



SALT LAKE CITY JOINT TRANSPORTATION ADVISORY BOARD

& BICYCLE ADVISORY COMMITTEE MEETING

Minutes of the January 12, 2026 Meeting

TAB Members present were Kelbe Goupil and Matt Gray.

TAB Members electronically present were Brian Conley, Craig Buschmann, Justice Morath, Miranda Bradshaw, and Solomon Brumbaugh.

TAB Members absent were Ari Tepper, Bron Cruz, Josh Stewart, Samantha DeSeelhorst, and Turner Bitton.

BAC Members present were Esther Daranciang and Kerry Doane.

BAC Members electronically present were Alla Chernenko, Jeannie Rollo, Laura Lewis, Rebecca Bauer, and William Davis.

BAC Member absent was Maxwell Hoagland.

Also present were Dave Iltis, Julianne Sabula and Mark Stephens.

Also electronically present were Amy Lyons, Meredith Muller, Becka Roof, and Ty Jones.

The meeting was held electronically and was called to order at 5:03 p.m. by Esther Daranciang.

Welcome and Member Introductions – Esther welcomed everyone and everyone introduced themselves.

Public Comment

Dave Iltis had a few updates including to please be aware that the legislative session is coming up. He didn't know what the current rumor is, but the rumor he's heard for the last six months is that there will be more restrictions on SLC. These include potentially removing some traffic calming bicycle infrastructure, so please keep an eye on most likely the transportation bill coming out of the Transportation Committees in the House and Senate. Last year they pulled a fast one and introduced this egregious bill, SB195 at the last possible second, they had language that restricted Salt Lake City. Anyway, be aware of that. Unfortunately, Salt Lake City and UDOT are kind of acquiescing to not doing some lane removals or lane reductions on some of the Tier One streets. He thinks it's a preemptive move by the City so that legislation isn't worse, but just be aware of that, it's basically pushed by a couple of very loud people in Salt Lake that don't know what they're talking about. There's a proposal to develop a bunch of the northwest quadrant and the inland port area. This is probably more directed at SLC Transportation, but also TAB & BAC. The I-80 frontage road and the 2200 West bike routes are two very important recreational bike routes with the increased development in both of those areas and the lack of attention Salt Lake City paid to 2200 West last

time they repaved it last year. These are endangered bike routes, and they are extremely important for recreational cycling. Especially the I-80 frontage road, it's one of the more popular routes in the city and the 2200 west route is one of only a handful of routes that allow you to ride from Salt Lake City to Davis County. Lastly, you guys are discussing CIP applications. Our sources tell us that there's a misguided application to remove all the speed bumps except for two on Virginia Street pushed by people apparently who live in the upper avenues. And they want to make Virginia Street less safe, and it's done under the guise of being pro-bicycling, but it's absolutely not. He lives about two blocks from there and the speed bumps on Virginia have changed that street dramatically for the better, so be aware of that. If that does crop up, please don't give it any credence whatsoever. Thank you.

Capital Improvement Program – FY27 Internal Applications

Generally, TAB & BAC will rank applications in terms of their priorities, and they may also want to weigh in to those who are scoring the applications within the City as well as to the Mayor and City Council. Mark and Becka presented a slide show and explained the process these applications go through.

- Safety – Mark went over safety components, the need for slower traffic, more forgiving infrastructure, and proven safety countermeasures that can improve SLC assets to prevent serious injuries or death.
- Impactful resource allocation – This considers how individuals with mobility challenges have access to resources and opportunities (ADA Requirements), balances geographic investment especially with neighborhoods which historically have received fewer resources, and addresses service levels to recently underserved communities.
- Sustainability – Considers climate change, air pollution/clean air act, and dust from the Great Salt Lake. Air quality is leading cause of premature death globally and it affects economic development/business retention. Air quality is the #1 reason businesses leave Salt Lake, so this allows Salt Lake to grow and increases tax base.
- Good governance
 - Asset Condition – Pavement OCI (Overall Condition Index) serves as a decision-guiding factor for many public way projects, rating road conditions on a scale from 0 (failed) to 100 (best). In addition to OCI, which is specific to pavement, there are other asset condition considerations such as approximately 1/3 of SLC traffic signals being in poor, very poor, or failing conditions.
 - Master plans – State law requires all construction projects to be included in one or more of the city's adopted general plans.
 - Partnerships/\$ - Among SLC projects, several have outside funding from partners including UTA, UDOT, and WFRC. Opportunities for a “dig once” approach across City projects is also a goal.

They went through applications and the funding request for each.

- Complete Streets Reconstruction 2027 - \$5.3 million
- Vision Zero Corridors & Safety Improvements - \$2.3 million
- Complete Streets Overlay 2027 - \$3.3 million
- Traffic Signal Replacements & Upgrades 2027 - \$4 million

- 500 W Street Reconstruction (Granary District) - \$3 million
- Neighborhood Byways Program 2027 - \$1.1 million
- Public Way Concrete 2027 (Streets Division) - \$750,000
- Parking & Curb Management - \$500,000
- Livable Streets Program 2027 - \$2.5 million
- GREENbike Federal Grant Match; Bike Rack Replacements 2026 - \$65,000
- Urban Trails, Missing Sidewalks & Bikeway Gaps - \$700,000
- Transit Capital Program 2027 - \$500,000

Becka will be sending out an online tool for TAB & BAC to give their input on these projects.

2026 Calendar

The 2026 TAB & BAC calendars are finalized through July. They will make a final decision about the 2nd half of the year after the Legislative Session.

2025 Accomplishments of TAB / BAC, and 2026 Goals

- What did TAB and BAC accomplish last year?
 - Letters re: CIP applications (rankings) – TAB & BAC separately
 - Letter re: Trail access – Upper Millcreek Canyon (BAC)
 - 2-way bikeway safety concerns – signs, changes (BAC)
 - SB195 sub-committee (never quite gelled) – general understanding of SB195
 - TAB retreat (never quite gelled)
- What are the most important topics for TAB / BAC to consider in 2026?
 - Olympics – as a host/smooth operations
 - Olympics – legacy infrastructure
 - Learn from North Temple – Temple Open Houe in 2027 (April to October 2027)
 - What role for committee's vs staff??
 - Get input from Community Councils within districts?
 - Attend a meeting, email them to welcome comments
 - Help locals connect to the games more positively
 - Better transportation during games
 - Access to events. (cross country skiing always has tickets in the U.S.)
 - Connections to project open houses, presenting on big projects.
- What outcomes do you want to accomplish this year, and how?

This topic may be discussed again at a future meeting.

Motion: Matt Gray 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 C 1/12/2026 5:06 PM • I misspoke, I am on the BAC, not on TAB

Roof, Becka 1/12/2026 5:09 PM • For anyone who has come in late online, please introduce yourself in the chat.

William Davis 1/12/2026 5:14 PM • William Davis district 2 BAC

Rebecca Bauer 1/12/2026 5:15 PM • Rebecca Bauer - BAC - District 7

You 1/12/2026 6:16 PM • There were both TAB and BAC CIP letters of recommendation in 2025.

Alla C 1/12/2026 6:19 PM • I remember this

Approved by the Transportation Advisory Board on 02-02-26.
Approved by the Bicycle Advisory Committee on 02-09-26.