

# Transportation Commission Regular Meeting

January 19, 2022 | 4 p.m.

Via [Webex](#) or join by phone  
1-415-655-0111 access code 2590 542 4343



## Commission Members

David Heineking  
Ron Hardin  
Dan Henderson  
John Repar  
Donald Smith  
Samuel Enoch  
Dean Brennan

Pursuant to Resolution No. 4464 of the City of Chandler and to A.R.S. § 38-431.02, notice is hereby given to the members of the Transportation Commission and to the general public that the Transportation Commission will hold a REGULAR MEETING open to the public on Wednesday, January 19, 2022, at 4:00 p.m. This meeting will take place virtually via [Webex](#), or by calling 1-415-655-0001 and entering access code # 2590 542 4343.

Persons with disabilities may request a reasonable modification or communication aids and services by contacting the City Clerk's office at (480) 782-2181(711 via AZRS). Please make requests in advance as it affords the City time to accommodate the request.

Agendas are available in the Office of the City Clerk, 175 S. Arizona Avenue.

# **Transportation Commission Regular Meeting Agenda - January 19, 2022**

## **Call to Order/Roll Call**

## **Scheduled/Unscheduled Public Appearances**

Members of the audience may address any item not on the agenda. State Statute prohibits the Board or Commission from discussing an item that is not on the agenda, but the Board or Commission does listen to your concerns and has staff follow up on any questions you raise.

## **Consent Agenda**

### **1. November 17, 2021 Transportation Commission Meeting Minutes**

Move Transportation Commission approve the Transportation Commission meeting minutes of the regular meeting of November 17, 2021.

## **Action Agenda**

### **2. ST2001 Lindsay Road Improvements (Ocotillo Road to Hunt Highway) Roadway Alignment and the Acquisition of Necessary Right-of-Way for a Four-Lane Roadway with Median**

Move Transportation Commission recommend approval of the alignment and acquisition of right-of-way for a four-lane roadway with median on Lindsay Road (Ocotillo Road to Hunt Highway).

### **3. Title VI Implementation Plan for Transit Services - 2021 Update**

Move Transportation Commission recommend approval of the Title VI Implementation Plan for Transit Services 2021 Update.

## **Briefing**

### **4. ADOT Freeway Projects Update**

## **Information Items**

### **5. January 2022 Project Status Update**

## **Member Comments/Announcements**

## Calendar

6. **Next scheduled meeting will be held on Tuesday, March 1, 2022 at 5:00 p.m. at Chandler City Hall, 2nd Floor HR Training Room A & B.**

## Adjourn



**Transportation Commission      Government Relations & Transportation  
Policy Memo No.**

**Date:** 01/19/2022  
**To:** Transportation Commission  
**From:** Nancy Jackson, Transportation Planning Coordinator  
**Subject:** November 17, 2021 Transportation Commission Meeting Minutes

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**Proposed Motion:**

Move Transportation Commission approve the Transportation Commission meeting minutes of the regular meeting of November 17, 2021.

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**Attachments**

November 2021 Transportation Commission minutes

**MINUTES OF THE TRANSPORTATION COMMISSION MEETING**  
**City of Chandler, Webex Meeting +1-415-655-0111 Access Code: 2595 701 1063**

**Wednesday, November 17, 2021 at 4:00 p.m.**

Chairman Dan Henderson called the meeting to order at approximately 4:05 p.m.

**1. CALL TO ORDER / ROLL CALL**

The following members answered roll call:

Chairman Dan Henderson  
Vice Chairman John Repar  
Commissioner Dean Brennan  
Commissioner Samuel Enoch  
Commissioner Ron Hardin  
Commissioner David Heineking  
Commissioner Donald Smith

Staff and Guests in attendance:

Jason Crampton, Transportation Planning Supervisor  
Nancy Jackson, Transportation Planning Coordinator  
Sasha Pachito, Transportation Planning Coordinator  
Ryan Peters, Strategic Initiatives Director  
Alexis Apodaca, Government Relations Coordinator  
John Knudson, Public Works & Utilities Director  
Kevin Lair, Transportation Manager  
Aaron Xavier, Planner III, Valley Metro  
Kristi Shepard, Community Outreach Coordinator, Valley Metro

**2. APPROVAL OF MINUTES**

- a. Minutes of Wednesday, September 15, 2021

A motion was made by Commissioner Hardin, seconded by Commissioner Heineking to approve the minutes of September 15, 2021, as presented. The motion passed unanimously (7-0).

**3. SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES/CALL TO PUBLIC**

None

#### **4. ACTION AGENDA**

##### **a. Transportation Commission 2022 Meeting Schedule**

COMMISSIONER BRENNAN inquired if the meeting time for certain meetings of the year could be changed to a later start time to allow more public participation.

Transportation Planning Supervisor JASON CRAMPTON stated that in years past, the commission meetings had later start times, however they did not get much public attendance. He added that the planned March 2022 Transportation Commission meeting would be held in conjunction with the Parks and Recreation Board to discuss items of interest for both groups. He stated that meeting would have a later start time accommodate both groups and members of the public.

CHAIRMAN HENDERSON noted the ability for members of the public to view meeting materials online as well as the ability to provide public comment.

A motion was made by Commissioner Brennan, seconded by Commissioner Smith to approve the 2022 Transportation Commission meeting schedule as presented. The motion passed unanimously (7-0).

#### **5. DISCUSSION ITEMS**

##### **a. Price Road Flexible Transit Study:**

Transportation Planning Supervisor JASON CRAMPTON introduced the item. He informed the Commission that the City of Chandler was awarded a \$2 million grant from A for Arizona, a non-profit organization. The grant money will be used to establish and operate the service.

AARON XAVIER, PLANNER III from VALLEY METRO provided the commission with an overview on the Price Road Flexible Transit Study. He reviewed the study area, parameters of the study, commuter and transit traffic flows, public input received, alternatives analysis, travel demand analysis and cost estimation.

MR. XAVIER noted how COVID-19 impacted transit travel. He explained that ridership levels for transit services would most likely not reach 2019 (pre-pandemic) levels for quite some time. He highlighted survey results, which included responses from 18 individuals. Of those 18 participants, 78% of the survey participants indicated that they would feel comfortable sharing a ride with one or two individuals in a 10-to-15 passenger vehicle.

MR. XAVIER further shared with the commission that the study looked into vehicle and design branding to meet demand needs in the area. He stated that the vehicle types

that would be available as part of the service would include two cutaway vans and a passenger van. He said that the vehicles would be wheelchair accessible and meet demands for school transportation. He also shared that the service would be available to users via phone, web browser, and through a mobile app. He stated that the users could use the app to book a ride, plan a trip through the transit network and make a payment for the ride service.

MR. XAVIER said that the recommendation was to provide full coverage of the service to the study zone, which would include both Chandler High and Hamilton High schools and five vehicles available during peak hours.

MR. XAVIER and MR. CRAMPTON recapped the Flexible Transit Study Coverage area and stated that the service area would have connections to bus routes and the Park-and-Ride.

In a response to a question from COMMISSIONER HARDIN, Mr. Xavier stated that the fare price had not been set. He anticipated the pricing structure to be flexible and be adjusted as needed.

MR. CRAMPTON added that fees could be adjusted if demand was high and that fares could be integrated to the bus system, with a charge of \$2.00.

COMMISSIONER HARDIN asked if there was a cost offset. If bus routes were eliminated, were there would be money saved.

MR. XAVIER responded that the project costs did not include any offsets or elimination of any existing services.

COMMISSIONER BRENNAN inquired if the service could be expanded to other areas of Chandler if it were to be successful.

MR. CRAMPTON stated that the service could be expanded if successful. He further stated that staff could also look at bus services to see if there were any reduction in bus services that should be made. He noted the importance of balancing and preserving important and necessary bus routes in the city.

VICE CHAIRMAN REPAR expressed concerns over the high traffic flow numbers.

COMMISSIONER BRENNAN asked why there was a significant difference between inflow and outflow traffic. He questioned if the traffic flow numbers included traffic from the Loop 202.

MR. XAVIER explained that the inflow number referred to the number of commuters going into the area and the outflow was the number of commuters leaving the area each

day. He clarified that only traffic that got off of the Loop 202 and drove to the study area was included in the traffic flow numbers.

In response to a question from VICE CHAIRMAN REPAR, Mr. Xavier and Mr. Crampton clarified that the study took into account the feedback from the survey participants as well as other data, including the annual Trip Reduction Survey that is completed by organizations with 50 or more employees.

CHAIRMAN HENDERSON asked if service hours and days of operation could be expanded if the program were to be successful.

MR. CRAMPTON replied that staff would closely monitor the first 6-12 months of the service to determine if expansion would be necessary.

In response to a question from CHAIRMAN HENDERSON, Mr. Crampton explained that the demand for service would be the factor for the fare structure. He reiterated that the fare structure would be easy to change, and a fixed price would not be set in stone.

MR. XAVIER shared the possibility of having a tier fare structure in place where riders that take rides that expand or split off to different zones could be charged a little extra. He further noted that a fare structure similar to Valley Metro could be put in place. He stated that Valley Metro had fare capping, where a rider could be capped at just paying for two local rides per day. He stated that fare capping could be incorporated to incentivize transfers through the transit system.

CHAIRMAN HENDERSON asked if the vehicles that would be used as part of the program would accommodate riders that have bicycles.

MR. XAVIER responded that bike racks would be included on the vehicles to accommodate riders with bicycles.

COMMISSIONER HEINEKING stated the importance of marketing and advertising of the program. He asked if budget had been allocated for advertising.

MR. XAVIER responded that the public outreach and promotion would be done to promote the program. He stated that the budget line item for marketing was estimated to be \$10,000. He added that Valley Metro and the City of Chandler would also use their resources to market and promote it

COMMISSIONER HEINEKING expressed his belief that it should be easy for individuals to get on buses. He stated there should be an incentive and advantage available to users for using paratransit and bus services.



b. Shared Mobility Program Update:

Transportation Planning Coordinator SASHA PACHITO provided the Commission an update on the Shared Mobility Program. She shared that one mobility shared license had been issued so far to Bird. She stated their service was in the launching period and had begun in September 2021. She highlighted social media outreach efforts, including information provided by the city's Communications and Public Affairs Department, which provided safety tips and information.

Ms. Pachito shared with the Commission that no significant incidents or complaints had been received, however, she noted a complaint from the San Marcos Condos about scooters in the complex. She stated that the area was geofenced as a "no ride zone".

COMMISSIONER HEINEKING asked how many scooters were available in the area.

MS. PACHITO replied that typically, 60-70 scooters were available during the week and up to 100 scooters were available during the weekends, when the usage was higher.

**6. OTHER ITEMS**

- a. Transportation Project Status: Report included with meeting materials for review.
- b. Next Meeting Date: The next meeting date was announced for January 19, 2022.

**7. ADJOURNMENT**

With there being no further business before the commission, Chairman Henderson adjourned the meeting at approximately 5:10 p.m.

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Chairman Dan Henderson  
Transportation Commission

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Nancy Jackson  
Transportation Planning Coordinator



**Transportation Commission      Public Works & Utilities      Memo No. CP22-113**

**Date:** 01/19/2022  
**To:** Transportation Commission  
**Thru:** John Knudson, Public Works and Utilities Director  
Andrew Goh, Capital Projects Manager  
**From:** Kimberly Moon, Principal Engineer  
**Subject:** ST2001 Lindsay Road Improvements (Ocotillo Road to Hunt Highway) Roadway Alignment and the Acquisition of Necessary Right-of-Way for a Four-Lane Roadway with Median

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**Proposed Motion:**

Move Transportation Commission recommend approval of the alignment and acquisition of right-of-way for a four-lane roadway with median on Lindsay Road (Ocotillo Road to Hunt Highway).

**Background/Discussion**

This project consists of improvements to Lindsay Road, from approximately 600 feet north of Ocotillo Road to Hunt Highway, with four through lanes (two through lanes in the northbound and southbound directions), as a minor arterial standard with 55' on each side, per the 2010 Transportation Comprehensive Master Plan and subsequent 2019 Transportation Master Plan Update. This project will complete the gaps of missing arterial roadway improvements between developed communities. Improvements include new pavement, raised landscaped medians, bike lanes, center turn lane, curb, gutter, sidewalk, Americans with Disabilities Act upgrades, street lighting, drainage infrastructure, communication and traffic signal infrastructure, utility relocations, landscaping and fence restoration, and traffic signal upgrades and dual left turn lanes at intersection of Lindsay Road and Riggs Road. The project includes drainage improvements such as retention basins and concrete scuppers to accommodate future drainage needs in the project area. In addition, there will be improvements to traffic signals and the traffic signal interconnect, as well as new LED street lighting and conversion of overhead electrical SRP 12kV Overhead Power to underground. The project is receiving federal funds for design, and a combination of federal and local funding for land acquisition and construction; therefore, environmental, right-of-way and utility clearances are being coordinated with ADOT/FHWA. Construction is currently scheduled to begin in Fall 2023 and expected to take 16 months to complete. The attached exhibit shows the recommended alignment and the estimated needed property rights for the improvements. Roadway centerline with the monument line for the entire length of the project. Alignment approval is requested to

establish the property right needs for affected parcels. A virtual public meeting was held on December 7, 2021, to present the project. The public meeting materials including the powerpoint presentation and roll plot exhibit, were posted ahead of time on the project website at:

<https://www.chandleraz.gov/residents/transportation/streets/road-construction/lindsay-road>.

Over 50 people registered for the event, and more than 30 participants attended. The design consultant and city staff presented project information, responded to questions from the chat, and received additional input from residents.

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**Transportation Commission      Government Relations & Transportation  
Policy Memo No.**

**Date:** 01/19/2022  
**To:** Transportation Commission  
**From:** Sasha Pachito, Transportation Planning Coordinator  
**Subject:** Title VI Implementation Plan for Transit Services - 2021 Update

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**Proposed Motion:**

Move Transportation Commission recommend approval of the Title VI Implementation Plan for Transit Services 2021 Update.

**Background/Discussion**

Title VI is a Federal statute and states that, "no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." This statement applies to the City of Chandler's transit program, which receives federal funding for fleet acquisition. The City of Phoenix is the region's designated recipient of federal transit funding and the City of Chandler is subrecipient. As a subrecipient, Chandler relies on parts of Phoenix's Title VI plan as well as Valley Metro's.

This plan update is required to assure full compliance with Title VI. The last update made was in 2018.

In this update the following changes were made:

- Updates to the Public Notice to reflect contact information change.
- Title VI complaint procedures were updated as Valley Metro has updated their processes.
- Title VI complaint forms were updated.
- Public Participation plan was updated to reflect 2019 and 2020 services changes and outreach for current plans.
- Limited English Proficiency Plan was updated to reflect new census data.

- Section on non-elected committee membership table was updated to reflect new census data.
- Service and Fare change section was updated to reflect changes that were made to routes since the last Title VI plan update in 2018.

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## **Attachments**

Title VI Plan



# *Title VI Implementation Plan for Transit Services*

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*2021 Update*



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# Title VI Policy Statement

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The City of Chandler policy assures full compliance with Title VI of the Civil Rights act of 1964, the Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI states that “no person shall on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination” under any City of Chandler sponsored program or activity. There is no distinction between the sources of funding.

The City of Chandler also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies and activities on minority and low-income populations. Furthermore, the City of Chandler will take reasonable steps to provide meaningful access to services for persons with limited English proficiency.

When the City of Chandler distributes Federal-aid funds to another entity/person, the City of Chandler will ensure all subrecipients fully comply with City of Chandler Title VI Nondiscrimination Program requirements. The City Manager has delegated the authority to Jason Crampton, Title VI Program Coordinator, to oversee and implement FTA Title VI requirements.

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Joshua Wright, City Manager



# Title VI Notice to the Public

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## Notifying the Public of Rights Under Title VI City of Chandler

The City of Chandler operates its programs and services without regard to race, color, or national origin in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the City of Chandler.

For more information on the City of Chandler's civil rights program, and the procedures to file a complaint, contact Sasha Pachito at 480-782-3440, (people with hearing impairments can use Arizona Relay by dialing 7-1-1); email [sasha.pachito@chandleraz.gov](mailto:sasha.pachito@chandleraz.gov); or visit our administrative office at 175 S. Arizona Ave. For more information, visit [www.chandleraz.gov/transit](http://www.chandleraz.gov/transit)

A complainant may file a complaint directly with the City of Phoenix Public Transit Department or the Federal Transit Administration (FTA) by filing a complaint directly with the corresponding offices of Civil Rights: **City of Phoenix Public Transit Department**: ATTN: Title VI Coordinator, 302 N. 1<sup>st</sup> Ave., Suite 900, Phoenix AZ 85003 **FTA**: ATTN: Title VI Program Coordinator, East Building, 5<sup>th</sup> Floor-TCR 1200 New Jersey Ave., SE Washington DC 20590

If information is needed in another language, contact 480-782-3300. Para información en Español, llame: Sasha Pachito, 480-782-3440

# Title VI Notice to the Public - Spanish

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## **Aviso al Público Sobre los Derechos Bajo el Título VI City of Chandler**

La Ciudad de Chandler (*y sus subcontratistas, si cualquiera*) asegura cumplir con el Título VI de la Ley de los Derechos Civiles de 1964. El nivel y la calidad de servicios de transporte serán provistos sin consideración a su raza, color, o país de origen.

Para obtener más información sobre la Ciudad de Chandler's programa de derechos civiles, y los procedimientos para presentar una queja, contacte Sasha Pachito, 480-782-3440, (las personas con discapacidades auditivas puedan marcar 7-1-1); o visite nuestra oficina administrativa en 175 S. Arizona Ave. Para obtener más información, visite [www.chandleraz.gov/transit](http://www.chandleraz.gov/transit)

El puede presentar una queja directamente con City of Phoenix Public Transit Department o Federal Transit Administration (FTA) mediante la presentación de una queja directamente con las oficinas correspondientes de Civil Rights: City of Phoenix Public Transit Department: ATTN Title VI Coordinator 302 N. 1<sup>st</sup> Ave., Suite 900, Phoenix AZ 85003 FTA: ATTN Title VI Program Coordinator, East Building, 5th Floor –TCR 1200 New Jersey Ave., SE Washington DC 20590

*The above notice has been posted in the following locations: Chandler City Hall, 175 S. Arizona Ave.; Chandler Park and Ride, 2100 S. Hamilton St.; Chandler Transit Center, 3334 W. Frye Rd.*

*This notice is posted online at [www.chandleraz.gov/transit](http://www.chandleraz.gov/transit)*

# Title VI Complaint Procedures

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The City of Chandler contracts with Valley Metro to provide all transit service in Chandler. The City relies on Valley Metro customer service to process and investigate Title VI complaints. See the below Valley Metro Title VI Complaint Procedures.

## Title VI Complaint Procedures

Any person who believes that he or she has been excluded from participation in, been denied the benefits of, or otherwise subjected to unlawful discrimination under any Valley Metro or City of Phoenix service, program, or activity, and believes the discrimination is based upon race, color, or national origin, may file a formal complaint with Valley Metro Customer Service or directly with the City of Phoenix. This antidiscrimination protection also extends to the activities and programs of Valley Metro's and City of Phoenix's third-party Transit Service Provider (TSP) contractors. Valley Metro and the City of Phoenix use the Customer Assistance System (CAS) to capture all complaints received for the regional transit system. Any such complaint must be filed within 180 days of the alleged discriminatory act (or latest occurrence).

Valley Metro's Title VI Complaint Form is located at the website:

<https://www.valleymetro.org/form/title-vi-complaint-form>

Complaints can also be submitted in writing using the Title VI complaint form, or by calling Customer Service at (602) 253-5000, TTY: (602) 251-2039. Completed and signed forms should be mailed to:

Regional Public Transportation Authority

4600 East Washington Street, Suite 101

Phoenix, AZ 85034

Email: [csr@valleymetro.org](mailto:csr@valleymetro.org)

Phone: (602) 253-5000 TTY: (602) 251-2039

## Procedures for Tracking and Investigating Title VI Complaints

Complaints received by Valley Metro Customer Service representatives or by the City of Phoenix Title VI Coordinator will be documented and assigned to the appropriate Transit Service Provider (TSP) (operator or administrator of the service) responsible for investigation in accordance with federal standards (28 CFR Part 35 and FTA Circular 4702.1B). The TSP has 30 days to investigate each complaint. If more information is needed to resolve the case, the TSP may contact the complainant and request additional information. Complainants must provide additional information within 10 days of the request, or the complaint may be deemed undeterminable and will be administratively closed. Cases may also be administratively closed if a complainant informs Valley Metro or the City of Phoenix that they no longer wish to pursue the complaint. Requests to close a complaint can be requested by phone, email or in

writing (see contact information above). Complaints may be administratively closed for non-responsiveness by the complainant.

Following the investigation, all complaints shall be concluded with a determination entered in the CAS system. The determination entry shall state the investigation determined the complaint was valid, invalid, or undeterminable. If the investigation determines the alleged Title VI complaint violations of race, color or national origin discrimination are valid, a detailed corrective resolution to remedy the situation shall be provided to the complainant. If the investigation results determine there was no alleged Title VI discrimination based on race, color or national origin, the case will be closed. The complainant shall be notified of the investigation results in the manner identified (email or phone). A complainant can appeal the decision within 60 days of notification of the investigation results. Appeals must be submitted to Valley Metro or the City of Phoenix.

All Title VI complaints and investigations are reviewed by Valley Metro, the Customer Service Administrator (CSA), and City of Phoenix staff.

For more information on Valley Metro's Title VI Program and procedures by which to file a complaint, contact the Title VI Coordinator at (602) 322-4514.

For more information on the City of Phoenix's Civil Rights Program and the procedures by which to file a complaint, contact the Title VI Coordinator at (602) 262-7242.

### **Requesting Information**

Note: To request information in alternative formats, please contact Customer Service at [csr@valleymetro.org](mailto:csr@valleymetro.org) or phone: (602) 253-5000 or City of Phoenix (602) 262-7242, TTY: (602) 251-2039

### **Tracking a Title VI Complaint**

As complaints are received, they are logged into the CAS system. Within 24 to 48 hours of logging the complaint, Valley Metro CSA assigns the complaint to the appropriate TSP for investigation and documentation.

The TSP has 30 days to complete their investigation, including obtaining additional information needed from the complainant to investigate or to resolve the case. The investigator will follow the complaint process, and once the investigation is concluded, the case resolution will be documented in the CAS.

The CAS system is programmed to notify the CSA if a complaint has not been responded to within the required time frame. Upon system notification, the CSA will send out a reminder notice to the appropriate TSP that the case is not yet resolved or closed out.

Once the case has been resolved the complainant will receive a response in the manner identified. Valley Metro and the City of Phoenix monitors the process monthly to ensure Title VI complaints are fully investigated, adequately documented, and that the complainant was responded to in the manner requested. Should an inaccuracy be found, Valley Metro and/or the City of Phoenix will work with CSA and the appropriate TSP to reopen the complaint for further investigation until resolution or completion.

### **Investigating a Title VI Complaint**

Each documented Title VI investigative report must address each of the “Five Federal Investigative” steps found in 28 CFR, Part 35 and FTA Circular 4702.IA. The seven steps are:

**STEP ONE:** The TSP will review the complaint information entered into CAS by Valley Metro Customer Service staff. Any new issues identified during the investigation should also be documented in CAS.

**STEP TWO:** Interviews and collections of facts.

- TSP identifies respondents to interview, if needed.
- TSP interviews respondents identified and documents details from the interviews in CAS.
- Investigate every “issue” (stated in the “statement of issues noted in step one).
- Separate facts from opinions. “Respondent” is not confined to the transit vehicle operator. “Respondent” is defined as any source of information that can contribute to the investigation, such as:
  - Complainant
  - Operator
  - Radio/Dispatch/OCC reports
  - Maintenance staff
  - City Transit staff
  - Witnesses
  - Other transit employees

The TSP identified, collects, and reviews other information and/or documents that provide facts for the investigation. Any applicable information is to be documented in CAS. Documents to review can include:

- GPS tracking software and programs
- Maintenance records
- Spotter reports
- Video (camera) and/or audio recordings
- Courtesy cards
- Incident reports (supervisor, transit police, fare/security inspectors)
- Route history
- Other documents deemed appropriate by the TSP

**STEP THREE:** TSP documents pertinent regulations, rules, policies, and procedures that apply to the investigation in CAS under the case number assigned.

Pertinent regulations, rules, policies, and procedures may include:

- Title VI requirements
- Company rules and procedures
- Valley Metro and City of Phoenix policies and service standards
- Contractual requirements

**STEP FOUR:** Complaint Determination.

- TSP compares each fact from “findings of fact” to the list of regulations, rules, etc.
- TSP makes a fact-based determination of alleged violation(s).

**STEP FIVE:** Description of resolution for each valid violation.

- TSP describes specific corrective actions for each violation found
- TSP documents follow-up action, if applicable
- TSP documents the complaint resolution in CAS TSP

**Complaint Resolution(s):**

- Must include specific complaint resolutions for each valid violation noted.
- Document a follow-up action plan, where applicable.
- If no valid violations are found, note policies, procedures, etc. reviewed during the investigation and with transit operator.
- Documented complaint information should always include staff initials, title, and dates.

**Response to Customer**

TSP will respond to the Customer in the manner identified and will document the response provided in CAS under the case number assigned.

## Procedimientos de Quejas del Título VI

### ¿Qué es el Título VI?

El Título VI es una sección del Decreto de los Derechos Civiles de 1964 que requiere que “ninguna persona en los Estados Unidos deberá, basándose en su raza, color u origen nacional, ser excluida de participar en, ser denegada de los beneficios de, o verse sujeta a discriminación bajo cualquier programa o actividad recibiendo asistencia financiera federal.”

### ¿Cómo registro una queja?

Cualquier persona que crea que ha sido excluida de la participación en, se le hayan denegado los beneficios de, o de otra manera se haya visto sujeta a discriminación ilegal bajo cualquier servicio, programa o actividad de Valley Metro o de la Ciudad de Phoenix, y crea que la discriminación se basa en raza, color u origen nacional, puede registrar una queja formal con el Servicio al Cliente de Valley Metro o directamente con la Ciudad de Phoenix. Esta protección antidiscriminatoria también se extiende a las actividades y los programas de los contratistas terceros Proveedores de Servicios de Transporte (TSP por sus siglas en inglés) de Valley Metro y la Ciudad de Phoenix. Valley Metro y la Ciudad de Phoenix usan el Sistema de Asistencia al Cliente (CAS por sus siglas en inglés) para capturar todas las quejas recibidas por el sistema regional de transporte. Cualquier queja de este tipo debe registrarse dentro de los 180 días del presunto acto discriminatorio (o de la última vez que haya ocurrido).

Para enviar una queja en línea, llene la forma de quejas en línea en el siguiente enlace:  
[www.valleymetro.org/form/title-vi-complaint-form](http://www.valleymetro.org/form/title-vi-complaint-form)

Las quejas también se pueden registrar por escrito usando la forma de quejas del Título VI, ó llamando a Servicio al Cliente al (602) 253-5000, TTY: (602) 251-2039. Las formas llenas y firmadas se deben enviar por correo postal a:

Regional Public Transportation Authority 4600 East Washington Street, Suite 101  
Phoenix, AZ 85034  
Correo electrónico: [csr@valleymetro.org](mailto:csr@valleymetro.org) Teléfono: (602) 253-5000  
TTY: (602) 251-2039

La forma de la queja se encuentra en nuestro sitio web: <https://www.valleymetro.org/about/civil-rights>

Para registrar una queja directamente con la Ciudad de Phoenix:

Attention: Title VI Coordinator  
City of Phoenix Public Transit Department 302 N. 1st Avenue, Suite 900  
Phoenix, AZ 85003

Correo electrónico: [PHXTransitEO@phoenix.gov](mailto:PHXTransitEO@phoenix.gov) Teléfono: (602) 262-7242  
<https://www.phoenix.gov/publictransit/title-vi-notice>

Los individuos también pueden registrar quejas directamente con la Administración Federal de Transporte (FTA por sus siglas en inglés) dentro de un período de tiempo de 180 días:

Federal Transit Administration (FTA) Attention: Title VI Coordinator  
East Building, 5th Floor –TCR 1200 New Jersey Avenue, SE Washington, D.C. 20590

## **Servicio al Cliente**

Las quejas recibidas por los representantes de Servicio al Cliente de Valley Metro o por el Coordinador del Título VI de la Ciudad de Phoenix serán documentadas y asignadas al Proveedor de Servicios de Transporte (TSP por sus siglas en inglés) (operador o administrador del servicio) apropiado responsable de la investigación en conformidad con los estándares federales (28 CFR Parte 35 y Circular 4702.1B de la administración FTA). El proveedor TSP tiene 30 días para investigar cada queja. Si se necesita más información para resolver el caso, el proveedor TSP puede ponerse en contacto con el/la reclamante y solicitar información adicional. Los reclamantes deben proporcionar la información adicional dentro de los 10 días posteriores a la solicitud o la queja puede considerarse indeterminable y se cerrará administrativamente. Los casos también se pueden cerrar administrativamente si un/a reclamante informa a Valley Metro o a la Ciudad de Phoenix que ya no desea continuar con la queja. Las solicitudes para cerrar una queja se pueden hacer por teléfono, por correo electrónico o por escrito (vea arriba la información de contacto). Las quejas se pueden cerrar administrativamente si el/la reclamante falle en responder.

Después de la investigación, todas las quejas deberán ser concluidas con una determinación ingresada al sistema CAS. La entrada de la determinación deberá indicar que la investigación determinó que la queja era válida<sup>1</sup>, inválida<sup>2</sup> ó indeterminable<sup>3</sup>. Si la investigación determina que las presuntas infracciones de la queja bajo el Título VI de discriminación por raza, color u origen nacional son válidas, se deberá proveer al/la reclamante una resolución correctiva detallada para remediar la situación. Si los resultados de la investigación determinan que no hubo una presunta discriminación bajo el Título VI basada en raza, color u origen nacional, el caso se cerrará. El/la reclamante deberá ser notificado/a de los resultados de la investigación en la forma identificada (correo electrónico o teléfono). Un/a reclamante puede apelar la decisión dentro de los 60 días siguientes a la notificación de los resultados de la investigación. Las apelaciones se deben enviar a Valley Metro o a la Ciudad de Phoenix.

Todas las quejas e investigaciones del Título VI son revisadas por Valley Metro, el Administrador de Servicio al Cliente (CSA por sus siglas en inglés), y el personal de la Ciudad de Phoenix.

Para más información sobre el Programa del Título VI de Valley Metro y los procedimientos para registrar una queja, llame al Coordinador del Título VI al (602) 322- 4514.

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<sup>1</sup>Válida: basadas en los hechos, vinculante, aceptable, ejecutable

<sup>2</sup> Inválida: nula e inválida, inaceptable, inejecutable

<sup>3</sup> Indeterminable: incapaz de llegar a una decisión, asentada, no solucionada; no es determinable



Para más información sobre el Programa de Derechos Civiles de la Ciudad de Phoenix y los procedimientos para registrar una queja, llame al Coordinador del Título VI al (602) 262-7242.

### **Solicitando Información**

Nota: Para solicitar información en formatos alternativos, por favor comuníquese con Servicio al Cliente en [csr@valleymetro.org](mailto:csr@valleymetro.org) o por teléfono: (602) 253-5000 ó con la Ciudad de Phoenix al (602) 262-7242, TTY: (602) 251-2039

### **Rastreando Una Queja del Título VI**

A medida que se van recibiendo las quejas, éstas son ingresadas al sistema CAS. Dentro de 24 a 48 horas de registrar la queja, el administrador CSA de Valley Metro asigna la queja al proveedor TSP apropiado para su investigación y documentación.

El proveedor TSP tiene 30 días para completar su investigación, incluyendo la obtención de la información adicional necesaria del/la reclamante para investigar o para resolver el caso. El investigador seguirá el proceso de quejas, y una vez que concluya la investigación, la resolución del caso se documentará en el sistema CAS.

El sistema CAS está programado para notificarle al administrador CSA si una queja no ha sido contestada dentro del plazo requerido. Tras la notificación del sistema, el administrador CSA enviará un aviso de recordatorio al proveedor TSP correspondiente de que el caso aún no se ha resuelto o cerrado.

Una vez resuelto el caso, el/la reclamante recibirá una respuesta en la forma identificada.

Valley Metro y la Ciudad de Phoenix monitorean el proceso mensualmente para asegurar que las quejas del Título VI se investiguen a fondo, se documenten adecuadamente, y se le conteste al/la respondiente de la manera solicitada. En caso de que se encuentre un error, Valley Metro y/o la Ciudad de Phoenix trabajarán con el administrador CSA y el proveedor TSP apropiado para volver a abrir la queja para una investigación adicional hasta su resolución o finalización.

### **Investigando Una Queja del Título VI**

Cada reporte de investigación documentado del Título VI debe abordar cada uno de los “Cinco Pasos de Investigaciones Federales” que se encuentran en 28 CFR, Parte 35 y la Circular 4702.IA de la administración FTA. Los siete pasos son:

**PASO UNO:** El proveedor TSP revisará la información de la queja ingresada al sistema CAS por el personal de Servicio al Cliente de Valley Metro. Cualquier nuevo asunto identificado durante la investigación también se debe documentar en el sistema CAS.

**PASO DOS:** Entrevistas y recolecciones de los hechos.

- El proveedor TSP identifica a los respondientes a ser entrevistados, si es necesario.

- El proveedor TSP entrevista a los respondientes identificados y documenta los detalles de las entrevistas en el sistema CAS.
- Se investiga cada “asunto” (indicado en la declaración de asuntos que se indica en el paso uno).
- Se separan los hechos de las opiniones.

El/la “respondiente” no se limita al/la conductor/a del vehículo de transporte. El/la “respondiente” se define como cualquier fuente de información que pueda contribuir a la investigación, tal como:

- Reclamante
- Conductor/a
- Reportes de radio/despacho/OCC
- Personal de mantenimiento
- Personal de Transporte de la Ciudad
- Testigos
- Otros empleados de transporte

El proveedor TSP identifica, recopila, y revisa otra información y/o documentos que provean los hechos para la investigación. Cualquier información aplicable se debe documentar en el Sistema CAS. Los documentos por revisar pueden incluir:

- Software y programas de rastreo GPS
- Registros de mantenimiento
- Reportes de observador “Spotter”
- Grabaciones de video (cámara) y/o audio
- Tarjetas de cortesía
- Reportes de incidentes (supervisor, policía de transporte, inspectores de pasajes/seguridad)
- Historial de la ruta
- Otros documentos que el proveedor TSP considere apropiados

**PASO TRES:** El proveedor TSP documenta las regulaciones, reglas, normas, y procedimientos pertinentes que sean aplicables a la investigación en el sistema CAS bajo el número de caso asignado.

Las regulaciones, reglas, normas y procedimientos pertinentes pueden incluir:

- Requerimientos del Título VI
- Reglas y procedimientos de la compañía
- Normas y estándares de servicio de Valley Metro y la Ciudad de Phoenix
- Requerimientos contractuales

**PASO CUATRO:** Determinación de la queja.

- El proveedor TSP compara cada hecho de “hallazgos de hechos” con la lista de regulaciones, reglas, etc.
- El proveedor TSP hace una determinación basada en hechos de la/s presunta/s infracción/es.

**PASO CINCO:** Descripción de la resolución para cada infracción válida.

- El proveedor TSP describe las acciones correctivas específicas para cada infracción que haya sido encontrada
- El proveedor TSP documenta la acción de seguimiento, si es aplicable
- El proveedor TSP documenta la resolución de la queja en el sistema CAS

**Resolución/es de Quejas del Proveedor TSP:**

- Debe incluir resoluciones específicas a las quejas para cada infracción válida anotada.
- Documentar un plan de acción de seguimiento, cuando sea aplicable.
- Si no se encuentran infracciones válidas, anotar las normas, los procedimientos, etc. revisados durante la investigación y con el/la conductor/a de transporte.
- La información documentada de la queja siempre debe incluir las iniciales del personal, el título, y las fechas.

**Respuesta al/la Cliente**

El proveedor TSP le contestará al/la Cliente de la manera identificada y documentará la respuesta provista en el sistema CAS bajo el número de caso asignado.

# Title VI Complaint Form

## TITLE VI COMPLAINT FORM

Any person who believes that he or she has been discriminated against by Valley Metro or City of Phoenix or any of its service providers and believes the discrimination was based upon race, color or national origin, may file a formal complaint with Valley Metro Customer Service.

Please provide the following information to process your complaint. Alternative formats and languages are available upon request. You can reach Customer Service at 602.253.5000 (TTY: 602.251.2039) or via email at [csr@valleymetro.org](mailto:csr@valleymetro.org).

### SECTION 1: CUSTOMER INFORMATION

First Name: \_\_\_\_\_ Last Name: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_  
Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_  
Email: \_\_\_\_\_ Preferred method of contact: ☐ Phone ☐ Email

### SECTION 2: INCIDENT INFORMATION

Date of Incident: \_\_\_\_\_ Time of Incident: \_\_\_\_\_ [AM ☐ PM ☐ City: \_\_\_\_\_  
Incident Location: \_\_\_\_\_ Direction of Travel: \_\_\_\_\_  
Route #: \_\_\_\_\_ Bus/Light Rail/Streetcar #: \_\_\_\_\_  
Service Type: ☐ Local Bus ☐ Express/RAPID ☐ Circulator/Connector ☐ Light Rail ☐ Streetcar ☐ Dial-a-Ride  
Operator Name: \_\_\_\_\_  
Operator Description: \_\_\_\_\_  
What was the discrimination based on (Check all that apply): ☐ Race ☐ Color ☐ National Origin ☐ Other \_\_\_\_\_

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known), as well as names and contact information of any witnesses. If more space is needed, please use the back of this form. You may also attach any written materials or other information relevant to your complaint.

Have you filed this complaint with the Federal Transit Administration (FTA)? ☐ Yes ☐ No  
If yes, please provide information about a contact person at the FTA where the complaint was filed:

Name: \_\_\_\_\_ Title: \_\_\_\_\_  
Address: \_\_\_\_\_ Phone: \_\_\_\_\_

Have you previously filed a Title VI complaint with this agency? ☐ Yes ☐ No  
Signature and date required below:

Signature \_\_\_\_\_  
Date \_\_\_\_\_



## FORMA DE RECLAMACIÓN BAJO EL TÍTULO VI

Cualquier persona que crea que ha sido discriminada por Valley Metro o la Ciudad de Phoenix o por cualquiera de sus proveedores de servicios y cree que la discriminación fue basada en su raza, color u origen nacional, puede registrar una queja formal ante el Servicio al Cliente de Valley Metro.

Por favor provea la siguiente información para procesar su queja. Hay formatos e idiomas alternativos disponibles si se solicitan. Usted se puede comunicar con el Servicio al Cliente llamando al 602.253.5000 (TTY: 602.251.2039) ó por correo electrónico a [csr@valleymetro.org](mailto:csr@valleymetro.org).

### SECCIÓN 1: INFORMACIÓN DEL CLIENTE

Nombre: \_\_\_\_\_ Apellido: \_\_\_\_\_  
Domicilio: \_\_\_\_\_  
Ciudad: \_\_\_\_\_ Estado: \_\_\_\_\_ Código Postal: \_\_\_\_\_  
Teléfono del Hogar: \_\_\_\_\_ Teléfono Celular: \_\_\_\_\_  
Correo Electrónico: \_\_\_\_\_ Método preferido de contacto: ☐ Teléfono ☐ Correo Electrónico

### SECCIÓN 2: INFORMACIÓN SOBRE EL INCIDENTE

Fecha del Incidente: \_\_\_\_\_ Hora del Incidente: \_\_\_\_\_ ☐ AM ☐ PM Ciudad: \_\_\_\_\_  
Ubicación del Incidente: \_\_\_\_\_ Dirección del Viaje: \_\_\_\_\_  
Ruta #: \_\_\_\_\_ Autobús/Tren Ligero/Tranvía #: \_\_\_\_\_  
Tipo de Servicio: ☐ Autobús Local ☐ Express/RAPID ☐ Circulador/Conector ☐ Tren Ligero ☐ Tranvía ☐ Dial-a-Ride  
Nombre del/la Operador/a: \_\_\_\_\_  
Descripción del/la Operador/a: \_\_\_\_\_  
¿En qué se basó la discriminación? (Marque todo lo que sea aplicable):  
☐ Raza ☐ Color ☐ Origen Nacional ☐ Otro \_\_\_\_\_

Explique lo más claramente posible lo que sucedió y por qué cree usted que se le discriminó. Describa a todas las personas que estuvieron involucradas. Incluya el nombre y la información de contacto de la/s persona/s que le discriminó/aron (si los conoce), así como los nombres y la información de contacto de cualquier testigo. Si se necesita más espacio, por favor use el reverso de esta forma. Usted también puede adjuntar cualquier material por escrito u otra información relevante a su queja.

¿Ha usted registrado esta queja ante la Administración Federal de Transporte (FTA por sus siglas en inglés)? ☐ Sí ☐ No  
Si contestó Sí, por favor provea información sobre una persona de contacto en la administración FTA donde se registró la queja:

Nombre: \_\_\_\_\_ Título: \_\_\_\_\_  
Domicilio: \_\_\_\_\_ Teléfono: \_\_\_\_\_

¿Ha usted registrado previamente una queja bajo el Título VI ante esta agencia? ☐ Sí ☐ No

Firma y fecha requeridas abajo:

Firma \_\_\_\_\_  
Fecha \_\_\_\_\_



# Title VI Investigations, Complaints and Lawsuits

Description/Name	Date (Month, Day, Year)	Summary (include basis of complaint: race, color, national origin or disability)	Status	Action(s) Taken (Final findings?)
<b>Investigations</b>				
1)				
2)				
<b>Lawsuits</b>				
1)				
2)				
<b>Complaints</b>				
1)				
2)				
3)				
4)				
5)				

☒ The City of Chandler has not had any Title VI complaints, investigations, or lawsuits in 2018-2021.

# *City of Chandler Public Participation Plan*

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The City of Chandler is engaging the public in its planning and decision-making processes, as well as its marketing and outreach activities. The public will be invited to participate in the process whether through public meetings or surveys.

As an agency receiving federal financial assistance, the City of Chandler made the following community outreach efforts over the past three years. Example documentation of some of these public outreach efforts is included in *Attachment 1: Public Outreach Efforts*.

1. OCTOBER 2019 SERVICE CHANGES

*Route 104 was changed to add additional weekday night service.*

2. APRIL 2020 SERVICE CHANGES

*The City of Chandler modified Route 542 to better serve riders. Public Outreach was done, and the majority of respondents were in favor of the route changes.*

*Due to the COVID-19 Pandemic, there were services changes to Express Routes 541 and 542.*

3. OCTOBER 2020 SERVICE CHANGES

*Restored half of the COVID-19 eliminated services on Routes 541 and 542.*

4. COVID-19 CHANGES

*Several changes were made due to the COVID-19 Pandemic. These changes were initiated by Valley Metro. The City of Chandler posted notices at stops. Some of these changes included:*

- *Face Masks*
- *Backdoor boardings*
- *Enhanced vehicle cleaning*

5. OTHER BUS SERVICE CHANGES

*With any proposed bus service change, Valley Metro conducts a thorough public outreach process, including multiple public meetings and a public hearing. Please see the Valley Metro Public Participation Plan for more details on Valley Metro's public outreach process. Additionally, Chandler staff assists with the process by conducting rider surveys for major service changes and by posting notices on bus stops.*

6. VALLEY METRO PUBLIC PARTICIPATION PLAN

*As the operator for all Chandler funded transit service, Valley Metro plays an important role in the public outreach for transit planning and service changes in Chandler. Please see the Valley Metro 2021 Title VI Program to see the full Valley Metro Public Participation Plan.*

7. ARIZONA AVENUE ALTERNATIVES ANALYSIS (AAAA)

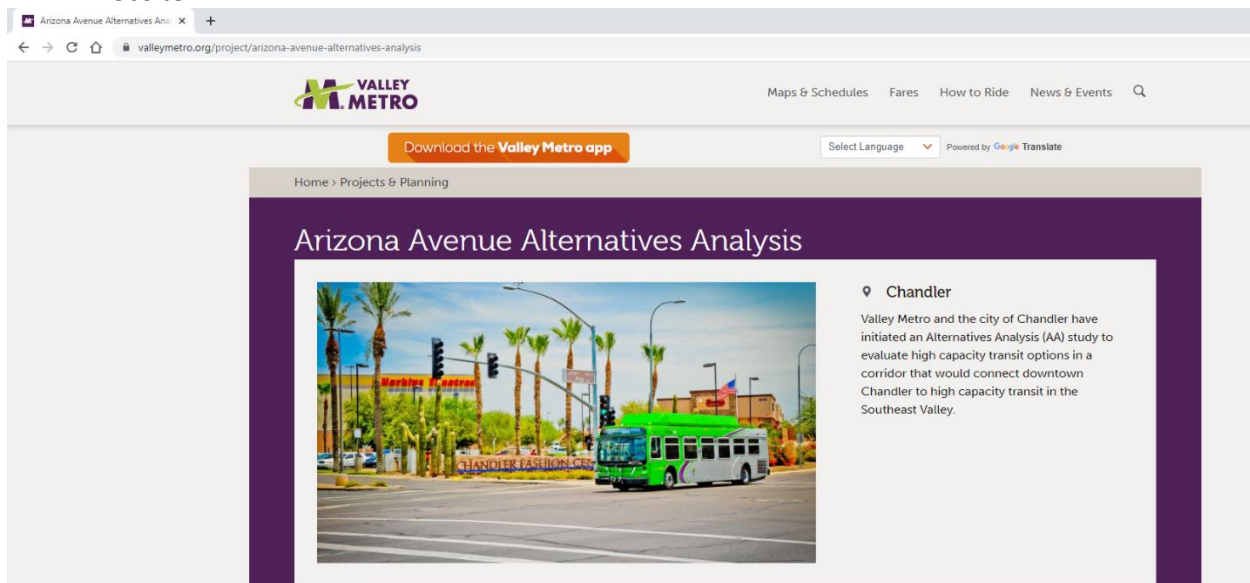


*The AAAA analyzed Arizona Avenue’s long-term potential as a high-capacity transit corridor and will include recommendations for transit and land use improvements to strengthen Arizona Avenue as a transit corridor. This study was completed in June 2021.*

*As a part of the public outreach, the study incorporated the following in the Public Involvement Plan:*

- *Develop a list of stakeholders and hold stakeholder meetings*
- *Engage community leaders*
- *Meet with key groups (neighborhood associations, religious organizations, civic groups, business groups, etc.)*
- *Conduct public meetings/ open houses*
- *Develop a web page and update throughout the course of the study*
- *Conduct online survey*
- *Email notifications of study materials*
- *Development of a study stakeholder database to keep contact information and communication records.*

#### **AAAA Website:**



#### **8. TRANSPORTATION MASTER PLAN UPDATE**

*The City’s Transportation Master Plan update began in 2019. The City updated plans for roadways, bike and pedestrian infrastructure, public transit, and emerging transportation technologies. As a part of the update, an extensive public outreach process was developed and implemented.*

*As a part of the public outreach, the study incorporated the following:*

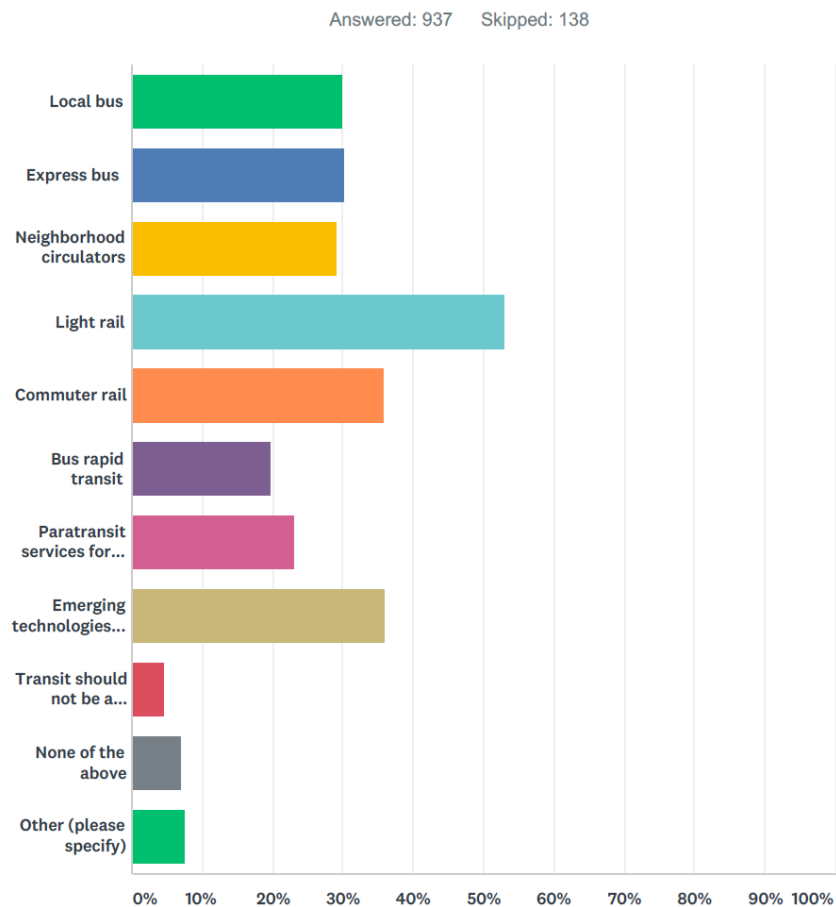
- *Develop a list of stakeholders and hold stakeholder meetings*
- *Engage community leaders*

- *Meet with key groups (neighborhood associations, religious organizations, civic groups, business groups, etc.)*
- *Conduct public meetings/ open houses*
- *Develop a web page and update throughout the course of the study*
- *Conduct online survey*

*Example of public outreach efforts can be found in Appendix 1. The online survey included questions on transit, for example:*

#### Chandler Transportation Master Plan 2019 Update

**Q17 Thinking of longer-term transit improvements, what transit mode(s) should the City prioritize in the future? (Please select up to 4 responses only)**



## 9. PRICE ROAD FLEXIBLE TRANSIT STUDY

*The Price Road Flexible Transit study was completed in November 2021. This study formed the foundation of recommendations for flexible transit options, namely, microtransit. As a part of the study, an extensive public outreach process was developed and implemented.*

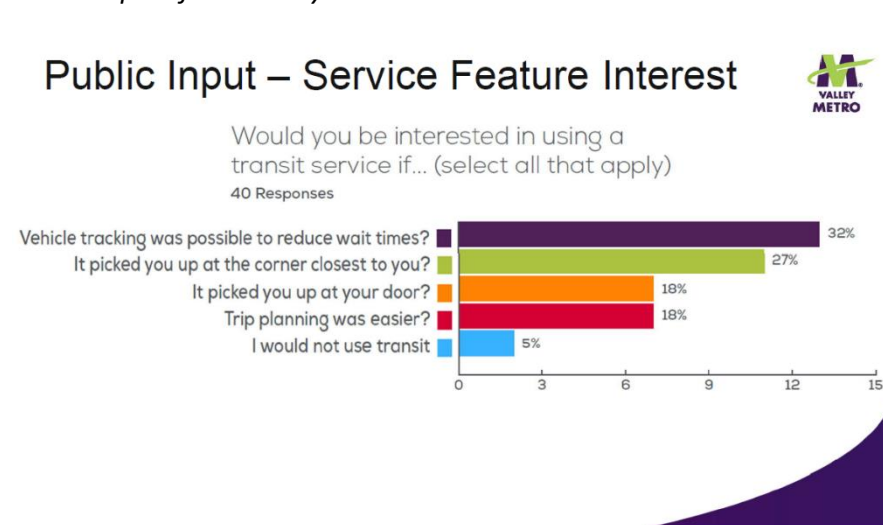
*As a part of the public outreach, the study incorporated the following:*

- *Online public meetings*
- *Online surveys, online comment maps, and phone and email contact with community outreach staff.*
- *Social media outreach through Facebook and NextDoor apps.*

*An example of a Facebook post that invited individuals to an online public meeting:*



An example of the survey and its results:



#### 10. OTHER OUTREACH

*Additionally, as service changes are proposed, Chandler and/ or Valley Metro will conduct public outreach and hold public meetings to ensure public involvement is conducted before any changes are approved. Additionally, the City of Chandler will continue posting notices (in English and Spanish) at all bus stops for any actions that could affect service at that stop, including but not limited to: temporary stop closure, stop relocation, service change at affected stop, proposed service change at affected stop.*

*Some of these notices include:*

- *Annual City of Chandler Parade of Lights, RT 112 and RT 156 Detour*
- *COVID-19 Route Changes to RT 541 and RT 542*
- *COVID-19 Mask Policy notice*
- *RT 81 Route Detour due to Chandler Transit Center re-paving*

#### **Public Meetings:**

- (1) Public meetings are scheduled to increase the opportunity for attendance by stakeholders and the general public. This may include scheduling meetings during non-traditional business hours, holding more than one meeting at different times of the day or on different days, and checking other community activities to avoid conflicts.
- (2) When a public meeting or public hearing is focused on a planning study or program related to Chandler or the Southeast Valley, the meeting or hearing is held within Chandler or the Southeast Valley.
- (3) Public meetings are held in locations accessible to people with disabilities and at least one public meeting in a series is located near one or more transit routes.

## Limited English Proficiency Plan

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# City of Chandler

## *Limited English Proficiency Plan*

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The City of Chandler has developed the following Limited English Proficiency (LEP) Plan to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to City of Chandler services as required by Executive Order 13166. A Limited English Proficiency person is one who does not speak English as their primary language and who has a limited ability to read, speak, write, or understand English.

This plan details procedures on how to identify a person who may need language assistance, the ways in which assistance may be provided, training to staff, notification to LEP persons that assistance is available, and information for future plan updates. In developing the plan while determining the City of Chandler's extent of obligation to provide LEP services, the City of Chandler undertook a U.S. Department of Transportation four-factor LEP analysis which considers the following:

- 1) The number or proportion of LEP persons eligible in the City of Chandler service area who may be served or likely to encounter City of Chandler transit program, activities, or services.

According to the American Community Survey, 96.6% of Chandler households are not considered a Limited English Speaking Household. Approximately 1.8% of Chandler's population speaks Spanish and is considered a Limited English Speaking Household. Approximately 1.6% of Chandler's population speaks some other language and is considered a Limited English Speaking Household.

### City of Chandler Limited English Proficiency Population

	Estimate	Percent of Total
Total City of Chandler Households	91,216	100.0%
Speak English	66,758	73.2%
Speak Spanish:	11,983	13.1%
Non-Limited English Speaking Household	10,324	11.3%
Limited English Speaking Household	1,659	1.8%
Speak other languages:	12,475	13.7%
Non-Limited English Speaking Household	10,998	12.1%
Limited English Speaking Household	1,477	1.6%

Source: U.S. Census Bureau, 2019: American Community Survey 5- year Estimate

These statistics show that there is a considerable small but somewhat significant number of Spanish speaking households that are considered to have limited English proficiency. While there are some speakers of other languages that have limited English proficiency, the combined number of all other

languages is less than that of Spanish speakers, indicating a much more significant need for communication in English and Spanish than other languages.

Valley Metro's Language Assistance Plan within the Valley Metro 2021 Title VI Program provides a broader and more in-depth analysis of the Phoenix metro area, which is relevant because many passengers of Chandler funded transit services are residents of other cities in the Phoenix metro area.

- 2) The frequency with which LEP individuals come in contact with City of Chandler transit services;

Approximately 7.6% of all workers speak a language other than English but do not speak English very well. Approximately 1.6% of public transportation commuters do not speak English "very well".

### LEP Among Public Transportation Commuters in Chandler

	Estimate	Percent of Total Workers	Percent of Public Transportation Commuters
Total Workers in Chandler	136,300	100.0%	NA
Commuter by Public Transportation	1,607	1.2%	100.00%
Speak only English	1,207	77.8%	75.1%
Speak Other Language:	326	24.9%	20.3%
Speak English "very well"	300	17.3%	18.7%
Speak English less than "very well"	26	7.6%	1.6%

Source: U.S. Census Bureau, 2019: American Community Survey 5- year Estimate

These results show a small proportion of public transportation users that speak another language while speaking English less than "very well". Given the fairly high proportion of Spanish speakers in Chandler overall that speak English less than "very well", however, there may still be a need to provide Spanish language communications for Chandler residents and public transportation users.

Additionally, Valley Metro's Language Assistance Plan provides a broader analysis of the Phoenix metro area, which is relevant because many passengers of Chandler funded transit service are residents of other cities in the Phoenix metro area.

- 3) The nature and importance of the program, activities or services provided by the City of Chandler transit to the LEP population; and

The transit system is important to the LEP population, and communications regarding the transit system is equally important.

For this factor of the 4-factor analysis, Chandler is relying on Valley Metro's analysis. Please see the Valley Metro 2021 Title VI Program to see the Valley Metro analysis.

- 4) The resources available and overall costs to provide LEP assistance.

The City of Chandler funds transit service, which is operated by Valley Metro. Since Valley Metro is the sole operator of Chandler bus service, Chandler relies on Valley Metro to conduct the majority of communications with passengers of Chandler-funded bus service. Thus, the majority of the resources and costs associated with this outreach are outlined in Valley Metro's Language Assistance Plan.

### **Language Assistance Plan**

A statement in Spanish will be included in all public outreach notices. Every effort will be made to provide vital information to LEP individuals in the language requested.

The City of Chandler has multiple bilingual employees, including an employee in the Transportation Policy Division, that can assist Spanish-speaking residents. All notices posted at bus stops are in English and Spanish. When the City holds public meetings relating to transit, the City posts an advertisement in the local Spanish newspaper. Additionally, the City has bilingual staff available at the meeting.

Valley Metro is the operator for all Chandler-funded transit services, and thus, the City of Chandler relies on Valley Metro's assistance in reaching out to LEP individuals. Please see the Valley Metro 2021 Title VI Program to see the full Valley Metro Language Assistance Plan.

### **Safe Harbor Provision**

The City of Chandler complies with the Safe Harbor Provision, as evidenced by the number of documents available in the Spanish language. With respect to Title VI information, the following shall be made available in Spanish:

- (1) Title VI Notice
- (2) Complaint Procedures
- (3) Complaint Form

In addition, we will conduct our marketing (including using translated materials) in a manner that reaches each LEP group. Vital Documents include the following:



- (1) Notices of free language assistance for persons with LEP
- (2) Notice of Non-Discrimination and Reasonable Accommodation
- (3) Outreach Materials
- (4) Bus Schedules
- (5) Route Changes
- (6) Public Hearings

# Non-elected Committees Membership Table

A subrecipient who selects the membership of transit-related, non-elected planning boards, advisory councils, or committees must provide a table depicting the membership of those organizations broken down by race. Subrecipients also must include a description of the efforts made to encourage participation of minorities on these boards, councils, and committees.

Table Depicting Membership of Committees, Councils, Broken Down by Race

Body	Non-Hispanic White	Hispanic / Latino	African American	Asian American	American Indian	Hawaiian / Pacific Islander	2 or more Races	Other	Non-Disclosed
City of Chandler Population	57.2%	19.1%	5.3%	11.7%	2.1%	0%	2.1%	0.5%	0%
Transportation Commission	85.7%	0%	14.30%	0%	0%	0%	0%	0%	0%

Chandler Population Source: U.S. Census Bureau, 2019 American Community Survey 1 Year Estimates

City Staff has established a Board and Commission Recruitment Plan outlining the City's approach to fill vacancies on the City's various Boards and Commissions, including the Transportation Commission. This Plan specifies that the City's outreach messages will include a statement that "Chandler is an equal opportunity organization that welcomes all residents to apply and engage in their community". Additionally, the Plan indicates that the City will advertise in Asian and Hispanic periodicals.

Although the Board and Commission Recruitment Plan is subject to amendment, the current version (as of December 2021) of the plan is provided in Attachment 2.

# Monitoring for Subrecipient Title VI Compliance

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City of Chandler does NOT monitor subrecipients for Title VI compliance.

# Title VI Facility Equity Analysis

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A sub recipient planning to acquire land to construct certain types of facilities must not discriminate on the basis of race, color, or national origin, against persons who may, as a result of the construction, be displaced from their homes or businesses. “Facilities” in this context does not include transit stations or bus shelters, but instead refers to storage facilities, maintenance facilities, and operation centers.

There are many steps involved in the planning process prior to the actual construction of a facility. It is during these planning phases that attention needs to be paid to equity and non-discrimination through equity analysis. The Title VI Equity Analysis must be done before the selection of the preferred site.

The City of Chandler has no current or anticipated plans to develop new transit facilities covered by these requirements. Since the City’s last Title VI Program Update (2015), the City of Chandler has not constructed any facilities that meet the criteria for a facilities equity analysis.

# Regional System Wide Standards and Policies

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The City of Chandler worked with Valley Metro and other cities in developing regional Transit Standards and Performance Measures (TSPM). The regional TSPM specifies a minimum service level to be provided by regional bus service, including span of operation, service frequency, and bus stop spacing. Additionally, the TSPM specifies performance measures that each bus route should aim to achieve, including passenger boardings, fare recovery, and on-time performance. Services not meeting performance measures or greatly exceeding performance measures are closely monitored to determine if improvements or expanded services are needed. The TSPM also lays out guidelines for establishing new service, including the establishment of criteria to determine prioritization of fleet distribution for new transit services. TSPM criteria for new and existing service place an emphasis on first providing service to ‘transit-dependent’ population – households with one or zero automobiles and households below the poverty line.

The complete TSPM can be found at <https://www.valleymetro.org/transit-standards-and-performance-measures>

## Distribution of Transit Amenities

Transit Amenities refer to fixed items of comfort and convenience available to the general riding public such as shelter placement, lighting at the bus stop, signage, benches, and trash can placement. The City of Chandler is responsible for the provision, monitoring and maintenance of shelters, bus stop signs, benches and other amenities located in Chandler. The following sections briefly summarize the City’s policies or standards that govern the deployment of amenities on the City’s transit system. Chandler policy is to review and ensure amenities are placed within the City without regard to race, color, national origin, or income considerations.

The City of Chandler currently owns approximately 380 bus stops with nearly 80% of those have shaded structures as part of the bus stop features. An additional 15% of bus stops have seating without a shade structure. Many of the City’s bus stops without shade structures have nearby trees that provide some shade.

The City of Chandler also has a program that incorporates advertising kiosks in the bus stop shelter design at certain locations based on third-party advertising vendor determinations of market. Those advertising revenues paid to the City go back into the transit program and pay for things such as bus stop cleaning and maintenance, replacement of aging bus stop infrastructure, and provision of new amenities at bus stops.

### General Bus Stop Placement and Amenity Considerations

- Understand the physical requirements of buses

- Adequate curb space for ADA and mobility device ramp operations
- Adequate sidewalk clearance for pedestrian and bicycle traffic on sidewalk
- Bus stops located by ¼-mile spacing
  - Mid-block stops are located near local street intersections for ease of crossing the street safely
  - Major arterial intersection bus stops are located far-side of the intersection for traffic flow purposes
  - Bus bays (or bus pullouts) are located far-side of the intersection when possible, based on available right-of-way and the number of lanes of traffic
  - Bus stops are located in higher visibility areas at locations that minimize safety hazards at driveways, visibility for adjacent properties, and facilitate the transfer to cross routes.
- Bus stop amenities historically have been prioritized by ridership. When right-of-way exists and physical conditions permit, high and moderate ridership bus stops will have shade structures and other amenities.
  - All bus stops and amenities must comply with the ADA compliance and accessibility requirements.
  - Signage – All bus stops shall feature signs mounted in a uniform manner to identify the area as a stop and provide readable and accurate information.
  - Schedules – All bus stops with shade structures include bus schedules. Additionally, many bus stops without amenities include bus schedules.
  - Benches – Ridership figures are used to determine seating requirements while the built environment often dictates seating options.
  - Trash Can Placement – Trash cans are placed at all sheltered bus stops and some bus stops with benches as needed.
- Bus stop placement, amenities and upgrades must consider ADA compliance and accessibility requirements.
- ADA considerations are a major factor in the City's bus stop maintenance program. Since November 2018, Chandler has brought 50 bus stops up to compliance.
- Recent trends in the increasing homeless population have made bus stops a common location for homeless encampments and general use. The City has strived to create a comfortable environment for transit users while addressing the homeless use of the bus stop in a compassionate manner.
- Related to the provision of bus stop amenities is increasing occurrence of vandalism. Gang tagging, trash, damage to amenities, and the destroying of lighting are common at

our bus stops. The City has a dedicated cleaning, maintenance, and repair program for all bus stops. A significant portion of that budget addresses the ongoing upkeep of the existing bus stops in order to maintain a certain level of security, comfort, and cleanliness.

### Bus Shelter Designs

Chandler staff and its contractor have worked to create a variety of bus shelter designs and sizes to accommodate a varying degree of ridership and site conditions.

- Transfer locations – Where space permits, Chandler installs its large bus shelter design at locations where passengers transfer from one bus route to another. At these locations, it is typical for five or more passengers to be waiting for the bus at the same time. As a result, a larger shade structure with more seating is needed in order to assure that a large number of passengers can simultaneously benefit from the amenities.



- Other bus stops – The City installs large or medium sized bus shelters at other high and medium use bus stops. Chandler places smaller shelters at low to moderate use bus stops. At all bus stops with shelters, the City strives to install a shelter that will provide shade throughout most of the day. This is achieved by placing seating on each side of a middle shade screen or on the north side of a rear shade screen. Chandler staff worked with its contractor to develop a lower-cost, small bus shelter that will provide shade from every angle while discouraging sleeping at bus stops.



Typical Medium Shelter



Small Shelter Example



# Service and Fare Changes

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## Service Changes

The City of Chandler made changes to the following routes since the last Title VI update:

**Route 104 Alma School Road** – Added weekday night service.

**Route 541 Express** – Route was reduced by 50% in service due to COVID-19.

**Route 542 Express** – Adding one round trip in October 2018, providing a total of 8 round trips to/ from downtown Phoenix. In October 2020, route was reduced by 50% in service due to COVID-19.

All service changes that equate to a change of greater than 25% of the route's existing service levels are evaluated to determine whether these changes have a discriminatory impact. Valley Metro conducts Title VI analysis on these service changes on behalf of the City of Chandler. Additionally, public meetings and public hearings are held to gather public feedback on these changes.

Please see the Valley Metro 2021 Title VI Program for more details on this Title VI analysis.

## Fare Changes

There have been no fare changes since this Title VI Program was last updated. Any future fare changes will need to follow the public outreach and equity analysis as outlined in Valley Metro's 2021 Title VI Program.

Please see the Valley Metro 2021 Title VI Program for more details on Title VI analysis related to fare changes.

# Board Approval for the Title VI Program

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The City of Chandler Transportation Commission will take action on Chandler's Title VI Program on January 19, 2022.

The Chandler City Council will take action on Chandler's Title VI Program on February 10, 2022.

Placeholder for Resolution 5194

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# *Attachment 1: Public Outreach Efforts*

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## Effective October 28

*Los cambios comienzan el 28 de octubre*

Route 40–Main St  
Route 77–Baseline Rd  
Route 104–Alma School Rd  
Route 136–Gilbert Rd

**Route 40**–Modify short trips to serve new light rail end of line at Gilbert Rd/Main St Transit Center instead of Mesa Dr/Main St station.

*Ruta 40*–Modificar los viajes cortos para proveer servicio a la nueva terminal de la línea del tren ligero en el Centro de Transporte Gilbert Rd/Main St en lugar de en la estación en Mesa Dr/Main St.

**Route 77**–In Mesa, improve Saturday frequency and add Sunday service to match Saturday. Add one additional westbound weeknight trip.

*Ruta 77*–En Mesa, mejorar la frecuencia los sábados y agregar servicio los domingos para igualar a los sábados. Agregar un viaje adicional hacia el oeste por la noche entre semana.

**Route 104**–In Mesa, extend weekday span. Improve Saturday frequency and span. Add Sunday service to match Saturday. In Chandler, add weekday night service.

*Ruta 104*–En Mesa, extender el servicio entre semana. Mejorar la frecuencia y el servicio los sábados. Agregar servicio los domingos para igualar el nivel de los sábados. En Chandler, agregar servicio nocturno entre semana.

**Route 136**–In Mesa, extend weekday span. Improve Saturday frequency and span. Add Sunday service to match Saturday.

*Ruta 136*–En Mesa, extender el servicio entre semana. Mejorar la frecuencia y el servicio los sábados. Agregar servicio los domingos para igualar el nivel de los sábados.

#vmservice



valleymetro.org/servicechanges  
802.253.5000  
TTY 802.251.2039





{In Archive} Proposed April 2020 Express 542  
Myers, Destry to: Crampton, Jason 12/04/2019 03:12 PM  
Cc: "Gregory, Joseph"  
History:  
This message has been replied to.  
Archive: This message is being viewed in an archive.

1 Attachment



Chandler\_542.ppt

Jason,

Attached is the proposed April 2020 express 542 public timetable, please review and provide feedback by Monday, December 16.



## Route 542–Chandler Express

- Modify inbound and outbound trip times to better serve riders.

Proposed Schedule

Existing AM	Existing PM	Proposed AM (Same)	Proposed PM
5:55	3:25	5:55	3:25
6:10	3:35	6:10	3:35
6:25	3:58	6:25	3:45
6:40	4:18	6:40	4:00
6:55	4:30	6:55	4:20
7:10	4:45	7:10	4:40
7:25	5:00	7:25	5:00
7:40	5:19	7:40	5:20

11

Destry Myers  
Planner III  
602-523-6046  
[dmyers@valleymetro.org](mailto:dmyers@valleymetro.org)

# Additional April Service Change Proposals



## Schedule Changes

- Route 542 - Chandler Express: Change inbound and outbound trip times to better serve riders

*In Favor: 91%   Opposed: 9%   Respondents: 120*

- Peoria on the Go Circulator: Revisit schedule and run times

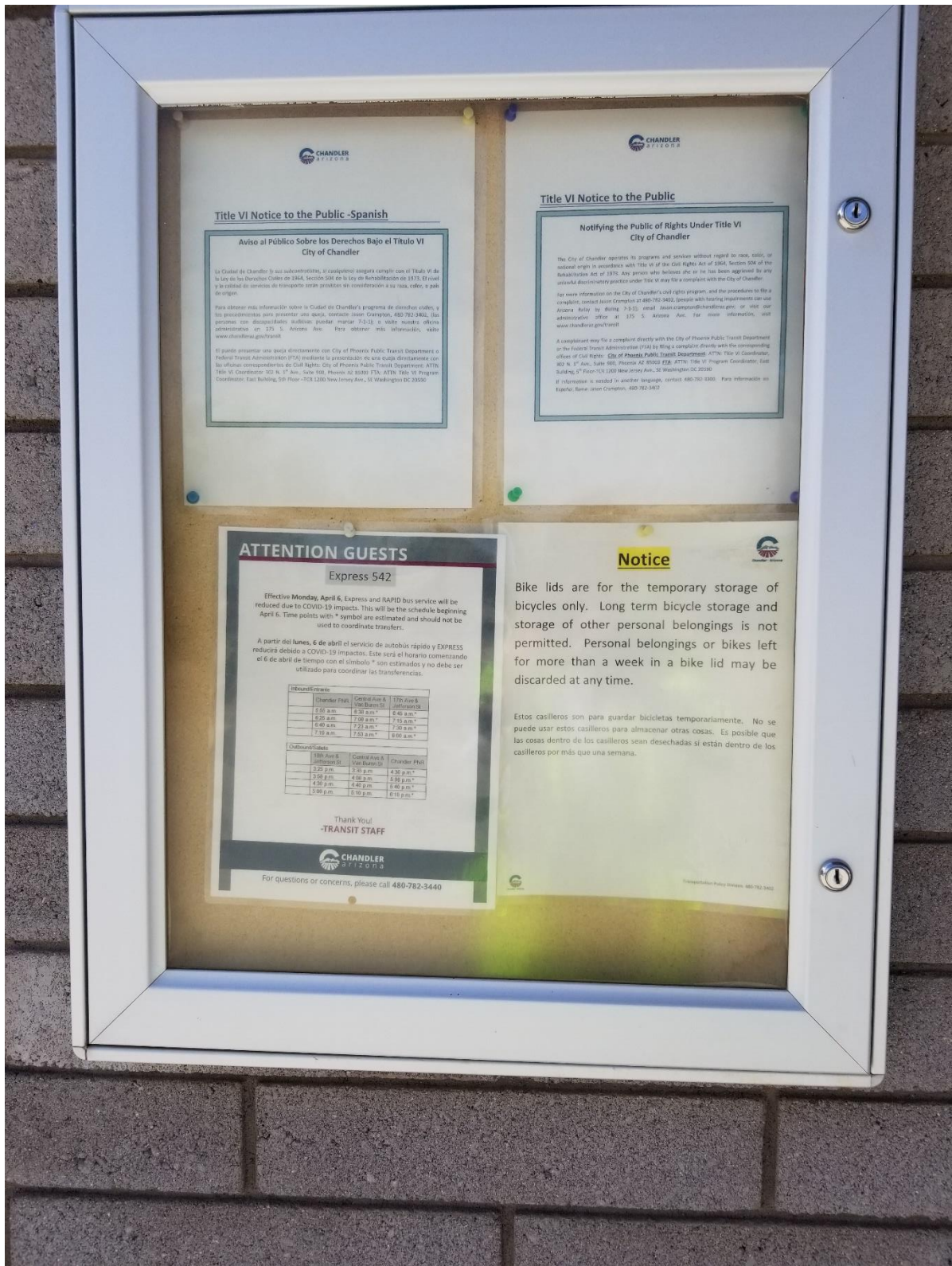
*In Favor: 94%   Opposed: 6%   Respondents: 128*

## Alignment Changes

- Route 96 - Dobson Road: Permanently change routing to serve inside Sycamore Transit Center

*In Favor: 89%   Opposed: 11%   Respondents: 125*

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Appendix A – Public Outreach Efforts



# ATTENTION GUESTS

## Express 542

Effective **Monday, April 6**, Express and RAPID bus service will be reduced due to COVID-19 impacts. This will be the schedule beginning April 6. Time points with \* symbol are estimated and should not be used to coordinate transfers.

A partir del **lunes, 6 de abril** el servicio de autobús rápido y EXPRESS reducirá debido a COVID-19 impactos. Este será el horario comenzando el 6 de abril de tiempo con el símbolo \* son estimados y no debe ser utilizado para coordinar las transferencias.

Inbound/Entrante			
	Chandler PNR	Central Ave & Van Buren St	17th Ave & Jefferson St
	5:55 a.m.	6:38 a.m.*	6:45 a.m.*
	6:25 a.m.	7:08 a.m.*	7:15 a.m.*
	6:40 a.m.	7:23 a.m.*	7:30 a.m.*
	7:10 a.m.	7:53 a.m.*	8:00 a.m.*
Outbound/Saliente			
	18th Ave & Jefferson St	Central Ave & Van Buren St	Chandler PNR
	3:25 p.m.	3:35 p.m.	4:30 p.m.*
	3:58 p.m.	4:08 p.m.	5:06 p.m.*
	4:30 p.m.	4:40 p.m.	5:40 p.m.*
	5:00 p.m.	5:10 p.m.	6:10 p.m.*

Thank You!  
**-TRANSIT STAFF**



For questions or concerns, please call **480-782-3440**

# ATTENTION GUESTS

## Express 541

Effective **Monday, April 6**, Express and RAPID bus service will be reduced due to COVID-19 impacts. This will be the schedule beginning April 6. Time points with \* symbol are estimated and should not be used to coordinate transfers.

A partir del **lunes, 6 de abril** el servicio de autobús rápido y EXPRESS reducirá debido a COVID-19 impactos. Este será el horario comenzando el 6 de abril de tiempo con el símbolo \* son estimados y no debe ser utilizado para coordinar las transferencias.

Inbound/Entrante					
	Arizona Ave & Ray Rd	Alma School Rd & Elliot Rd	West Mesa Park-and-Ride	Central Ave & Van Buren St	17th Ave & Jefferson St
	5:55 a.m.	6:05 a.m.	6:18 a.m.	6:50 a.m.*	6:57 a.m.*
	6:44 a.m.	6:55 a.m.	7:08 a.m.	7:40 a.m.*	7:47 a.m.*
Outbound/Saliente					
	18th Ave & Jefferson St	Central Ave & Van Buren St	West Mesa Park-and-Ride	Alma School Rd & Elliot Rd	Arizona Ave & Ray Rd
	4:12 p.m.	4:22 p.m.	5:07 p.m.*	5:20 p.m.*	5:30 p.m.*
	5:10 p.m.	5:20 p.m.	6:05 p.m.*	6:18 p.m.*	6:28 p.m.*

Thank You!  
**-TRANSIT STAFF**



For questions or concerns, please call **480-782-3440**



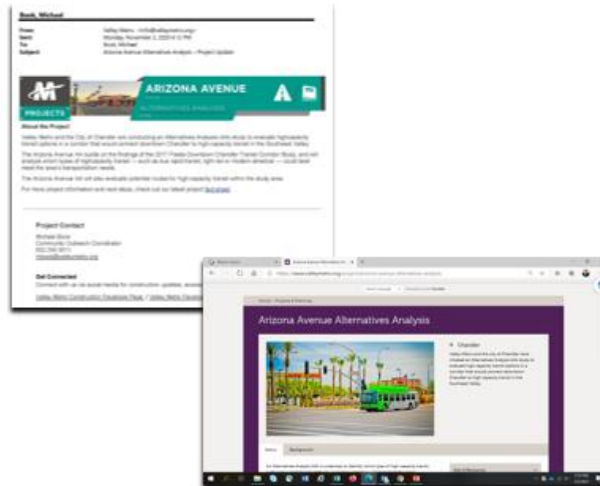


## Arizona Avenue Alternative Analysis (AAAA) Study

### Public Involvement



- Project webpage
- Online survey
- Email blasts (using study and relevant city databases)
- Social media (Valley Metro and city platforms)
- Public and stakeholder meetings/workshop



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### Public Involvement - Outreach



	2018	2019				2020				2021
	Oct. - Dec.	Jan. - Mar.	Apr. - Jun.	Jul. - Sept.	Oct. - Dec.	Jan. - Mar.	Apr. - Jun.	Jul. - Sept.	Oct. - Dec.	Jan. - Mar.
Public Meetings (3)										
Stakeholder Workshop										
Online Survey										
Stakeholder Workshop										
Public Meeting										
Chandler Transportation Commission Meeting										
Chandler Transportation Commission Meeting										

\* In conjunction with Chandler Transportation Master Plan outreach activities

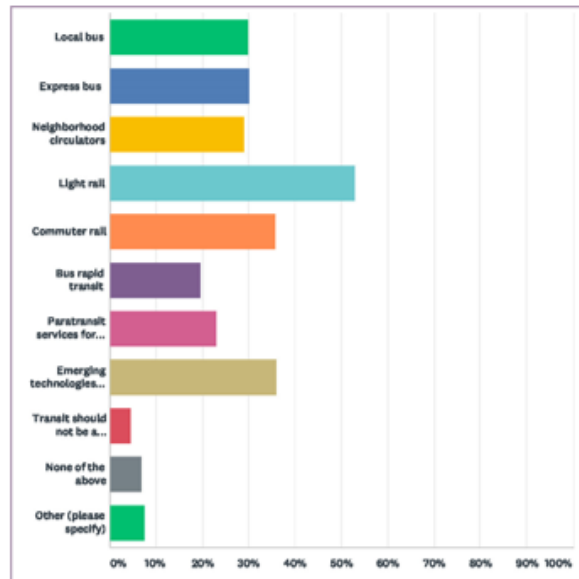
10



## Public Involvement - Survey



For long-term transit improvements, what transit modes(s) should the city prioritize?



Responses: 937

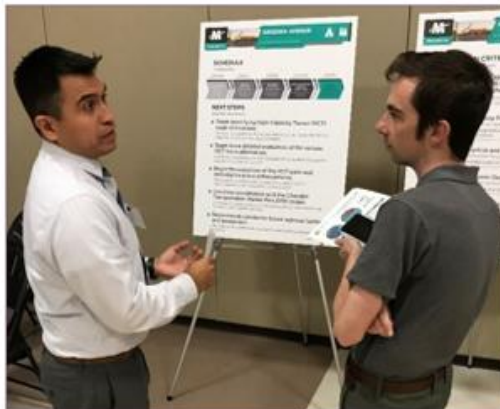
\*From 2019 Chandler Transportation Master Plan online survey

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## Public Involvement - Comments



During the public involvement process, the public asked study questions related to the alternatives, funding, economy and future technological advances.



Public comments included:

- *I think the best way to make mass transit (light rail in particular) a viable option is by **connecting routes to already existing ones**. The Chandler Boulevard and Price Road corridors are too disjointed and would be difficult to make these connections.*
- ***Arizona Avenue** is a great road to build a north/south transit system since it currently handles high-traffic volumes.*
- *My light rail concerns include **cost** to build, **business impacts** during construction, and **removal of vehicle traffic lanes**.*

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# Transportation Master Plan Update



## Reminders ...

Please see inside, pages 2-3, for the City's Annual Financial Report Summary.

\*\*\*\*\*

Did you know the City has more than two dozen boards and commissions that residents can serve on?

Visit [chandleraz.gov](http://chandleraz.gov) and select Boards and Commissions from the Government drop-down menu for more information.

\*\*\*\*\*

Chandler has developed an Annual Report to highlight the City's successes during the year 2018. The report highlights accomplishments that have moved our community forward and reports on all aspects of City services.

View the annual report at [chandleraz.gov](http://chandleraz.gov).

\*\*\*\*\*

Did you know, it's simple to go paperless? By receiving and paying your bill online, you'll spend less time writing checks, mailing payments, and tracking due dates. You can even view previous bills and payments online. And you'll still receive the *CityScope*, via an online link when your bill is ready! For information on registering your account, visit [chandleraz.gov/utilitybill](http://chandleraz.gov/utilitybill).

\*\*\*\*\*

The estimated population for the City of Chandler as of Feb. 1, 2019, is 259,264.

## You can help plan Chandler's transportation future



The City is updating its Transportation Master Plan (TMP) to address the current and future transportation needs of the community. The plan, last updated in 2010, will help guide improvements related to roadways, bicycle, pedestrian and trail networks, transit, infrastructure system and traffic management programs. We encourage you to make your ideas and opinions known by completing our online transportation survey, available at [KeepChandlerMoving.com](http://KeepChandlerMoving.com).

In conjunction with Chandler's update of the TMP, Valley Metro is conducting an Arizona Avenue Alternatives Analysis Study that will evaluate high capacity transit options to connect transit riders along Arizona Avenue to the rest of the region. More information is available at [valleymetro.org/az-ave](http://valleymetro.org/az-ave).

## Chandler Fire reminds the ABC's of water safety

Chandler Fire wants everyone to enjoy the water safely. You can help by following the ABC's of water safety:

### ABC's for children:

#### Adult Supervision

- Keep infants and toddlers within arms' reach.
- Floaties are toys. Use life jackets. They save lives.
- Give children 100 percent of your attention. Turn off your phone.

#### Barriers to Water

- Maintain fences and barriers. Use self-closing and self-latching gates.
- Empty wading pools, tubs and buckets immediately after each use.

#### Classes

- Ensure all family members know how to swim. Call 480-782-2750 or go to [chandleraz.gov/aquatics](http://chandleraz.gov/aquatics).
- Learn CPR for children and adults. Call 480-782-2113 or go to [chandleraz.gov/fire](http://chandleraz.gov/fire).

### ABC's for adults:

#### Always swim with a buddy

- Adults and teens, remember, you are never old enough to swim alone.
- Let someone know you are going in the water.

#### Be alert.

- Don't swim after taking medications that could make you feel drowsy.
- Never mix alcohol with any kind of water-related activity.

#### Classes

- Not a strong swimmer? Take swimming lessons. Call 480-782-2750 or go to [chandleraz.gov/aquatics](http://chandleraz.gov/aquatics).
- Learn CPR for children and adults. Call 480-782-2113 or go to [chandleraz.gov/fire](http://chandleraz.gov/fire).

Remember, 100 percent of drownings are preventable. Please swim safely! The City of Chandler once again invites the community to participate in the "Eye-to-Eye to Supervise" drowning prevention campaign. During the annual Water Safety Walk on Saturday, May 4, 2019, join with the Fire Department and Aquatics Division to walk door-to-door delivering water safety information to Chandler households.

To volunteer, call 480-782-2120, or email [chandlerfire@chandleraz.gov](mailto:chandlerfire@chandleraz.gov).





The City and Valley Metro are hosting a series of meetings to solicit public comment on two transportation studies; the Chandler Transportation Master Plan 2019 Update and the Arizona Avenue Alternatives Analysis Study.

We welcome your ideas, opinions and priorities concerning improvements to Chandler's transportation system, including the roadway system, transit system, bicycle and pedestrian facilities.

Learn more and take our Transportation Survey at [KeepChandlerMoving.com](http://KeepChandlerMoving.com).

**Para información en Español, haga clic aquí.**

**Meeting info:**



Wednesday, Jan. 23, 2019, 5:30-6:30 p.m.  
Desert Breeze Police Substation (Community Room)  
251 N. Desert Breeze Boulevard

Monday, Jan. 28, 2019, 3-4 p.m.  
Chandler Environmental Education Center (Painted Desert Room)  
4050 E. Chandler Heights Road

Wednesday, Jan. 30, 2019, 6:30-7:30 p.m.  
Chandler Senior Center (Multi-Purpose Room)  
202 E. Boston St.

For more information, or to request public meeting accommodations due to a disability, call 480-898-4060 or visit [KeepChandlerMoving.com](http://KeepChandlerMoving.com).

Information specifically about the Arizona Avenue Alternatives Analysis Study can be found by visiting [valleymetro.org/az-ave](http://valleymetro.org/az-ave).

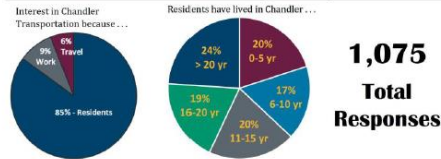


# Survey Results



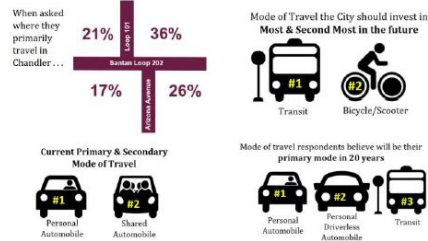
**Keep Chandler Moving!**

Survey results – by the numbers



When asked why they were interested in a specific mode and what features were important...

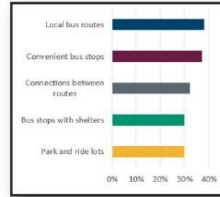
	Automobile	Bicycle	Pedestrian	Transit
<b>Why this mode?</b>	1. Convenience 2. Cost-effective 3. Leisure/recreation	1. Leisure/recreation 2. Environmental sustainability 3. Cost-effective	1. Leisure/recreation 2. Environmental sustainability 3. Convenience	1. Cost-effective 2. Convenience 3. Environmental sustainability
<b>What is important?</b>	1. Quick travel time 2. Ease of access 3. Feeling safe	1. Feeling safe 2. Ease of access 3. Multiple route options	1. Feeling safe 2. Comfort/attraction features 3. Ease of access	1. Quick travel time 2. Ease of access 3. Feeling safe



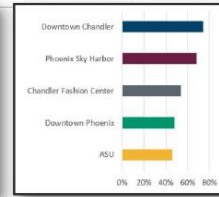
Project Information: 480.898.4060 | KeepChandlerMoving.com

For travel by Transit in Chandler...

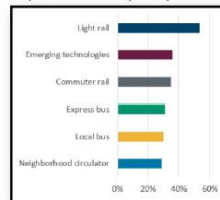
Most important features for respondents are...



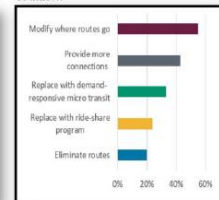
Important destinations respondents believe Transit should serve...



For longer-term transit improvements, respondents believe the City should prioritize...



For transit routes with low ridership, respondents believe the following should be done...



RESPONDENTS WERE NOT REQUIRED TO RESPOND TO ALL QUESTIONS AND IN SOME CASES, WERE PERMITTED TO SELECT MULTIPLE RESPONSES.



**Transportation Master Plan 2019 Update**

**Kimley»Horn**



# Transportation Studies

View Edit Delete Revisions

A City's transportation system plays an important role in our daily lives. It affects how we travel to work, to school or to the store. It affects the distribution of consumer goods and the provision of services. Transportation even plays a role in many recreational activities.



- [KeepChandlerMoving \(Transportation Master Plan 2019 Update\)](#)
- [Comprehensive Transportation Master Plan \(2010\)](#)
- [Arizona Avenue High-Capacity Transit Long Range Study](#)
- [Fiesta-Downtown Chandler Transit Corridor Study](#)

The City of Chandler has a comprehensive transportation master plan that identifies community needs and guides development of a multi-modal transportation system over the next 20 years.

The Plan identifies and integrates transportation system goals, objectives, and implementation strategies into a comprehensive policy document that considers a variety of modes including auto, bike, pedestrian, and transit.

The Plan guides future development and implementation of transportation infrastructure and operations in the City of Chandler, and is used by residents, business owners and City staff.

*City planners are in the process of updating our Transportation Master Plan to address the current and future transportation needs of our community. The plan will identify transportation issues and update*

*goals, objectives and policy recommendations that will guide decisions the City makes about prioritizing, funding and implementing transportation system improvements. The City is surveying the public and holding community meetings to solicit ideas, opinions and priorities concerning improvements to Chandler's transportation system, including the roadway system, transit system, bicycle and pedestrian facilities.*

#### MEETINGS:

Wednesday, Jan. 23, 2019, 5:30-6:30 p.m.

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Wednesday, Jan. 30, 2019, 6:30-7:30 p.m.

Chandler Senior Center (Multi-Purpose Room)  
202 E. Boston St.

For more information, visit the [Study Website](#) or call the Study Hotline at 480-898-4060. Information specifically about the Arizona Avenue Alternatives Analysis Study can be found online by visiting Valley Metro, or calling Victoria Bray at 602-490-8284.

#### • [Regional Transportation Plan to Guide Transportation for 20 Years](#)

This guide was prepared by the Maricopa Association of Governments to help summarize and provide highlights of the plan and changes the Valley will experience over the next 20 years.

## Price Road Flexible Transit Study



# **YOU'RE INVITED!**

## **PRICE ROAD FLEXIBLE TRANSIT STUDY**

### **ONLINE PUBLIC MEETING**

Attend the online meeting and provide questions / comments anytime from

**Thursday, May 20, 2021 through**  
**Friday, June 4, 2021**

at [www.valleymetro.org/price-road](http://www.valleymetro.org/price-road)

LEARN MORE:



## **¡SE LE INVITA!**

### **ESTUDIO DE TRANSPORTE FLEXIBLE EN PRICE ROAD**

### **REUNIÓN PÚBLICA EN LÍNEA**

Asista a la reunión en línea, y haga preguntas / provea comentarios  
en cualquier momento desde


**El jueves 20 de mayo de 2021 hasta**  
**el viernes 4 de junio de 2021**

en [www.valleymetro.org/price-road](http://www.valleymetro.org/price-road)

APRENDA MÁS:



 [Valleymetro.org/price-road](http://Valleymetro.org/price-road)

 602.299.9581



City Government of Chandler, Arizona

May 27 at 11:30 AM · 🌐

...

JOIN US: If you work on, live near or drive along Chandler's Price Corridor, you're invited to participate in an online public meeting for the Price Road Flexible Transit Study. The study by Valley Metro and the City of Chandler is assessing flexible transit options to serve one of the City's most important economic engines.

An online meeting is available for public participation until June 4—with an informational video and the opportunity to ask questions or provide feedback.

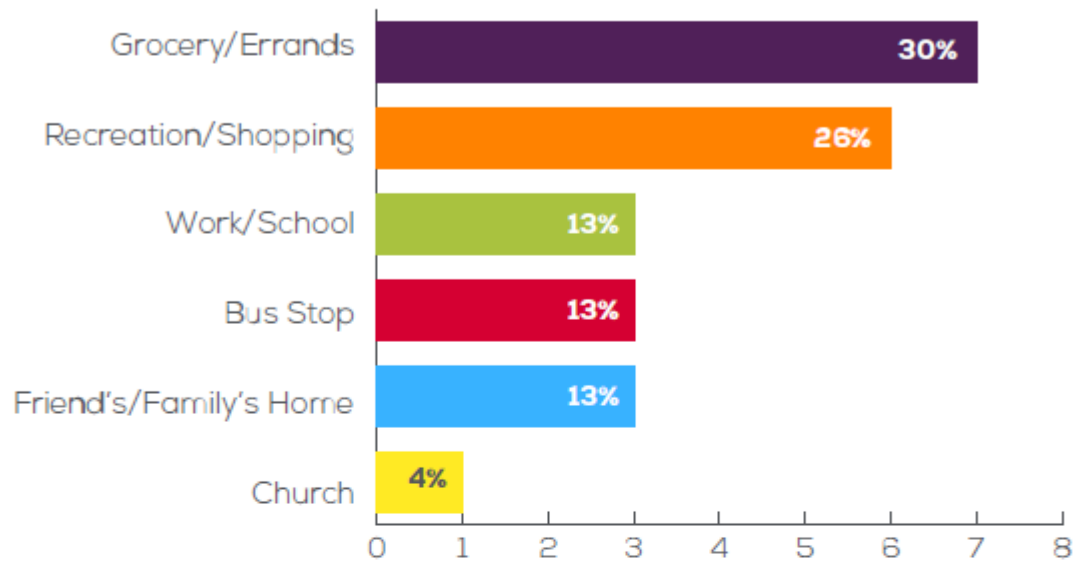
👉👉 [bit.ly/3ugtFRb](https://bit.ly/3ugtFRb)

#LoveChandler #ChoosingChandler

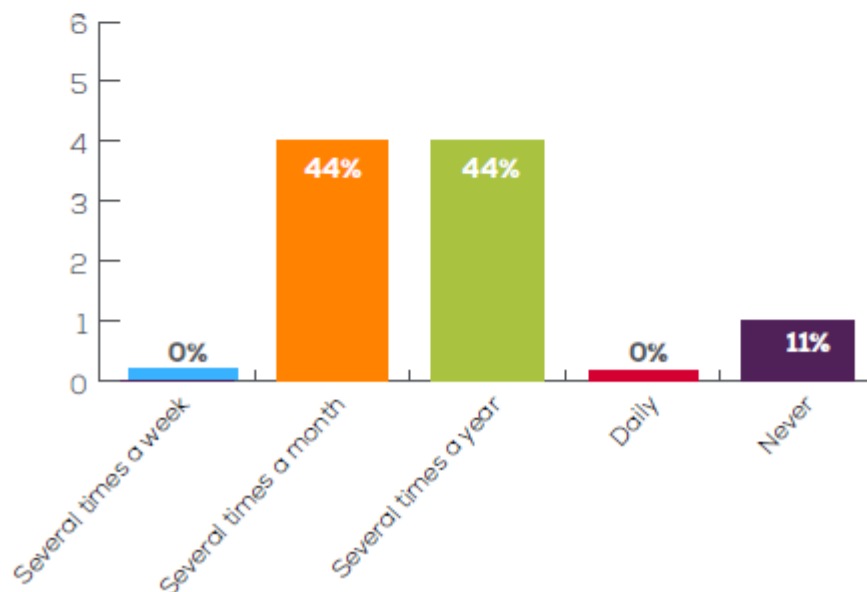


**Flexible Transit Online Meetings**

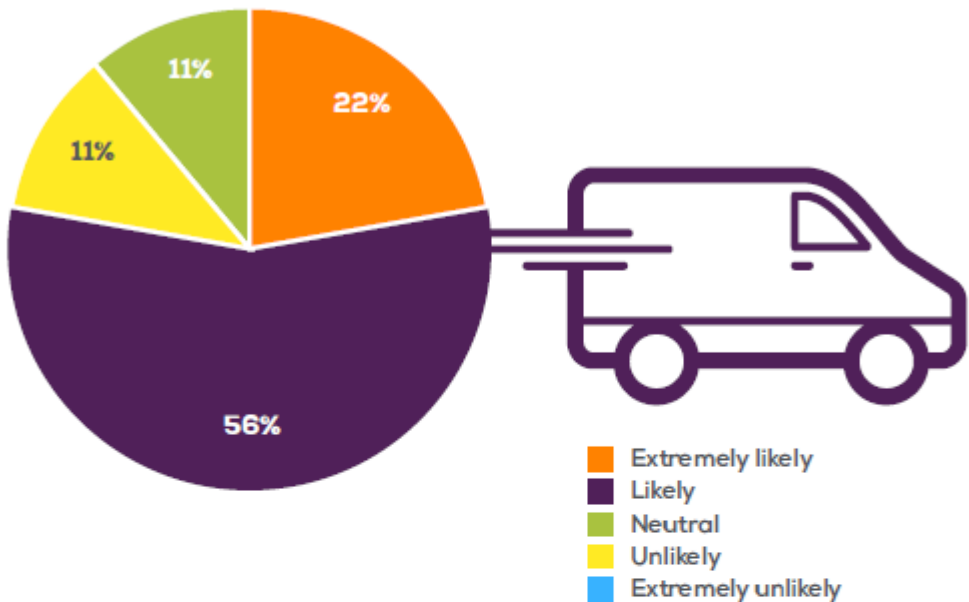
What would be your key destinations if using microtransit service? Check all that apply.



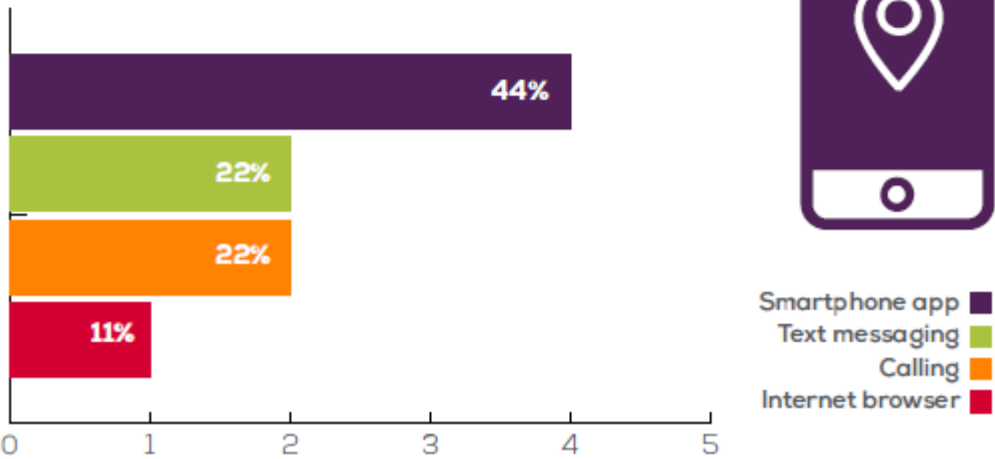
How often do you take public transportation?



If you had an on-demand connection like microtransit service to take you to and from bus stops, how likely would you be to increase your use of the Valley Metro bus system?



If you were going to book a ride with the microtransit service, which booking method would you prefer?





## ATTENTION GUESTS

# Bus Stop Closure

## Saturday, December 4, 2021

Due to the City of Chandler Parade of Light on Arizona Ave, this bus stop will be closed Saturday, December 4 beginning at 6:00 PM. Route 112 and 156 will be on detour as shown in the map below.

Por el desfile de luces en Arizona Ave., no se usará esta parada el 4 de Diciembre empezando a las 6:00 de la tarde.



For questions or concerns, please call **480-782-3440**



Per Federal Law  
**FACE MASKS  
REQUIRED**

Wearing a mask is required by local and federal mandates.  
Keep mask on inside the vehicle and at bus and rail facilities at all times.  
More info at [valleymetro.org/COVID-19](https://valleymetro.org/COVID-19).

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Conforme a la Ley Federal  
**SE REQUIEREN  
MASCARILLAS**

*Los mandatos locales y federales requieren el uso de una mascarilla.  
Use su mascarilla en todo momento mientras esté adentro del vehículo  
y en las instalaciones de autobús y del tren ligero.  
Más información en [valleymetro.org/COVID-19](https://valleymetro.org/COVID-19).*



Stay Healthy. Stay Secure.  
Manténgase Saludable. Manténgase Seguro/a.  
[tsa.gov/coronavirus](https://tsa.gov/coronavirus)



## ATTENTION GUESTS



**Route 81**  
**Bus Stop is Moving**  
**on**  
**Monday, August 2, 2021**  
**Through Friday, August 13, 2021**

Due to road re-paving at the Transit Center, the bus stop for Route 81 will be moved to the South side of this Transit Center.

We appreciate your cooperation and understanding.

Thank You!  
**-TRANSIT STAFF**



For questions or concerns, please call **480-782-3440**



## ATTENTION GUESTS

# Route 112 DETOUR

on

**Monday, August 2, 2021  
Through Sunday August 8, 2021**

Due to road work at Arizona Ave. and Germann Rd.,  
this route will make a detour to the Park and Ride  
Facility. Southbound stops on AZ Ave between Loop  
202 and Germann Rd. will be closed.

We appreciate your cooperation and  
understanding.

Thank You!  
**-TRANSIT STAFF**



For questions or concerns, please call **480-782-3440**

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# *Attachment 2: Board Recruitment*

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## **Board and Commission Recruitment Plan**

8/15/18

- Once each year (preferable December or January) a message is placed in City Scope encouraging residents to apply for a spot on a City Board or Commission with information on how to apply. The message will include a statement that Chandler is an equal opportunity organization that welcomes all residents to apply and engage in their community.
- That same message will be posted on the Citizens' guide to Board and Commissions that is posted on the website.
- Alternate forms of applying for Boards and Commissions will be developed for those with disabilities who may not be able to access the City website.
- City routinely posts opportunities for Board and Commission openings through Social Media.
- Work with PIO's on a plan to highlight a "Board of the Month" discussing the role of the Board and its make-up. This could be posted in the newsroom, on the website, in our advertising, etc.
- Once each year, the City will place advertising in ethnic media publications to include the Informant, Asian Times, La Voz, etc.
- City will continue to recognize the efforts of its commission members through a celebratory reception every other year in the spring.
- City Clerk's office will occasionally have a table at events where the general public assembles to provide information on Boards and Commissions and to encourage residents to apply. These events could include Listening Tours, Mayor's Health Expo, cultural events, etc. This could also be staffed by Mayor and Council office staff.
- City staff will encourage residents to apply for commission vacancies at events like the Chamber Leadership Class, HOA and Traditional Academies and Teen Leadership Academy.

- Departments are encouraged to provide the public with information regarding Boards and Commissions at events they attend.
- City staff will share current board openings with the Human Relations Commission, and the Mayor's Committee on the Aging and Mayor's Committee for People with Disabilities.



**Transportation Commission      Government Relations & Transportation  
Policy Memo No.**

**Date:** 01/19/2022  
**To:** Transportation Commission  
**From:** Nancy Jackson, Transportation Planning Coordinator  
**Subject:** ADOT Freeway Projects Update

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**Background/Discussion**

Loop 202: Price Rd. to Val Vista Dr. Design  
Presentation by Kirstin Huston, ADOT

I-10: Loop 202 to SR 387 - Design  
Presentation by Carlos Lopez, ADOT

1-10 Broadway Curve Construction  
Presentation by Amy Ritz, ADOT

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**Transportation Commission      Government Relations & Transportation  
Policy Memo No.**

**Date:** 01/19/2022  
**To:** Transportation Commission  
**From:** Nancy Jackson, Transportation Planning Coordinator  
**Subject:** January 2022 Project Status Update

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**Attachments**

January 2022 Project Status Update

**Transportation Project Status**  
**January 3, 2022**

Projects	Designer	Contractor	Status	Comments
<b>ROADWAY AND TRAFFIC PROJECTS</b>				
ST1503, <b>Cooper Road</b> Imprv. [Alamosa Drive (aprx. 3,500 ft. north of Chandler Heights Road) to Riggs Road for two through lanes each direction]	Entellus	Pulice Construction	Construction underway. Completion scheduled for mid 2022.	Federal funds
ST1614, <b>Chandler Heights Road</b> Imprv. [McQueen Road to Gilbert Road for two through lanes each direction]	Kimley-Horn	tbd	Construction contract award in February 2022. Long lead procurement NTP Spring 2022. Start construction Summer 2022.	Federal funds
ST1616, <b>Ocotillo Road</b> Imprv. [Gilbert Road to 148th Street for two through lanes each direction]	Ritoch-Powell	tbd	Open bids late January 2022. Construction contract award April 2022. Long lead NTP late Spring 2022. Start construction late Summer 2022.	Federal funds
ST1804, <b>Chandler Heights Road</b> Imprv. [Gilbert Road to Val Vista Drive for two through lanes each direction]	Kimley-Horn	tbd	Design in progress. Bid scheduled for Spring 2023.	Federal funds
ST1908, <b>Bicycle Detection System</b> [40 intersections]	n/a	n/a	Purchase of bicycle detection cameras	Federal funds
ST1909, <b>Alleyway Rehab</b> PM10 Dust Emission Reduction	n/a	Cactus Asphalt	Construction underway.	Federal funds
ST2001, <b>Lindsay Road</b> Imprv. [Ocotillo Road to Hunt Highway for two through lanes in each direction]	Kimley-Horn	tbd	Design in progress. Bid scheduled for summer 2023.	Federal funds
ST2002, Traffic Study of <b>Kyrene Road</b> [Chandler Boulevard to Loop 202]	AZTEC	n/a	Study complete.	
ST2003, <b>Gilbert Road</b> Imprv. [Ocotillo Road to Chandler Heights Road for new traffic signals and three through lanes in each direction]	Sunrise Engineering	Sunland Asphalt	Construction complete.	
ST2004, <b>Alma School Road</b> Imprv. [Pecos Road to Germann Road for three through lanes in each direction to match development imprv.]	Wood	Sunland Asphalt	Construction complete.	
ST2006, <b>Traffic Signal</b> at Warner Road and Nevada Street	Stanley Consultants	tbd	Design complete. Construction in 2022	
ST2007, <b>Hamilton Street</b> Imprv. [Appleby Road to Carob Drive]	Nfra Consultants	tbd	Design in progress. Construction in 2022	
ST2009, <b>Dobson Road</b> Imprv. at <b>Intel Driveways</b> #1 and #4 [Price Rd / Market Pl to Chaparral Way]	Premier	DCS Contracting	Design in progress.	Funded by 20% from Intel and 80% from State TPT per ARS 42-5032.02
ST2012, <b>Arterial Congestion Monitoring</b> [Install data collection devices at major intersections, and use data to map traffic congestion and mobility.]	Y.S. Mantri & Assoc.	tbd	Design complete. Installation in 2022	Grant funds
ST2103, Intersection Imprv. at <b>Ray Road and Dobson Road</b>	tbd	tbd	Study to begin in Feb 2022.	Study only. Future phases tbd.
ST2104, <b>Traffic Signal</b> at Ocotillo Road and Pinelake Way	Y2K Engineering	tbd	Design in progress.	
ST2113, <b>Alley Rehab</b> PM10 Dust Emissions Reduction 2 (FMA Areas 16, 25, 39, and 40)	Premier / Olsson	tbd	Design in progress.	Federal funds
<b>PEDESTRIAN, BICYCLE, AND TRANSIT PROJECTS</b>				
ST1612, <b>Chandler Boulevard Bike Lanes</b> [I-10 to 56th Street]	Kimley-Horn	Combs Construction	Construction complete.	Federally funded
ST1613, <b>Downtown ADA Improvements</b> [Downtown Chandler on Chicago Street, Washington Street, and Boston Street]	J2	DNG	Phase I construction complete. Phase II construction complete.	Locally funded.
ST1701, <b>McClintock Drive Bike Lanes</b> [Loop 202 to north of Ray Road] & <b>Kyrene Road Bike Lanes</b> - [Chandler Boulevard to north of Ray Road]	Aztec	AJP Electric	Construction complete.	Federally funded
ST2011, Study of <b>Price Road, Ocotillo Road, and Chandler Heights Road Separated Bike Lanes</b>	TY Lin	n/a	Study in progress. Study was put on hold temporarily to amend contract to allow for addition of Chandler Heights Road analysis.	Awarded design assistance grant for FY2020
ST2016, <b>Park &amp; Ride Shade Canopies</b> , Phase 2 [two parking canopies covering 40 parking spaces & electric vehicle charging station]	LEA-Architects	TSG Constructors	Construction underway. Anticipate completion Spring 2022.	Funded with State Lottery Proceeds
ST2106, <b>Frye Road Protected Bike Lanes</b> [Paseo Trail to San Marcos Elementary School]	TY Lin	tbd	Study completed by Y2K. Design to begin January 2022. Construction in summer/ fall 2023.	\$3.2 Million grant awarded for construction and \$650,000 for design.
<b>Kyrene Branch and Highline Canal Shared Use Paths</b>	Kimley-Horn	tbd	Study to begin early 2022. Design in FY 2022-23. Construction in 2024-25.	Pursuing federal funding.
<b>Price Road Flexible Transit</b>		tbd	Study completed in collaboration with Valley Metro. Contract award anticipated in Spring 2022 with operations beginning summer 2022.	Awarded \$2 Million grant for project startup and two years of operations.