



Minutes City of Tempe Sustainability Commission February 8, 2021

Minutes of the Tempe Sustainability Commission meeting held on Monday, February 8, 2021, 4:30 p.m. at a virtual meeting on MS Teams, through City Hall, 31 E. 5th Street, Tempe, Arizona.

(MEMBERS) Present:

Kendon Jung (Chair)
Ryan Mores (Vice Chair)
Barbie Burke
Sukki Jahnke

John Kane
Katja Brundiars
Gretchen Reinhardt
Anna Melis

(MEMBERS) Absent:

Stephanie Milam-Edwards
Steven Russell

City Staff Present:

Braden Kay
Grace DelMonte Kelly
Ausette Anderies
Donna Sullivan-Hancock
Dino Accardo
Robert Yabes
Chase Walman
Laura Kajfez
Vanessa Spartan

Guests Present:

David Sokolowski

Chair Jung called the meeting to order at 4:35 p.m.

Agenda Item 1 – Public Appearance

Chair Jung asked the guests to introduce themselves.

Agenda Item 2 – Approval of Meeting Minutes

Chair Jung introduced the minutes of the January 11, 2021 meeting. Commissioner Burke made a motion to approve the minute. Commissioner Melis seconded.

Motion: Commissioner Burke

Second: Commissioner Melis

Decision: Approved 8-0

Voted to Approve:

Kendon Jung (Chair)
 Ryan Mores (Vice Chair)
 Barbie Burke
 Sukki Jahnke
 John Kane
 Gretchen Reinhardt
 Katja Brundiers
 Anna Melis

Motion Passed 8-0.

Agenda Item 3 – 30% Country Club Way and Transportation Demand Management Update

Planner Chase Walman gave an overview of the 30% Country Club Way Project:

- Country Club Way Bike and Pedestrian Improvement Project
- One-mile multi-use path - on-street improvement 3-miles (Warner Road to US 60)
 - Lighting landscaping and rest nodes
 - Street improvements/bike lanes
 - Signal improvements - (Warner road pedestrian signal)
- History
 - First identified in the Transportation Master Plan
 - Grant funding - 2016 got awarded a design grant
 - The first round of public feedback completed
 - 2018 construction grant (awarded - Federal \$ 2.6 million)
 - Final design delayed due to pandemic
 - Public meetings in September/October
 - Design alternatives
 - Different options available for ped/bike/car lanes in different areas
 - Alternatives moving forward
 - Sections for addition input
 - Buffered bike lanes
 - Ramp improvements
 - ADA accessibility
 - Traffic calming in areas where this is possible
 - Potential landscaping, lighting, different textures
 - Next steps
 - The second round of meetings
 - One last round after that
 - Construction to start in 2022

Q. Are there identified places along this path that will connect neighborhoods and businesses?

- Two existing neighborhood openings - maintained - added ADA accessibility
 - Will directly connect to the ASU research part pathway
- Opportunity for regional connection

Q. How does this improve 20-minute city objectives? Does this provide access from underserved areas?

- Promote lower stress environment

- Improve space for pedestrians and bikes (currently not accessible to all abilities and ages)
- Improve canopy
- 20-minute city improved by infrastructure and comfort

Thank you for mentioning the low impact strategies and intention to include bike repair.

Q. Can you speak to how the project might connect with the light rail and public transportation (North Tempe neighborhoods)

- The project ends at US 60
- Corridor to be extended in net phase
- Too much to build all at once - this phase does not go that far

Q. Double bike lanes - how do they merge?

A. Bicyclists within a 12-foot space split in two

Q. Opportunities for green infrastructure? Cool pavement, etc.

- Send to staff and commission - including sustainability materials and ideas

Transportation demand Management Update

Planner Vanessa Spartan gave an overview:

- Performance measure
 - 20-minute city
 - Transit use
 - Multimodal
 - Reducing congestion
 - Transportation Demand Management (TDM)
 - Applying different strategies to reduce the usage of single-occupant use
 - Transportation Management Association
 - Scope of work
 - Management and stakeholder public engagement
 - Management team
 - TDM working group
 - Public engagement/stakeholders' interviews focus groups
 - Electronic surveys
 - Fact sheets
 - Two public meetings
 - Stakeholder groups
 - Championing sustainability growth
 - Technical working groups
 - Community stakeholders
 - TDM evaluation plan
 - Background analysis
 - Strategy options
 - Best practices and performance measures
 - Goals and objectives
 - TDM implementation and monitoring plan
 - Result - create a more formal TDM program within the city
- Transportation Management Association (TMA) evaluation plan
 - Feasibility analysis
 - TMA implementation plan
 - TDM measures

- Walking, transit, bikes, mobile
 - Schedule
- Q. What is your current understanding about what the opportunities and threats are with building this program?
- DTA - they get approached about parking needs - often they want to take the conversation to TDM, but they do not feel equipped to deal with this question
 - A lot of employers already have reached County trip reduction quotas - TDM strategizing at a city-wide level could help fill that knowledge gap.

Agenda Item 4 – International Green Building Code

Principal Civil Engineer Donna Sullivan-Hancock said:

- 2018 International Green Construction Code adoption
 - Have not been permitted to build to the green code

Deputy Community Development Director Dino Accardo said:

- International code council, comprehensive code (2012, 2015, 2018)
- Published
 - IECC Interaction Energy Conservation Code – Fairly new code
- Tempe green code specific to Tempe needs
- Example of green building code adoption
 - Their code is voluntary
 - Commercial green building program
 - Green designation (identifying their building, adds value)
 - Mandatory 10 floors in height or less - started 2018 - 100% of parking spaces to provide charging for EV
 - First fully integrated form of the IGCC
 - Applies to new buildings
 - New parts of the building
 - New systems do not apply to private families
 - The site is part of the green designation
 - Water use and efficiency included
 - Energy efficiency - Indoor Environment Quality (IEQ)
 - Health of the occupants
 - IGCC goes further - not just about energy efficiency
 - Other qualities included
 - Material and resources
 - Construction plans operation
 - Road map
 - Guidance on Tempe amendments
 - Voluntary opt-in and enforcement (positive results in Scottsdale)
 - Once a green building, always a green building
 - Staffing and training

Q. Why has Tempe been lagging? What is holding us back?

Q. Does the retrofitting of the building fit in anywhere?

Q. Is there any type of "coordination" or "mutual support" between IGCC and the EPA "Portfolio Manager" for benchmarking and energy tracking once built (ie. on-going performance)?

Agenda Item 5 - Proposed Transit Changes

Senior Transportation Planner Sam Stevenson gave an update for Transit Service Reduction:

Performance measure → 20-minute city/transit satisfaction

- Council supported moving forward with this project
- Transit funds
 - 9.5-million-dollar reduction in funding to sustain long term
 - Successful program - highest use in the region per capita
 - Overarching goals
 - Trying to reduce expenditure without reducing transit quality service
 - Significant investment
 - Community values survey
 - Ranking the priorities of the community regarding transport
 - Using regional ridership data
 - Performance and data used to identify where service impacts will be the least
 - Lowest impact ridership hours
 - Reducing orbit frequency
 - Passenger loads reduced
 - Increased passenger capacity
 - Guadalupe road optimization
 - Options
 - Eliminate Orbit Saturn
 - Realign Orbit Saturn
 - Realign route 62
 - Eliminate route 65 or Orbit Saturn routes 62, 65, 66

Q. At a macro level, there may be low ridership in the late hours. But is that low ridership consistent across the geographic areas?

Q. could you explain a little bit more what data suggests that ridership will be a bounce back after the pandemic is "over"? How will those, who have the choice of using public transport or their own car, get back to using transit after they got re-introduced into the convenience of their own car? As this is a problem in other cities, too, I am wondering what could be done to motivate those people who have a choice to come back and use public transport (e.g., marketing)?

Q. What can you say about the demographics of respondents of prioritizing... is this survey high from the current ridership? or a different demographic?

- Most respondents were transit users
- Demographic information optional on the survey
- Minimizing the impact of the reduction
- We have identified the business stations - hoping it has been reaching people - paper options
- More than willing to assist wherever we can to make sure we are collecting this information

Q. Orbit bus size is a challenge on my neighborhood street (S. Lola Ln.) due to changing demographics in the area and transitioning from original homeowners to student rentals. High numbers of vehicles per home (and lots of Uber/etc. usage) so the street in effect becomes a one-way street when the bus needs to go through. Are you seeing this trend in other areas? How are you planning to handle this type of demographic change?

Agenda Item 6 - Resilient Energy Hubs update

Braden Kay said thank you to Community Development for the presentations!

- In line with the highlight questions
- Working on the Resilience Hub at Apache and Dorsey (Solar and battery options)

Agenda Item 7 – Housekeeping

Sustainability Awards - Nominations

Agenda Item 8 - Future Agenda Items

There were none.

A motion was made to adjourn.

Motion: Commissioner Burke

Second: Commissioner Jahnke

Decision: Approved 8-0

Voted to Approve:

Kendon Jung (Chair)

Ryan Mores (Vice Chair)

Barbie Burke

Sukki Jahnke

John Kane

Gretchen Reinhardt

Katja Brundiers

Anna Melis

Motion Passed 8-0.

The meeting was adjourned at 6:00 pm.

Prepared by: Ausette Anderies

Reviewed by: Grace DelMonte Kelly