



SALT LAKE CITY  
TRANSPORTATION ADVISORY BOARD  
Minutes of the March 2, 2026 Meeting

Present from the Transportation Advisory Board were Josh Stewart, Justice Morath, Kelbe Goupil, Lynn Jacobs, and Matt Gray.

Electronically present from the Transportation Advisory Board were Brian Conley, Kerry Doane, Miranda Bradshaw, Samantha DeSeelhorst, Solomon Brumbaugh, and Turner Bitton.

Absent from the Transportation Advisory Board were Craig Buschmann and Lt. Bron Cruz.

Present was Paul Varela, Becka Roof, Amanda Longwell (SLC School District Board of Education), and Julianne Sabula.

Electronically present were Amy Lyons, Orla and Meredith Muller.

The meeting was held both electronically and in person and was called to order at 4:01 p.m. by Justice Morath.

**Welcome and Introductions** – Justice welcomed everyone, and everyone introduced themselves.

**Motion:** Matt Gray moved to approve the minutes of the February 2, 2026 TAB meeting. Kelbe Goupil seconded the motion. The motion passed with Josh Stewart abstaining.

**Report Out** – by Members

**Justice Morath** said most of what he has to report is related to the Legislative session, which is on the agenda, so he'll save his comments for that. At the end of the report outs he also has a statement regarding public comments.

**Matt Gray** said as someone who is representing UTA, he thinks they may still have one more monthly meeting before the next change day. That's when they are opening their new BRT route, the Mid-Valley Express, which is not in SLC but will connect West Valley Central to Murray Central via SLCC in Taylorsville. The change day is April 12<sup>th</sup>, and he thinks when they get to the month away mark, there will be a lot more information on their website.

**Josh Stewart** said they got new speed bumps on 1900 East, and he would like to know what the criteria is for whether there is a cut in. Lynn said they call it a speed cushion when you see the cuts for emergency vehicles to go through. Generally, they've worked through their design with the emergency services and the fire departments, but occasionally they do it because cyclists like to use them too. It kind of gives a cyclist a path that goes through. Those two openings are the right wheelbase for a fire truck, but they're a little too wide for a normal run passenger car. A lot of times they will put those cushions in, and the car will try to maneuver so they get one tire in there and one out.

This still slows them down, but it really helps the emergency service folks to be able to respond quickly to emergency calls.

**Miranda Bradshaw** said there is a resident in her district who commutes to work and frequently uses the 300 West bike lane, the new one. According to them, they felt less safe on that bike lane and have had near misses with cars when they're traveling against the direction of traffic. Their question is why the bike lanes for both directions of travel are on one side of the road instead of being split on both sides. They wanted to know if the city has any rhyme or reason why they installed that bike lane that way vs others where they split it and you're traveling in the direction of traffic. Lynn said when they were going through the concept development for the 300 West project, they evaluated a bunch of different alternatives, and they landed on this one as the preferred alternative given the constraints they had on the corridor. They went through a pretty extensive alternatives evaluation. Transportation has also observed that there hasn't been great compliance with people to yield to bikes in that configuration. The Streets division is going to do some upgrades to signage and marking around some of the major driveways and intersections where they see conflict. He advised everyone to be cautious, slow down and make eye contact.

**Turner Bitton** has a question for staff about the intersection at 300 West and 900 South. He's seen multiple cars go up and over the new curb extension that's on the west side of the road. The current lanes for vehicle travel are not painted according to where the new bulb out comes. He's just wondering if there are any plans to repaint that. He's just seen a number of cars go up and over that curb as they're crossing 300 West headed west. Lynn said there are plans to repaint it and they're working on it. It's hard to remove existing markings and it's a challenge they're trying to resolve.

**Kerry Doane** recently received an e-mail from Bike Utah announcing the Bike Summit which is occurring on August 28<sup>th</sup>, and they are looking for registrants, speakers, and sponsors. It's going to be in West Valley City at the Cultural Center. Also, at the joint meeting she thought about reaching out to Community Councils to connect with the constituents as best they can. She did try, at least in District 6, they don't meet very often, and it was kind of hard and she would just say it's not as easy as she thought it would be. She's still going to try as just a point of effort. Justice seconded trying to reach out to Community Councils. It's going to vary greatly by area and how active they are, but if you can't attend their meetings or at least be connected to them, it can be helpful to find out what's going on.

**Justice Morath** said they discussed at their last planning meeting with the BAC and TAB leadership the public comment and how to structure it to make sure that it's fair for everyone to be involved. Lynn gave some friendly reminders about the rules around public comment at this meeting. SLC legal friends have given some good advice over the last for the sake of making sure they have time to hear from the members of this Board. The members' time is valuable, and we need to respect it and make sure we hear from them at this meeting. We're going to reinforce a few rules. Number 1, public comment will be limited only to this agenda item. If someone from the public would like to make a comment during other agenda items, it's not the time to do that. We want to hear from our TAB representatives. There are a lot of opportunities in the City to get your comment heard. In this meeting, we have an agenda item for them, we need to have the public stick to that agenda item. Moving forward, we're going to really hold people to that and if someone from the public chimes in during one of our other agenda items, we'll probably try to shut that down quickly. The second item is that the public comment is limited to 2 minutes per person during this time. That's on our agenda and we need to stick to that rule, so it doesn't drag out and take time away from the agenda. He wants to remind everyone to be courteous during their public comment period.

There are a lot of opinions about transportation, debate is healthy, we love to hear it, but be respectful in our debate, be civil to one another and respectful of other people's opinions. The same rules will apply in BAC as well. We're trying to treat all our Commissions the same and these same rules apply in many of the City's Boards and Commissions. We will also be formalizing timing with public comment, so the Chair and Vice Chair aren't trying to do multiple things.

### **Public Comment**

No members of the public wished to comment.

### **2027 Temple Open House**

Lynn presented information about the 2027 Temple Open House, scheduled from early April through early October, with road closures beginning in mid-March for setup. The Church of Jesus Christ of Latter-day Saints has requested temporary closure of several streets around Temple Square for pedestrian safety due to expected attendance of 20,000–50,000 visitors per day. Because of the duration and impact, the City must approve the closures through a City Council ordinance, with a public hearing scheduled for March 10.

Concerns raised by Board members included neighborhood parking impacts, emissions from increased shuttle activity, school transportation coordination, and the cumulative effects of other nearby projects. City staff are coordinating with UDOT, UTA, SLC school district, and other partners to manage detours, signal timing, and operational adjustments during the event.

The Church will pay a lease fee to the City for use of the streets, estimated around \$2–2.3 million, which would go into the City's general fund.

**Motion:** Matt Gray motioned that TAB make a formal statement to recommend that the leasing fees are earmarked for appropriate downtown and neighborhood transportation. Miranda Bradshaw seconded the motion. The motion passed unanimously.

### **Utah Legislative Session**

Justice provided an update on the Utah legislative session, particularly SB242, the transportation omnibus bill. Justice previously spoke at a Senate Committee hearing in opposition to the proposed mobility plan but clarified he was speaking personally and not on behalf of TAB due to lack of prior Board discussion. He reported that SB242 initially failed in a House committee vote; however, the bill could still move forward, and City staff indicated it may return to Committee the following day.

City staff also explained that Salt Lake City's official position is neutral, noting that the City has worked closely with bill sponsors to negotiate improvements. Compared with prior legislation (SB195), the current version includes some beneficial provisions.

Julianne noted that if SB242 ultimately fails, the City would remain under SB195, which has a smaller but less clearly defined study area. The new bill expands the study area but provides additional flexibility for safety improvements. Kerry also noted that the omnibus bill contains positive provisions related to trail funding, aligning with the Governor's trail initiative.

Additional discussion briefly touched on HB381 (e-bike classification) and UTA governance legislation, though no new updates were available. Justice emphasized the broader context of transportation safety, noting that infrastructure design should reduce the severity of inevitable human errors, consistent with Vision Zero principles.

### **Board Goals for 2026**

The Board discussed potential 2026 goals, with a major focus on preparing for the 2034 Winter Olympics and identifying how TAB can contribute to transportation planning. Becca noted that although the Olympics are several years away, the timeline for defining, funding, designing, and constructing projects is already tightening.

Large projects already underway include items such as FrontRunner double tracking and potential transit expansions like the Orange Line (TechLink) to Research Park. However, the Board emphasized that TAB could add value by identifying smaller, finer-grained improvements—such as pedestrian, bicycle, and first/last-mile connections between transit stops and venues—that are often overlooked but critical to visitor experience.

Staff also noted that many Olympic transportation planning committees and formal structures have not yet fully formed, but agencies such as UTA are already beginning early preparation and learning from current Olympic host cities.

The Board agreed that TAB can help by brainstorming potential small-scale projects and improvements. Becca plans to circulate planning materials and may create a way for members to submit ideas before future meetings, where the topic will continue to be discussed.

**Motion:** Justice Morath motioned to adjourn the meeting; Matt Gray seconded the motion. The motion passed unanimously. The meeting was adjourned at 5:30 p.m.

### **TAB WebEx Meeting Chat**

Miranda Bradshaw 3/2/2026 4:16 PM • Got bumped off the meeting for a minute there

You 3/2/2026 5:03 PM • <https://wasatchchoice.org/vision-map/#mapList=vision.transportation.landuse.econdev.recreation.olympics&selectedMap=olympics&sideBarClosed=false&x=-12457000&y=4977000&scale=288895>

You 3/2/2026 5:03 PM • <https://www.olympics.com/en/galleries/salt-lake-city-utah-2034-venues>

Approved by the Transportation Advisory Board 05-04-2026.