



## SALT LAKE CITY JOINT TRANSPORTATION ADVISORY BOARD

### & BICYCLE ADVISORY COMMITTEE MEETING

Minutes of the April 13, 2026 Meeting

TAB Members present were Josh Stewart, Justice Morath, Lynn Jacobs, and Matt Gray.

TAB Members electronically present were Brian Conley, Lt. Bron Cruz, Josh Stewart, Kelbe Goupil, Miranda Bradshaw, Samantha DeSeelhourst, and Solomon Brumbaugh.

TAB Members absent were Craig Buschmann and Turner Bitton.

BAC Members present were Esther Daraciang, Maxwell Hoagland, and William Davis.

BAC Members electronically present were Jeannie Rollo, Kerry Doane, and Laura Lewis.

BAC Member absent was Rebecca Bauer.

Also present were James Aguilar, Allison Dupler, Mark Stephens, Meredith Muller, Austin Whitehead, Rachel Otto, Oscar Valdez, Becka Roof, and Julianne Sabula.

Also electronically present were Ben Trueman, Maria Romero, Nate Kobs Ginger Cannon and Troy,.

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

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

#### **Public Comment**

**Ben Trueman** wanted to voice his support for traffic calming on 1700 South. He saw the letter from PNUT and attended the meeting at the Glendale Regional Park on March 28<sup>th</sup>. He had a really good conversation with representatives from the Transportation Division and the Mayor's office and said it sounds like there's a lot of things in the pipeline. He knows that the representative from the Mayor's office suggested that there might be some possibility of getting funding from the general budget this year. He knows that there's a lot of things beyond the pipeline and he would love to see more transparency from the Transportation Division on what's in the pipeline, what the timelines are, and what the public can do to help.

#### **Salt Lake City Agencies Affecting Streets & Transportation Safety**

City staff from multiple divisions presented overviews of their roles and coordination on transportation-related work.

**Engineering Division** – Led by the City Engineer, Engineering manages all construction and permitting within the public right-of-way, including coordination with utilities and other departments. A key focus is maximizing efficiency by aligning projects (e.g., combining roadway reconstruction with utility upgrades). Recent investments

have significantly improved roadway conditions, increasing streets rated in fair or better condition from ~35% to ~65%. The City also uses a data-driven Pavement Condition Index (PCI) system to prioritize maintenance, with bike lane condition assessments planned using similar methods.

**Department of Public Services/Streets Division** – The Streets Division highlighted its role in maintaining roadway infrastructure, including striping, signal maintenance (255 intersections), ADA improvements, and sweeping bike lanes 9–10 times per year. Preventative maintenance strategies (e.g., chip seals, overlays) have contributed to improved roadway conditions. Streets collaborates closely with Transportation on design changes, while primarily focusing on maintaining existing infrastructure.

**Department of Public Services/Urban Services Division (including parking)** – Urban Services discussed enforcement and quality-of-life operations, including parking enforcement, graffiti removal, and cleanup efforts. Since September, the City has received 213 complaints and issued 689 citations for vehicles blocking bike lanes, emphasizing both proactive enforcement and reliance on public reporting tools like the MySLC app.

**Police Department** – The Police Department outlined traffic enforcement efforts, including a 16-officer motor unit and mechanisms for community members to report ongoing issues for targeted enforcement.

### **Salt Lake Business Transportation Coalition**

Rachel Otto, the Mayor’s Chief of Staff, presented an overview of the newly formed Business Transportation Coalition (BTC), created in response to concerns raised during the SB 195 legislative session. Business stakeholders expressed that they were not meaningfully included in transportation decisions and often felt engagement occurred too late in the process.

The BTC was established to address these concerns by providing a structured forum for business input. Its goals are to advise the City on high-level transportation policy and improve how feedback is gathered and incorporated—particularly for projects impacting adjacent businesses. The coalition includes representatives from the Chamber of Commerce, Downtown Alliance, local business leaders, the Business Advisory Board, University of Utah, UDOT, UTA, and industry groups such as the Utah Restaurant Association.

To date, the coalition has held two meetings. The first focused on legislative context and transportation data, while the second examined construction impacts and outreach strategies, including a case study of the 200 South project. Discussions emphasized improving communication tools for businesses, such as clearer wayfinding, parking guidance, and messaging to maintain customer access during construction.

Future efforts will include deeper engagement on upcoming projects and exploring ways to involve businesses earlier in the planning process. Board members raised questions about representation (particularly west-side businesses), coordination with existing advisory boards, and the role of non-transportation construction impacts.

### **SB242, Business Transportation Coalition, and TAB / BAC**

The Committee began an open discussion on how SB 242 may require changes to the structure and function of TAB and BAC. Staff emphasized that no decisions have been

made and that the goal is to gather input on how the committees can better support broader stakeholder engagement, particularly with businesses and underrepresented groups. SB 242 requires more robust data collection, impact analysis, and community and business engagement before advancing certain transportation projects, prompting a need to rethink current processes.

Members raised several themes and concerns. A key issue was limited public participation, with suggestions to improve outreach, target engagement for specific projects, and reconsider meeting time (e.g., later than 4 PM) to increase accessibility. Some members noted that the committees currently function more like a “focus group” rather than a broad public forum, raising questions about the intended role moving forward.

Operational challenges were also discussed, including constraints from open meeting laws that limit discussion outside meetings, tight agendas that reduce time for meaningful dialogue, and lack of clarity around agenda-setting. Members expressed interest in more flexible meeting structures, additional time for brainstorming, and clearer guidance on allowable communication between meetings.

There was also discussion about representation, including maintaining geographic representation while adding diversity in transportation modes and business perspectives. Some suggested stronger connections with community councils to gather input, though this presents logistical challenges given the number of councils citywide.

Overall, the conversation highlighted the need to clarify TAB & BAC’s purpose, improve engagement strategies, and potentially evolve their structure to meet new legislative requirements. Further discussion is planned for upcoming meetings.

### **1700 South – Safer Crossings to Glendale Park**

TAB & BAC reviewed a request from the Parks, Natural Lands, Urban Forestry & Trails Advisory Board (PNUT Board) to co-sign a letter supporting traffic safety improvements near Glendale Park after a child was struck near a planned crosswalk.

The discussion reaffirmed long-standing concerns about pedestrian access along 1700 South. The lack of crosswalks, roadway width, traffic utilization, and lack of adjacent residential frontage on one side were discussed as contributing factors making it particularly difficult for families to access the playground areas.

**Motion:** Esther made a motion for the TAB Chair, representing both TAB and BAC, to sign a letter alongside the PNUT Board in support of advancing the 1700 South traffic calming initiatives. William seconded the motion. The motion passed unanimously.

**Motion:** Matt Gray motioned to adjourn the meeting; Justice Morath seconded the motion. The motion passed unanimously. The meeting was adjourned at 5:35 p.m.

### **Meeting Chat**

Jeannie Rollo 4/13/2026 4:39 PM • [slcpdmotor@slc.gov](mailto:slcpdmotor@slc.gov)

Approved by the Transportation Advisory Board 05-04-2026.  
Approved by the Bicycle Advisory Committee 05-18-2026.