



TAB/BAC

September 14, 2026

SB-242 of 2026 (Transportation Omnibus Bill)

- Requires:
 - Agreement between UDOT and SLC
 - Critical Capacity Routes Map
 - Process for Review and Approval (In development)
 - Mitigations (In development)



Critical Capacity Routes Map

- Tier 1:
 - “...the city may not implement a project that includes a highway reduction strategy.” except “safety improvements (that) are primarily intended to enhance the safety of all roadway users and do not materially reduce travel capacity or the number of motorized vehicle travel lanes.”



Critical Capacity Routes Map

- Tier 2:
 - “...the city may implement a project that includes a highway reduction strategy only after the city:
 - (A) completes a thorough data collection and impact analysis;
 - (B) completes a thorough community and business engagement campaign that includes engagement with key stakeholders; and
 - (C) receives approval for the project by the department;”



Critical Capacity Routes Map

- Tier 3:
 - “...the city may implement a project that includes a highway reduction strategy as determined necessary by the city, consistent with the terms of the agreement;



Critical Capacity Routes Map

- Tier 4:
 - “The city may exercise the city's discretion with regard to any tier four road.”



Critical Capacity Routes Map



Additional Actions

- Complete Streets Ordinance (2010)
 - Complete Streets Ordinance is incompatible with SB-242
 - Ordinance to be replaced by new Policy Document
 - Will Address Current Limitations of Ordinance:
 - Address Transit
 - Incorporate Vision Zero
 - Address Maintenance
 - Focus on implementation of Master Plans. More strategic/intentional.
 - Comply with SB-242 requirements.



Additional Actions

- TAB/BAC/BTC Merge
 - All advisory boards to be combined into one that includes current representation + business community
 - Subject to Mayor and Council approval/modifications
 - Expected early 2027



Additional Actions

- Funding

- 2018 General Obligation Road Bond has been spent down
- Highlights from this year's budget
 - \$2.3M for Vision Zero
 - \$450K for Urban Trails
 - \$263K for 1700 S Neighborhood Byway Crossings
 - \$10M+ for UTA / Transit investments
- City will continue to invest in Multi -modal infrastructure



Final Words

- City will hold true to our values:
 - Safety
 - Multimodal Approach
- This represents an opportunity
 - Develop a high-comfort network for all users
 - Transit – focus on FTN map
 - Bikes – focus on our existing backbones and neighborhood byways

