



MINUTES
TEMPE TOMORROW – GENERAL PLAN 2050
COMMUNITY WORKING GROUP (CWG)
January 3, 2023

Minutes of the regular meeting of the Tempe Tomorrow General Plan 2050 Community Working Group (CWG), of the City of Tempe, which was held in hybrid format in person and via Zoom at the Tempe Public Library, 3500 S Rural Road, Desert Willow Program Room (Meeting Room A), Tempe, AZ.

Regular Meeting convened at 5:38 PM

Present:

Staff:

Chair Andre Salais	Jeff Tamulevich, Director – Community Development
Vice Chair Anne Till	Ryan Levesque, Deputy Director – Community Development
Julie Armstrong	Ambika Adhikari, Principal Planner
Myrna Baez	Brenda Clark, Neighborhood Services Specialist
Sydney Bethel Price	Robbie Aaron, Planner II
Lilliana Cardenas	Jacob Payne, Planner I
J.P. Coughlin	Joanna Barry, Administrative Assistant II
Patrick McNamara	
Robert Moore	
Donald Ortiz	
Katherine Schmidt	
David Sokolowski	
Logan Tokos	
Nolan Williams	

- 1) **Call to order** by Chair Salais
- 2) **Attendance Roll Call:** Chair Salais made the roll call. A quorum was present with 14 members present.
- 3) **Public Comments:** NONE
- 4) **Voting of the Meeting Minutes**

Chair Salais called for a motion to vote on the meeting minutes from December 6, 2022.

Motion by Commissioner Armstrong to approve the Meeting Minutes of December 6, 2022. Seconded by Commissioner Baez. Motion passed on **14-0** vote.

Ayes: Chair Salais, Vice Chair Till, Commissioners Julie Armstrong, Myrna Baez, Sydney Bethel Price, Lilliana Cardenas, J.P. Coughlin, Patrick McNamara, Robert Moore, Donald Ortiz, Katherine Schmidt, David Sokolowski, Logan Tokos, and Nolan Williams.

Nays: None

Abstain: None

Absent: Commissioners Jana Lynn Granillo, Shane Peterlin, and Sarbeswar Praharaj.

- 5) **Presentation on General Plan Elements:** Presentation on General Plan Elements: Presentation on General Plan Circulation Chapter, and Transit, Pedestrian and Bikeways elements. Presentation by staff.

Staff went over the purpose of the Circulation Chapter, which is to guide the development of a citywide multi-modal transportation system integrated with the City's land use plans. Staff noted that usually the General Plan is developed first, then based on that the Transportation Master Plan is prepared, and it goes into a lot more detail about circulation. The General Plan 2040 was adopted in 2013, and the Transportation Master Plan was created in 2015. After the 2050 General Plan is adopted, staff plan to start working on a Transportation Master Plan in May of 2023.

- 6) **Activity and Discussion:** Discussion on the Circulation Chapter and Transit, Pedestrian and Bikeways elements for Tempe Tomorrow - GP 2050

Commissioner Schmidt stated that the scooters often go too fast, especially at Tempe Town Lake park. She asked if there was a way to make them more compatible with pedestrian activities, such as for the elderly or those with walkers.

Staff advised that when a new agreement is made with the vendor for the next generation of scooters/bikes, they can request that the speed be controlled or reduced to 5 mph in some areas using geo-fencing technologies.

Commissioner Williams stated that he favors the scooters as they are a good way to commute. He noted that reducing speed to 5 mph may be appropriate inside park areas or for those who do not have to commute. However, kids/friends/families use them so they should have space to enjoy them and go faster. He noted that Denver has a system of tax rebates for people who buy bikes/scooters and they have also been building protected mobility lanes for them. He believes the City should be inclusive about transportation modes.

Staff noted that the City also already has some areas that are geofenced, so the new agreement could possibly include that to reduce speed.

Commissioner Williams stated that sometimes when you are trying to get from place A to place B, and there is a geofence between both, it can add a lot of travel time and even discourage scooter travel.

Vice Chair Till stated the need to keep the scooters off the sidewalks. She also expressed concern about them being left in sidewalks after the riders are done using them.

Commissioner Schmidt stated that there needs to be a balance when it comes to the scooters. There are not many elderly people around ASU, but maybe they could be slower when it comes to art/cultural areas.

Commissioner Tokos agreed that the scooters being on the sidewalk is a problem, especially when not having adequate parking for them. She does not ride scooters, but as a cyclist, she would prefer to ride in the street. However, the infrastructure is not set up for that, so when riding in the street, it can be scary when a car comes up fast behind you.

Commissioner Sokolowski stated that slowing the scooters to 5 mph will be basically like walking. He suggested matching its speed to the average speed of a bike.

Commissioner Moore stated there needs to be a better space/area of circulation for these types of transportation.

Chair Salais stated there are a lot of examples of how to do this that are not right up against the street, and that if there was a place where people felt safer from traffic, this could sort itself out in many scenarios. He asked if staff knew how other cities deal with managing interactions with vehicles and these types of transportation.

Staff noted there are several ways to do this, one being to designate protected lanes for bikes and scooters.

Staff noted that our streets have a very minimal amount of right-of-way (ROW). We could take some of the ROW that is currently given to the cars and convert them for different active transportation uses. They are currently doing a mobility

hub study to bring this system inside the neighborhood so they can connect easier with the transit system. There will be parking for scooters, electric bikes, and regular bikes that are close enough to home to encourage people to use them to make connections or travel to their job or other destinations. Physical space is the main issue right now.

Staff gave an example of how they separated the bike lanes on Hardy from 13th Street going north. They have separated both pedestrian and bike use. They are also adding a bike lane on Scottsdale Road from Curry to the City limits.

Chair Salais stated he feels that Hardy Drive design was the right direction. He noted that if we want to create an environment that encourages an alternate mode to cars, then we need to cut into the existing ROW to do that.

Commissioner McNamara stated he does not have an opinion on speeds; however, he concurs with the idea of keeping all vehicles (including scooters and bikes) in the roadway with greatly improved amenities. He agreed that Hardy Drive should be the standard going forward. He stated we are a landlocked city, and there is only so much real estate, and that too much of it is ROW. The streets are very wide here.

Commissioner Coughlin referenced the General Plan 2040 and the Bikeways Goal objective B4. He feels that buffered bicycle lanes should be a strategic investment and priority based on the discussion today. It is currently listed as an option and seems to be at the bottom of the list in the plan.

Commissioner Tokos likes the idea of separated bike lanes but would also like them to be straight like on College Avenue.

Staff noted that for bus users, if you are ADA, there are issues for you on College Avenue as there is not an easy way to load/unload them. Staff stated there needs to be a balance that is fair to every user.

Commissioner Armstrong noted that the General Plan 2040 states there are 175 miles of on-street facilities and 23 miles of multi-use, pedestrian, and biking networks. She asked if that is true today or if it has changed.

Staff advised it has changed and there are now approximately 42 miles of multi-use paths and 180 miles of bike lanes.

Commissioner Bethel Price stated that there should be regulations on the paid transportation devices, or speed limits in recreational areas even if a geofence is not possible.

Vice Chair Till stated there needs to be equity with these roadway improvements. She referenced improvements made on Hardy Dive, Smith Road, etc. but noted her area by Country Club gets overlooked. She asked how you can become a 20-minute city when only one part of the City gets improved.

Staff explained that these projects are federally funded and described the process of assigning priorities.

Commissioner Sokolowski referenced some items in the General Plan 2040 that he feels are now irrelevant asked if they will be removed or modified. He thinks the issue related to on street parking should be reviewed in light of the increased transit amenities and the availability of other modes of transport. He does not think the convenience of on-street parking for a few is more important than the safety of bicyclists, and pedestrians.

Commissioner Williams asked how many on-street parking spaces are on Mill Avenue from University to Rio Salado.

Staff was not aware of the number but advised that the Downtown Tempe Authority (DTA) can provide this information.

Commissioner Sokolowski stated that we need more transit-oriented developments and to also adjust parking for those areas with households who do not have vehicles.

Chair Salais stated that the focus for the General Plan 2050 should be to recognize that as our density is increasing, and we are attempting to prefer alternate modes of transportation, we are going to reach a point where we do not reduce congestion anymore. We should prepare for a world where we do not reduce congestion and focus on providing

appropriate infrastructure for expanding use of that corridor by alternate means of transportation. We need to expand the corridor for individual users, not with cars.

Commissioner Baez stated she is a heavy vehicle user with a young family and does not feel comfortable on a bike. She asked what feedback staff received from the Technical Advisory Group (TAG) that met earlier today on this same subject.

Staff advised that the feedback was similar to tonight's meeting. There was talk about increasing parking and bicycle lanes to help make Tempe a 20-minute city. TAG members also spoke about the need to ensure safety of the bicyclists. It is also important to promote connectivity of Tempe's mobility options with that of the adjoining jurisdictions.

Vice Chair Till mentioned that an apartment complex near her installed covered parking and are now charging the residents for it. This is causing some of them to park on the street.

Commissioner Moore stated that he does not go to Downtown Tempe because he is confused about where to park, and does not like the cost of parking. He would be more amenable to paying for parking if the funds were curated towards green solutions. He stated there need to be more trees along pedestrian and bike paths. He also referenced to the design issues, such as the IDEA campus area, where it states, "keep out" and "no trespassing" signs. This area should have been designed to welcome the public.

7) **Questions & Discussion**

None

8) **Community Working Group, and City Staff Announcements**

None

Meeting adjourned at 6:59 pm.

Prepared by: Joanna Barry, Administrative Assistant II
Reviewed by: Ambika Adhikari, Principal Planner