



Minutes City of Tempe Transportation Commission August 8, 2017

Minutes of the Tempe Transportation Commission held on Tuesday, August 8, 2017, 7:30 a.m., at the Tempe Transportation Center, Don Cassano Community Room, 200 E. Fifth Street, Tempe, Arizona.

(MEMBERS) Present:

Ryan Guzy	Susan Conklu
Brian Fellows	Kevin Olson
Charles Redman	Cyndi Streid
Jeremy Browning	Shereen Lerner
Nigel A.L. Brooks	Bonnie Gerepka
Charles Huellmantel	

(MEMBERS) Absent:

Don Cassano (Chair)	Shana Ellis
Paul Hubbell	Lloyd Thomas

City Staff Present:

Shelly Seyler, Deputy Public Works Director	Laura Kajfez, Neighborhoods Services Specialist
Sue Taaffe, Public Works Supervisor	Julian Dresang, City Traffic Engineer
Eric Iwersen, Principal Planner	Steven Methvin, Deputy City Manager
John Hoang, Senior Civil Engineer	Jon King, Police Officer
Robert Yabes, Principal Planner	Frank Razo, Police Officer
Eko, K9	Mike Nevarez, Transit Manager
Joe Clements, Transportation Financial Analyst	Tony Belleau, Senior Planner
Dane Sorensen, Police Officer	Chase Walman, Senior Planner

Guests Present:

John Federico, resident
JC Porter, Arizona State University

Commission Vice Chair Guzy called the meeting to order at 7:35 a.m.

Agenda Item 1 – Public Appearances

There were no public appearances.

Agenda Item 2 – Minutes

Vice Chair Guzy introduced the minutes of the June 13, 2017 meeting and asked for a motion. A motion was made to approve the minutes.

Motion: Commissioner Kevin Olson
Second: Commissioner Brian Fellows
Decision: Approved

Agenda Item 3 – Procedure for Naming City Facilities

Steven Methvin provided an overview of the proposed changes to the current procedure for naming city facilities. The recommended procedure changes will be presented to the City Council on August 10. Changes include:

- When submitting a naming request for a deceased individual, the person must have been deceased for five years and when submitting a naming request for a City of Tempe elected official or employee, it shall be after five years of the end of service or employment.
- That there is no appeal process, but the recommendation can be submitted again after 24 months.
- That a body of seven members including the current chairs of the Tempe Arts and Culture Commission, Neighborhood Advisory Commission, Transportation Commission, Parks, Recreation, Golf and Double Buttee Cemetery Advisory Board, Tempe Human Relations Commission, Mayor's Youth Advisory Commission and a member at large will comprise of the Naming Committee to convene every January and July.

The Commissioners asked the following questions and made the following statements.

- Is the Streetcar eligible for naming rights? Staff responded that the Streetcar and its stations are owned by Valley Metro and their board would need to vote on naming it after a person, with some consultation with Tempe.
- How were the naming committee members selected a why isn't the Historic Preservation Commission included? Staff stated that the number of proposed naming committee members is nine, which is an odd number and good for voting, and that adding that commission would make it an even number of members.
- One Commissioner conveyed that the five-year waiting period was too long especially for non-elected individuals while two other Commissioners believe it is an appropriate length of time.

A motion was made to support staff's recommendation. Discussion ensued and another motion was made to amend the proposed procedures to include the Historic Preservation Commission as part of the advisory team.

Motion: Commissioner Charles Huellmantel
Second: Commissioner Cyndi Streid
Decision: Approved with amendment.

Agenda Item 4 – Transportation Marketing Plan

Sue Taaffe made a presentation the 2018-2020 proposed Transportation Marketing Plan. Topics of the presentation included:

- Overview of Program
- Strengths, Opportunities, Weaknesses, Threats
- Audiences
- Goals
- Objectives
- Messaging
- Reaching the Audiences
- Communication Toolbox

The Commissioners asked the following questions and made the following statements.

- Is Uber considered a threat? Staff responded yes and they will be added to the plan.
- A suggestion was made to conduct outreach and education about the new bike boulevard system. Staff agreed and said that bike boulevards would be included in the plan as part of the bike map, videos, etc.
- What type of social media is Tempe conducting to promote bike share? Staff responded that the city is in the process of hiring a Public Information Officer for Transportation and that person will be responsible for handling social media. Currently only essential messages are going on social media regarding the Transportation Division.
- A commissioner suggested that staff reach out to residents at public meetings to gather success stories. Staff agreed that is a good idea.

A motion was made to approve the 2018-2020 marketing plan.

Motion: Commissioner Brian Fellows

Second: Commissioner Charles Huellmantel

Decision: Approved

Agenda Item 5 – Leading and Lagging Left Hand Turn Traffic Signals

John Hoang made a presentation about Leading and Lagging Left Hand Turn Traffic Signals. Topics of the presentation included:

- Left Turn Arrows
- Signal Basics
- Left Turn Phasing Options
- Lead vs. Lag Arrow
- Protected Lead-Lag
- Protected Permitted
- Study History
- Safety
- Capacity
- Traffic Signals
- Peer Comparison
- Yellow Trap
- When to Use Leading vs. Lagging
- Lessons Learned
- Next steps

The Commissioners asked the following questions and made the following statements.

- What is the barrier? Staff responded that the barrier is when phasing can't run concurrently without causing a conflict.
- Where is there a leading pedestrian signal and then a leading automobile scenario in Tempe? Staff said that at the intersection of Tyler and Rural pedestrians go first before the signal allows for automobiles to turn.
- If you were to advance your car too far into the intersection, will it not trigger the left hand turn arrow? Staff said that unless another car is behind that car than the trigger to the sensor will not always occur.
- Do bicycles trigger the left hand turn signal? Staff stated that video might, but unless there is a detection sensor sensitive enough for a bicycle than probably not.
- What is causing Gilbert to return to using leading left turn signals when it's working well in Scottsdale? Staff stated that the Town of Gilbert City Council voted to change the signals based on the number of crashes at certain intersections.

- A commissioner stated that it appears that not much data was used to make Tempe's decision as to whether or not to use lagging left turn signals at all intersections. Safety is the biggest factor and as a resident it is very confusing to drive in Tempe since all the intersection signals are different. Staff said that each intersection is looked at individually to determine the best way to provide for safe and efficient traffic flow. Staff agreed that safety is the number one priority and that the most common reason for accidents is inattention of drivers including the use of cell phones.
- What is ITS? Staff responded that by using Intelligent Transportation Systems staff can control the signals from the traffic management center in real time instead of having to make field adjustments at the signal boxes.
- How many intersections have both leading and lagging signals depending on the time of day? Staff respond that there are six intersections that fall into that criteria. Staff also mentioned that there are intentionally no push buttons at major arterials so that pedestrians always have an opportunity to cross the street and are given preference before vehicular traffic movements.
- Is staff planning to change the signals based on time of day or will staff allow traffic patterns determine that sequencing? Staff responded that in an urban situation queue spillbacks are difficult to measure.
- A commissioner suggested that staff review more studies than the ones mentioned in the presentation given that some professional journals state that lagging is safer than leading. Staff said that they do review studies but where other studies are conducted may not apply to Tempe. Staff also stated that they use crash data, traffic counts and turning movement data to determine which intersections have leading vs. lagging signals. Staff said that better bicycle data is needed and that they did review 10 or more studies recently.
- A commissioner commented on the conflicts at Ash and University where motorists continue to go straight northbound through the intersection where they are not permitted. Staff stated that police enforcement would address this as well as the future streetcar project.

Agenda Item 6 – Tempe Transit Security Update

Jon King made a presentation about transit security. Topics of the presentation included:

- Transit Sergeant
- Transit K9
- Off-duty Transit Security
- Statistics

The Commissioners asked the following questions and made the following statements.

- How do you determine the problematic bus stops and what data do you track? Staff responded that it is difficult to track data given that incidents are reported by intersection corner and not necessary the bus stop. The problematic bus stops are determined by PD observation and experience.
- If a resident is at a bus stop late at night and there is an unnerving situation occurring should they call 911? Staff said the best thing to do is to remove themselves from the situation and call 911 if the resident feels threatened.
- A Commissioner suggested more outreach about safety at bus stops would be useful.

Agenda Item 6 – Department & Regional Transportation Updates

Eric Iwersen announced that the Upstream Dam Pedestrian Bridge over Town Lake at the Dorsey Lane Alignment project received a Maricopa Association of Governments Design Assistance Grant.

Shelly Seyler announced that Mike Nevarez will retire from the city of Tempe on September 15.

Agenda Item 7 - Future Agenda Items

Commissioner Brian Fellows requested that pursuing a no texting and driving ordinance be added as a future agenda item. That request will be included as part of the "Crash Data and Enforcement" agenda topic scheduled for January. The following future agenda items have been previously identified by the Commission or staff:

- September 12
 - Highline Canal MUP Final Design
 - Country Club Way Streetscape Design
 - Annual Report
 - 1st Street/Ash Avenue/Rio Salado Pkwy Intersection
 - Small Area/Downtown Transportation and Development Fee Impacts
 - Streetcar
- October 10
 - Fifth Street Streetscape Design
 - Annual Report
 - Alameda Drive Streetscape
 - Autonomous Vehicles
- November 12
 - Plan for Expansion of Bicycle/Pedestrian Paths
 - Bike Share
 - Streetcar
 - Maintenance Procedures for Sidewalk Shade Trees near Overhead Power Lines
- December 12
- January 9
 - Speed Limits
 - Crash Data and Enforcement
 - North/South Railroad Spur MUP
 - Western Canal Expansion MUP Final Design
- February 13
 - FY 18/19 Paid Media Plan
- March 13
- April 10
- TBD: Bicycle/Pedestrian Signal Activate Operations Update
- TBD: Prop 500

The next meeting is scheduled for September 12, 2017.

The meeting was adjourned at 8:56 a.m.

Prepared by: Sue Taaffe

Reviewed by: Eric Iwersen and Shelly Seyler