

DRAFT Minutes
Neighborhood Advisory Commission
June 7, 2023



Draft minutes of the Neighborhood Advisory Commission (NAC) held on Wednesday, June 7, 2023, hybrid meeting with in-person attendance option and a virtual component using Microsoft Teams platform

(MEMBERS) Present: Hannah Moulton Belec, Lane Carraway, Jana Lynn Granillo, Gabe Hagen, John Kozel, Stacy Novis, Nancy Puffer, Joel Stern, Suri Wall, Nicholas Weller

(MEMBERS) Absent: Brandon Abrahams, Martha Carter, Annette Fields, Kriste Melcher, Duane Washkowiak

City Staff: Elizabeth Thomas, Neighborhood Services Specialist; Shauna Warner Neighborhood Services Specialist; Ellie Volosin, Traffic Engineering

Guests: Steven Gerner/Tempe Bicycle Action Group President and Katie Boligitz and Jack Ketchan/Tempe Bicycle Action Group Members

Agenda Item 1 - Call to Order

The meeting was called to order at 5:35 p.m. by Chair Stern

Agenda Item 2 - Public Comment

None.

Agenda Item 3 - Review and approval of meeting minutes: May 3, 2023 NAC Meeting

Motion: Commissioner Carraway made a motion to approve the May 3, 2023 minutes as presented.

Second: Commissioner Hagen seconded the motion

Result: Minutes were approved by a unanimous vote of those present, 10 - 0

Commission Member Ayes: Hannah Moulton Belec, Lane Carraway, Jana Lynn Granillo, Gabe Hagen, John Kozel, Stacy Novis, Nancy Puffer, Joel Stern, Suri Wall, Nicholas Weller

Absent: Brandon Abrahams, Martha Carter, Annette Fields, Kriste Melcher, Duane Washkowiak

Agenda Item 4 - Vision Zero Overview, Ellie Volosin, Traffic Engineering

Vision Zero, www.tempe.gov/visionzero, is a traffic safety policy focused on achieving safety *for all road users*. There are three underlying principles:

- Traffic deaths and severe injuries are preventable
- Crashes will occur but their severity can be reduced
- Safety is everybody's responsibility

The program uses:

- ✓ Engineering
- ✓ Enforcement
- ✓ Education

Strategies employed include: speed feedback signs, new pedestrian signals at canal path crossings (construction at Guadalupe and at Warner expected to begin summer 2023), technology provided by a third party vendor known as near miss analysis, working with Police Department to identify median and landscaping and signage

related issues and creation of safety corridors with focused education/structural improvement and enforcement. In addition, the Traffic Bureau of the Police Department has divided the city into four quadrants, each with a specific Sargeant and Officers assigned to help encourage accountability, ownership and community involvement.

NAC Member questions and comments included:

What about scooters? Does ADOT group with bicyclists or cyclists?

Feels like scooter crashes have gone down.
Could be that serious crashes are down with more minor ones still occurring.

What is the data re: efficacy of speed feedback signs?
Southbound Mill Avenue near Alameda is one example. Speed limit online data on this corridor is inconclusive. However, staff believes they do have an effect.

On Scottsdale Road north of Lake, people crossing mid-block with no protection. This is a safety issue.

A temporary median fence was placed. Police found that it was removed. They might put a more permanent fence in place in the future. Police have increased patrols in difficult areas like this one and they provide feedback and suggestions. For example, left turns out of Fry's became right hand turns only. Four new safety corridors were identified in 2023, two of which were started in 2022 but not completed yet. This work is ongoing.

Isn't University and Rural one of the most dangerous intersections?

It was on the list of regionally significant for safety for some time, so we had a project to make improvements that completed in 2022. Can take 5-10 years of data to see an intersection significantly changed - after measures have been put in place.

Baseline and Rural has the weird curve in the road, speeding starts right after Baseline. Making a left at Minton feels very unsafe.

Rural north of 60 was previously identified as one of the worst places for crashes. The ADOT and MAG rankings fluctuate, likely due to some recent improvements made.

What is Leading Ped Interval? (LPI)

If you push button, you get a little bit of extra time as a pedestrian to establish yourself in the crosswalk

Other intersections/areas members noted as concerning -

Baseline and Kyrene

College and Apache

Dorsey and Southern

Lemon and Rural (lots of turns out of ASU, frequent close calls, eastbound on bike is the worst)

Southern and College (this is in safety corridor, Ellie offered to look at crash history see if there are improvements we can make.)

Ash and University (Vehicles still drive through often following bikes and it feels more dangerous with Streetcar) Ellie noted that pavement markings have been recently updated and signs added.

Dutch Brothers traffic backing up

What about ASU students not stopping, not obeying lights or stop signs, just looking at their phones and walking into the street?

Is City of Tempe looking at any cycling intervals?

No, not at this time. Signal heads and wiring would need to be added.

What about u-turn functionality like in Tucson?

In Tucson, it's corridor-wide vs. eliminating left hand turns from select driveways. Some areas just don't have enough distance, Walmart on Southern for example - it's too close to a major intersection to safely turn left.

Between College and Rural on Southern - lots of crossings. Has this area been studied? The Library Master Plan did look at best place for a new signal - on Southern or on Rural. No determination made. Signals for vehicles require signal warrant analysis. With pedestrian signals, staff is more willing to put them in *with appropriate justification* as the warrants are so very difficult to meet.

What about roundabouts, any issues with those?

Abundant research that they reduce fatal and serious crashes. Some issues with sight challenged people.

Agenda Item 5 - Pedestrian and Bike Safety Information and Discussion with Nicholas Weller/Bike Saviours and Steven Gerner, Katie Boligitz and Jack Ketcham/Tempe Bicycle Action Group (TBAG)*

NAC Member Nicholas Weller is also a Bike Saviours volunteer. He shared that Bike Saviours, a volunteer-run, 501(c)3 nonprofit education center is devoted to teaching people about bicycle maintenance, building, and repair. Bike Saviours also operates as a tool share and is open to the public - providing parts and affordable repurposed bikes through a collection of donated recycled parts from the community.

Steven Gerner/President of Tempe Bicycle Action Group (TBAG) described the organization's commitment to bicycle advocacy and their participation and tabling in events and meetings in Tempe, neighboring cities and through Maricopa Association of Governments. TBAG's three pillars are community, advocacy and education. To help increase comfort and safety on bikes, TBAG offers help, ideas and resources with setting up good routes, bike marshalls, bike bus planning, neighborhood, school, family, work and social events. They also host group rides and events like the 100 mile and the June 24 Summer Solstice as well as shorter, casual rides. They are currently assisting to get more people in training to be league certified instructors and Spanish speakers are especially being sought to assist with middle school classes and eventually bike rodeos.

Steven shared the next TBAG meeting date of June 28. All are welcome. NAC members were encouraged to think about participating in a group bike ride, organizing a neighborhood ride, helping with bike counts and riding or walking for their next outing. Do you feel safe? Is there a place to lock your bike? Did you have shade on your route? He encouraged them to pay attention to any challenges or gaps in their travels noting little gaps can get overlooked and need to be addressed for those who need them the most.

Agenda Item 6 - Discussion of Retreat Timing and Topics

The survey members that completed in an effort to reach agreement on a retreat date and time was inconclusive. No suggested August date worked well for the majority of members. Chair Stern offered his recommendation that members instead consider meeting on the regular meeting date of Wednesday, August 2 - elongating the meeting timeframe if a retreat is deemed necessary and desired. Ideally, this would be an in-person meeting to the extent possible. There was general agreement that Wednesday, August 2 would be the retreat meeting date with a timeframe of 4-7 p.m. Staff will provide dinner refreshments.

Agenda Item 7 - Discussion of Potential Fall Neighborhood Workshop Ideas*

Staff noted some prior years topics and passed around some past brochures and fliers to those in attendance in the room at this meeting. Community building and connecting were emphasized as priorities. One to two Fall classes or workshops would

be the maximum. Members brought up possible topics including arts in the neighborhood, a group bike ride or art tour through a neighborhood with TBAG, variations of how to options from organizing successful G.A.I.N. events to restarting a neighborhood association. Members liked the idea of one more traditional informational class or workshop and one more action, volunteerism or art or fun-centric. Aligning with existing happenings or events were also suggested as one of the options - such as having a neighborhood focused booth at a Fall Arts in the Parks event.

Agenda Item 8 - Proposed Future Agenda Items - Opportunity for Commission members to raise potential future agenda items. No discussion or legal action will be taken on items requested for future agendas*

Reminder of No July meeting.

Retreat info. will be through emails.

Agenda Item 9 - Adjournment

Meeting was adjourned at 7:00 p.m.

Prepared by: Elizabeth Thomas