLC has disregarded high speed cyclists, but with the rise of e-bikes, it levels the playing field. Now there are all sorts of cyclists who are easily able to go 20+ miles per hour. It would be a good idea to seriously consider design speed on projects.

Motion: Martin Cuma motioned to adjourn the meeting; Maxwell Hoagland seconded the motion. The motion passed unanimously. The meeting was adjourned at 6:29 p.m.

Meeting Chat

Rebecca Bauer 11/17/2025 5:36 PM • Your cat is so cute, Laura!

Jeannie Rollo 11/17/2025 5:40 PM • that entire intersection is so dangerous on so many levels! I agree Max

Roolf, Becka 11/17/2025 6:12 PM • 200 West and 300 South -- the protected bike lanes downtown

Jeannie Rollo 11/17/2025 6:21 PM • Roundabout makes total sense!

Laura Lewis 11/17/2025 6:23 PM • And your cat is cute, Rebecca 🐱

Approved by the Bicycle Advisory Committee 12-15-25.