

MINUTES OF THE TRANSPORTATION COMMISSION MEETING
City of Chandler, Webex Meeting +1-415-655-0111 Access Code: 2593 465 4618

Wednesday, January 18, 2023 at 4:00 p.m.

CALL TO ORDER / ROLL CALL

Commissioner Enoch called the meeting to order at approximately 4:06 p.m.

Members in Attendance:

Chair Dan Henderson

Commissioner Sam Enoch

Commissioner Ron Hardin

Commissioner David Heineking

Commissioner Dean Brennan

Commissioner Donald Smith

Members Absent:

Vice Chair John Repar

Staff Members Present:

Ryan Peters, Strategic Initiatives Director

John Knudson, Director of Public Works & Utilities (call-in)

Kevin Lair, Transportation Manager, Public Works & Utilities (call-in)

Kimberly Moon, Capital Projects Manager, Public Works & Utilities (call-in)

Dan Haskins, Principal Engineer, Public Works & Utilities (call-in)

Jason Crampton, Transportation Planning Manager

Nancy Jackson, Recording Secretary/Transportation Planning Coordinator

Others Present

Sanjay Paul, HDR (call-in)

Alan Berry (call-in)

Joe Martin, Via (call-in)

Emily Shapiro, Via (call-in)

Eileen Yazzie, Y2K Engineering (call-in)

SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES

None

CONSENT AGENDA

1. Approval of the Minutes of the Transportation Commission Regular Meeting of November 16, 2022.

Commissioner Enoch requested a motion for approval of the minutes for the November 16, 2022, Transportation Commission meeting. **Commissioner Smith** seconded the motion.

On the minutes from November 16, 2022, **Commissioner Brennan** requested a reminder be sent Ms. Houston asking for follow-up on whether the right-a-way has been given back to the city and who maintains the landscaping. **Commissioner Brennan** is also asking for Mr. Knutson to provide information regarding the condition of alley's that had been improved a year or two ago.

The minutes were approved 6-0 by **all Commission** members present.

BRIEFINGS

Briefing items two and three were switched due to consultant being available on-call. Item three, Hunt Highway Study was presented first, and the Protected Bike Lanes Study changed to item three.

2. Hunt Highway Study

Mr. Jason Crampton, Transportation Planning Manager gave a brief slide presentation on the Hunt Highway: Traffic Calming and Separated Bike Lanes: Cooper to Val Vista. Mr. Jason Crampton introduced consultant Sanjay Paul of HDR Consulting.

Mr. Crampton completed an overview of the study. The study is another design assistant grant awarded through MAG to help complete some preliminary design efforts on several bicycle related studies. Recently, a kick-off meeting was complete, and staff wanted to get input from the Transportation Commission early in the process.

Mr. Crampton reviewed the Study Area and Project Background, which was recommended and taken directly from the Transportation Master Plan. The Transportation Master Plan was vetted by the Commission and approved by City Council. The study area is Cooper Rd to Val Vista and is about three miles and borders the Gila River Indian Community (GRIC). There is currently a casino under construction in the area and this study looks at the impacts of the bike and traffic calming options.

A study of traffic volume and speed was conducted and noted that it was pre-casino opening. The casino opening is tentatively scheduled for March 2023. Noted in the slides were speeds on Gilbert that were in the 85th percentile. Interesting take away – some vehicles were going 90 mph throughout the day. Also, some concerns were noted that there have been some bicycle fatalities in this area. One change that may impact speeds with the casino opening is a change from a stop sign to traffic signal at Gilbert Rd and Hunt Highway. With the opening of the casino, it is anticipated to have an uptick in traffic volume.

Commissioner Heineking asked if the road in that area was going to be widened?

Mr. Crampton responded no plan to widen least Hunt Highway. **Mr. Crampton** didn't believe there were any plans to widen Gilbert Rd either. **Mr. Ryan Peters**, Strategic Initiatives Director, responded to Commissioner Heineking, that turning lanes were being added and a widening of Gilbert Rd south of Hunt Highway. Additional intersection improvements on Hunt Highway will also happen.

Commissioner Smith asked if Hunt Highway would be one-lane in each direction or two?

Mr. Peters responded that it would be to widen one lane. Mr. Peters continued stating it is complicated because it is community land that is owned by different members of the tribe. They would have to secure all property rights along the corridor before they could propose constructing and widening, but for now it is just focused on the Chandler side.

Mr. Crampton continued with the briefing discussing slide titled Potential Treatments. Right now, survey work is being completed. Staff is reviewing GRIC Traffic and Drainage reports and looking at a variety of options and potential solutions. The review of the developing speed calming treatments should be completed by next month. In April, we will conduct public outreach and start developing design and cost estimates.

Commissioner Enoch asked if there is a sidewalk on the north side that runs the entirety of the area? **Mr. Crampton** responded yes and that he believes there are no gaps in that sidewalk except for a small gap close to Cooper Rd.

Commissioner Enoch asked if that area was all Chandler owned? **Mr. Crampton** responded the study will investigate this as there may be some easements that the City will need to get from some of the Communities.

Commissioner Heineking asked if the traffic study indicated how much more traffic there is going to be? **Mr. Crampton** stated he believe that it did provide an estimate, but it was not as significant as you would thou have thought. The prevailing thought was that there would be a huge uptick in traffic, but maybe at a 10% increase. **Mr. Peters** responded that Hunt Highway does not go through to I-10. There are other routes more convenient for traffic, so they don't expect a lot to come from the west.

Mr. Crampton thanked everyone for their questions. He stated it was all just modeling at this point and more will be known in the months when the actual traffic counts are performed. **Mr. Peters** stated there is a long-range plan from Town of Gilbert through their most recently approved bond package to punch through Hunt Highway to the east that is expected to increase traffic. **Mr. Crampton** stated he would not expect that to happen too soon as that project is several years out and that is a massive undertaking.

Commissioner Heineking stated that all this was for protection for the bicyclist and pedestrian and is pretty important.

Commissioner Enoch asked if there have been any more requests to PD to have additional traffic officers out there as a deterrent for the 90+ mile per hour guys?

Mr. Peters stated that PD is constantly evaluating their resources. If they see an increase in traffic speeds, they will respond accordingly but it ebbs and flows.

Commissioner Brennan asked for clarification from Mr. Crampton if GRIC was going to do all the improvements at the intersection of Gilbert Rd. and Hunt Highway? **Mr. Crampton** stated that Gila River Indian Community will widen the section of Gilbert Rd to the south of Hunt Highway and are paying for the traffic signal as well.

Commissioner Brennan also asked if there have been any meetings with the residents along the north side of Hunt Highway? **Mr. Crampton** stated there have been several public meetings that Mr. Ryan Peters was involved with, most of those regarding the concerns residents have related to the casino. Transportation Policy will have additional public outreach associated with this study to look for traffic calming and bicycle/pedestrian improvements. **Commissioner Brennan** stated that it sounded like there has been a lot of cooperation between the City and GRIC. **Mr. Crampton** responded that there has been fair amount of communication.

3. Protected Bike Lane Feasibility Study

Mr. Crampton, introduced the Protected Bike Lane Feasibility Study, stating the project kick-off meeting has occurred and it is very early on in the study.

Mr. Crampton The project goal is to increase the number of miles of protected bike lanes around the city. There are other projects, like along Frye Rd., that are very capital intensive and expensive. However, this study will look at other opportunities around in the city where we can develop easier, quicker, lower cost solutions.

Mr. Crampton stated during the City's Transportation Master Plan (TMP) development a lot of feedback was received and this slide represents that feedback. **Mr. Crampton** reviewed the graphic and the different types of riders in the community. What was found with TMP update was an overwhelming majority of our population fall into the interested but concerned; stating they want to get out and bike, but they don't want to use a bike lane on an arterial street. Studies and all that we do with our bike retention program, has us looking to cater to this segment of the population since it is a majority. We are trying to get people to feel more comfortable and safer. This Protected Bike Lane Study is going to look at where the best opportunities exist for that type of approach.

Mr. Crampton stated that the vision of the TMP Update is to develop an environmentally friendly, multimodal transportation system. The system would include improvements for bike and pedestrian facilities, safety, and a desire to connect to transit and population centers. The study would also like to develop design standards for different types of bike facilities and improve visibility, safety, and comfort for all users. The study will also utilize count data to help decide where improvements need to go.

Mr. Crampton moved to review the status of the Frye Rd Protected Bike Lane. This is a two and a half-mile corridor of Frye Rd. west of downtown and connects to the Paseo Trail. We are currently at 60% design plans and hope to get to construction later this year or early in 2024.

This study has a CIP that was approved last year with a local match and implementation funds to help install some of these protected bike lanes over the years. Every other year we are looking to receive roughly a couple of hundred thousand dollars to help install a half-mile in each direction or one mile in one direction.

The study was funded through a MAG grant of \$80,000 and a local match of about \$5,000. **Mr. Crampton** introduced the consultant, Eileen Yazzie, from Y2K Design. Y2K is the same firm who did the 15% design for the Frye Rd Protected Bike Lanes, so they are very experienced in the design of protected bike lanes and luck to have them on board.

Mr. Crampton reviewed the Scope of Work slide. It will be a nine-month project which he hopes to wrap up in the fall or late summer. The project will have a survey as well as a website that will provide education and awareness for residents. In the spring we hope to utilize the Family Bike Ride event as an opportunity to get some additional outreach and input from residents.

Mr. Crampton stated the Design Guidelines will help us understand what type of width will be needed for a Protected Bike Lane. On Frye Rd, for example, we have lane width of 16 feet in each direction, which is way too wide. We knew that we may not need as large of buffer on Frye Rd, but we need help to understand what that buffer needs to be and what that bike lane needs to be to make things work. That will be one of the earlier steps. We will then talk about what types of barriers we want to include. **Mr. Crampton** shows several types of barriers to look at. They include delineator posts, bollards, armadillos and then a mixture. Striping can be used to help designate where the buffer is, and painting to make the bike lanes more apparent to vehicular traffic.

The next task **Mr. Crampton** discussed was data collection. We will take an inventory of all our streets and identify what the curb-to-curb width is and compare it to the vehicular lane to see if there is any opportunity to narrow the vehicular lane to gain a little space for the buffer. We do not want to remove any vehicular lanes or widen the roadway.

Mr. Crampton reviewed a map of the roadways will be evaluated. We will use the design guidelines to see if there is space to feasibly implement protected bike lanes. We will look at several data points to determine what the benefit would be, taking into consideration average speeds, traffic, other bike facilities connection, driveways, utilities, and bus stops.

With a developed list, the next step would be to further exam the feasibility and develop prioritized ranges. We will look at such things as land use demographics, transit, and bicycle activity. We probably will not do the counts but pull data source from Strava or streetlight that counts data based on phone use and movement. We will once again ask for public feedback and maybe some other metrics. And finally, the consultant will develop planning level cost estimates for each of the different types of protection solutions. And then

things will be wrapped up with a study/report that the consult will produce for us.

Consultant Eileen stated Chandler is at the best positions to do this type of study because so many cities across the country have been testing all these different types of protection and finding the good, the bad, the value, the maintenance, and the different nuances of the different types of protections. This is a great opportunity for Chandler to utilize the best practices across the country. This past summer New York City has a new directive on their protected bike lanes in that they want the highest level of protection, so they created an initiative to do better barriers for their bike lanes. There is not a one size fits all. Even with the Frye Rd protected bike lane, while it is mainly concrete medians, there are places that are putting in some vertical delineators. There are some other places that are using parking protected. You all are doing it with the Frye Rd and taking it a step further saying what else is out there and that we can do and let use the best practices that other cities have tested out.

Commissioner Enoch asked if there was going to be any type of study into bicycle use on any of the roads before we chose it? It was interesting to see that there was cell phone use and how fast the cell phone was moving would determine if it were on a bike. **Mr. Crampton** responded there are a number of apps that track bicycle activity. There is a company called Streetlight that collects data to show pedestrian and bicycle usage and they can get very in-depth. There is a cost to acquiring the data but a lower cost than going out and counting bikes. **Consultant Eileen** stated that with one of the other applications used by cellphone and fitness watches is called Strava. I am a member of Strava, and when I am activity doing something – biking, walking, running etc. my watch connects to my Strava application. And Strava was, she believes, made available through MAG for jurisdiction throughout the region. People thought it was going to be the golden ticket to understand everything about bicycling. It is not, but it tells us where people currently ride the most. That is where people ride because that where they feel the safest or are the most comfortable. That is again, that route as well. Use that data to understand what roadways people are using right now to bike. Even if it is for exercise, that gives an insight of where people are comfortable riding on the street.

Commissioner Enoch stated they had not heard of Strava and then asked if the Commission would push it out to the community to say hey you can use this to be counted for wherever you are riding? **Consultant Eileen** stated there is no membership fee. It is just a tool or app people use to in those exercise communities. She would not suggest pushing out to the community. With Strava data we are taking the existing data that is already out there where people

have already logged in. She also added there is supplemental bike count data at various select points throughout Chandler again working with MAG. Those are a bit old, but we still have those too and we will be looking at all that information when it comes down to the prioritization of why we are doing the study, why is it important. A key part of the public involvement is talking about what is a priority for you when you are biking. Is it going to and from places, is it going to the grocery store, is it going to commercial, is it for exercise with the family or going to a restaurant? Understanding what factors are important to the community to evaluate on the roadways to put the protection in.

Commissioner Brennan commented he was glad to see there was a public outreach plan included with this project and how comprehensive it is. He also mentioned that with the Parks Strategic Master Plan has a recommendation regarding the preparation of bike and trail master plan for Chandler. He thinks it might be a missed opportunity to accomplish or include that as part of this process. From a strategic planning process, it would make more sense to have done the strategic master plan for the bike and trails plan simultaneously as one plan. He has a concern about which streets are going to be include. You did identify arterial streets. Are you just looking at arterial streets that currently have bike lanes? Or you be looking at arterial streets that do not have bike lanes and therefore do not get a lot of use. But maybe there should be bike lanes on those arterial streets? **Mr. Crampton** responded that we would look arterials with bike lanes or if there are planned bike lanes may also be considered. Most of the arterials that do not have bike lanes would need to be widened to add bike lanes. The scope of this study is not to come up with projects that are highly capital intensive and would not be included. **Commissioner Brennan** stated the one specific street he mentioned was Arizona Ave. Arizona Ave is currently six lanes wide and it appears most of those lanes are fairly wide. Arizona Ave would be a prime candidate for bike lanes, either stripped or protected. He questioned or was trying to understand why that major arterial street that connects areas to the north from downtown, why it does not have bike lanes? **Mr. Crampton** stated it was good feedback and acknowledged it is a critical bike/pedestrian corridor of the city. It is a high-capacity transit corridor and it is important. As far as this study is concerned, even narrowing those lanes would not be able to come up with enough space for a protected bike facility. Arizona Ave has been looked at before and to do it properly the roadway needs to be widened. Arizona Ave is an important corridor, and we will be looking at Arizona Ave with another study later this year. We are not disregarding Arizona Ave; it is just not part of this study.

Commissioner Brennan - In north Chandler Elliot Rd has a bike lane on the north and south side. His asked would there be a potential to widen the sidewalk

and include a bike path along with pedestrian sidewalk which would be separate from the street? There are large storm water retention basins along the north side of Elliot so there seems to be space to move the north bike lane off Elliot and put it in an area adjacent to the existing sidewalk. **Mr. Crampton** again thanked the Chairman for his feedback but stated it would not be part of this study to look at those off-street solutions for Elliot but it is very good feedback in general. **Commissioner Brennan** continued his comments stating that it would provide, not only along Elliot, but other areas in Chandler where there are retention basins along the arterial streets it would make sense where you cannot widen the street to provide a protected lane. It would be an opportunity to include a bike lane, for example along Alma School Rd. where there is not a bike lane you would at least have a bike lane off the street and adjacent to the sidewalk. He stated he did not know whether we should just limit our study to existing streets with bike lanes if there are other options that can be used to provide a bike lane.

Commissioner Henderson noted he heard from Mr. Crampton multiple times about capital intensive projects, although Dean brings up some very good points, sounds like some of those reason why those might not be considered is the capital implications associated with that. **Mr. Crampton** responded that for the scope of this study it would not fit within the study. A Capital Improvements Program that was approved to help implement some of the recommendations from this study. A pathway recommendation would be much more capital intensive and would not fit within the budget of our Capital Improvements Program. While these are very good recommendations and important solutions to consider it is something we would not be able to implement under this CIP this study hopes to inform.

Commissioner Brennan stated it could just be a recommendation that these projects that are beyond grasp, beyond the scope of the study could be considered for future implementation. **Mr. Crampton** agreed that could be language withing the study that suggestions to look at those types of solutions.

Commissioner Heineking stated it makes sense to look at these low costs, implementable, protected bike lanes that are in the study that potentially have funding that could quickly be implemented and take advantage of it and bringing in Y2K to see what else is out there. Great Plan. Get through this plan and look where they do not fit and then it makes sense to look at the sidewalks or where else we can do something that is more capital intensive by adding a bike path or trail along the side of the road. That makes great sense, but you should not take away what is implementable quickly and fundable right now. Stay the course.

Commissioner Enoch stated the faster you can get this implemented the more response back we can get on how it is received- if ridership is up or what not for the protected bike lanes.

4. Chandler Flex Update

Mrs. Nancy Jackson stated that a quick briefing item on Chandler Flex Service and introduced online Joe Martin and Emily Shapiro with Via, the contractor who operates the service.

Mrs. Jackson provided a program timeline recap. Jason Crampton secured a grant for \$2 million from A for Arizona to operate the service. There was a quick turn-around with an RFP and a contract. Via was selected in April/May and the service level was defined in May/June. Next, development of the logo and branding, followed by vehicle wraps and launch day in July. The City meets with Via once a week and to talk about operations. July, August, and September we watched our service and ridership grow consistently. In October, the fare was introduced to riders. The last two months of November/December were spent evaluating the service to see where we need to take it.

The next slide presents the Flex Performance Indicators. **Mrs. Jackson** thanked Joe and Emily for helping put the slide presentation together. The chart shows a weekly summary of what the ridership looks like. Between July and December, the past six months, we had 13,821 rides amongst 1,231 unique riders. You can see where students went on fall break, and we implemented of the new fee during this time. And the chart shows the rebound of the kids going back to school and people getting use to the new fare structure.

Commissioner Smith asked how does someone get designated as a unique rider? **Mrs. Jackson** responded that when somebody who has used the service at least once is a unique rider. **Mr. Crampton** stated that when you use the program, you have to create an account in the app. There are basically 1,231 accounts created that have taken a ride. There are probably more accounts created, but not everyone who has created an account has taken a ride. **Commissioner Smith** asked where does the 13,831-number come from? **Mrs. Jackson** stated a unique rider may take five trips a week or may take one trip a week. That is the total trips taken for the first six months. Another thing to point out in this slide is even this the consisted growth and the constant monitoring we were able to meet 91% of the demand of those who requested rides. That is a percent we are proud of.

The next slide presents Other Performance Measures. **Mrs. Jackson** stated one of the things we wanted to make sure that we were being very efficient in the service

being provided. We are serving an average of 3.2 passenger per vehicle hour. With similar cities in comparison, the City of Chandler is on the higher end of our utilization. At the peak of our implementation, we were closer to a four and we are still hoping to get back to the four level. We want to make sure we strike a balance between meeting the demand but not having drivers sitting on the side of the road waiting to pick up a passenger. Having a balance between efficiency and utilization is key.

Mrs. Jackson continues to discuss Popular Flex Destinations heat maps. The purple is where people are starting and arriving for their Chandler Flex trips. Chandler High School and Hamilton High School at the most popular destinations. We are averaging forty percent of trips are going to and from schools. Other high frequencies destinations include Tumbleweed Park and Snedigar Sportsplex.

Via conducted a public feedback survey in late 2022 that received 58 responses. 97% would be “somewhat” or “very disappointed” if they did not have Chandler Flex to use. A quarter of the riders mentioned school transit as their primary use. Which means three quarters of the respondents were utilizing the service for work or social habits.

Mrs. Jackson also noted on the previous slide the average rating for the rider’s app was 4.8 out of 5 stars. That is another way we monitor how the public feels about our service.

When asked how Chandler could improve, the survey results showed that residents would like the service area increased. This was not a surprise to us as staff has been hearing this since launch week. They would also like to see operations on the weekends.

That summarizes our summary of Chandler Flex. Moving forward we will continue to study and learn as much as we can to provide another public transit options in Chandler. **Mrs. Jackson** asked if there were any questions or if Emily, Joe, or Jason wanted to help with the summary.

Commissioner Smith asked what is the fare? **Mrs. Jackson** stated the fare is two dollars per ride for a typical ride. If students are going to and from school, the ride is free. If you are an ADA rider, your trip is one dollar. Additional passengers are also one dollar. **Mr. Crampton** mentioned that seniors over 65 are a dollar. **Mr. Joe Martin** stated that connections to a few public transit stops are free as well. **Commissioner Enoch** asked if that is a tie in with to the first mile, last mile? **Mr. Crampton** responded it is just a tie into our entire transit network. **Commissioner Heineking** asked if the school is going to help pay for it? **Mr. Crampton** stated no.

Commissioner Enoch asked if the fare was going to stay at those prices or will there be an increase? **Mr. Crampton** responded that right now there is a balance between supply and demand and the revenue helps offset some of the operating costs. Moving forward, if the service is able to continue without the grant, we may need to look at what that fare is, and do we increase it to help lower our operating costs. Other ideas we have discussed are looking at options like a weekly pass and referral bonus. **Chairman Henderson** asked when does the grant end? **Mr. Crampton** responded May of 2024. **Chairman Henderson** asked you would not characterize the program as a neighborhood circulator, right? **Mr. Crampton** stated it does circulate in neighborhoods, but it is not a neighborhood circulator. Usually, a neighborhood circulator follows more of a specific route and you would just go to a stop location and hop on. This is completely “on-demand,” meaning if there is no demand it is not going to go. **Commissioner Smith** asked if we looked at Waymo for this service. **Mr. Crampton** responded that we have looked at Waymo and their operating model does not fit well with this. To use Waymo you must be over 18 and they only provide single passenger rides. They do not share rides like public transit does. Microtransit like Flex does not fit well with their current operating model. They would have to change radically to work with this program. We have talked with Waymo about this and it is not something they are ready to do right now.

Chairman Henderson asked if there an ability to expand service under the current guidelines of the grant? **Mr. Crampton** responded yes, there is. We could expand the service area, but the biggest hurdle with that is creating too large of an area that people get used to and the grant goes away and that ongoing cost for the city. If the city does provide the continuous local funding for it becomes a little more than what we can manage. Because of that we have not been very aggressive in expanding the service area. **Chairman Henderson** asked what about the weekend service? **Mr. Crampton** responded that is similar. We could add it but right now we are still tweaking our driver shift hours during the week trying to maximize the number of vehicle hours to best fit our ridership patterns. There are certain days at certain times of the day we have a high number of riders denied a ride because there is not enough supply to match the demand. Once this is maximized that we can determine if there is an excesses supply of driver hours that can be applied to weekends within the funding capacity of the grant. **Chairman Henderson** asked what are the operational hours? **Mr. Crampton** replied 5:30 a.m. to 9 p.m. We were operating 6 a.m.– 9 p.m. but we just recently adjusted to 5:30 a.m. because there was a huge demand at 6 a.m. so, we are trying out 5:30 a.m. **Commissioner Heineking** asked if this the entire fleet – the seven flex vans – four regular and three ADA accessible? **Mrs. Jackson** responded yes. **Mr. Crampton** also stated while the picture does not show it there are bike racks on the back of the on the four non-wheelchair vehicles.

Commissioner Hardin asked at the end of this program, which is a little more than a year away, will the program continue or is it contingent upon the grant? And if so, if the O and M costs kicks in assuming these are newer vehicles and when the maintenance on the cars what does that number look like in terms of fare? I know you do not have it today, but I am just concerned about its ability to continue. He thinks this is something we would like to continue – if there is another grant to add to it. **Mr. Crampton** responded that the hope is to have the service continue. Via has a great grants team that is helping us look for other funding opportunities once this grant expires. We are always looking for grant funding. But we also have other funding sources like the Arizona State Lottery proceeds that we could apply towards funding some of this. But the use of those funds would be at the discretion of the City Council. Once we get closer to May of 2024, we will have some decisions to make as a city, but the hope is that we can continue to make that happen.

Commissioner Hardin stated he is happy with the program but more concerned about the ability to promote, market, recruit and get on the good side of the city of council – ahead of the game? Is there anything we should be doing to get ready for this? **Mr. Crampton** stated there have been a lot of residents that have shown their interest in support and gratitude for this which has been helpful. The high rider feedback has also been helpful, and that people are using it in high number is really critical in helping us tell that story.

Chairman Henderson asked are you currently updating council on the data and the feedback and the satisfaction? **Mr. Peters** responded that staff does a quarterly update through a memo process, and we also visit with them in work sessions. We intend to do that before the end of the year. But ultimately, it is the City Council's decision and these conversations do come up during budget presentations. If you are looking for advocacy the State Legislature and governor could really help us out with Prop 400 extension. Right now, it is looking like a perilous pass, so if we want to ensure that funding source is renewed, that includes the transit element as we sought last year. We are at their mercy, so we are looking at other ways of providing ongoing funding. To your question of expanding the program, that is something we are sensitive to we certainly have ambitions for an expanded city-wide program, but we do not want to get to far ahead of our skis without a long-term funding source. **Mr. Crampton** thanked Mr. Peters for bringing up Prop 400 extension. Our State Lottery proceeds can only carry us for a year or two beyond that. We had looked to our Prop 400 funding source to help provide funding to offset some of our other transit funding to be able to continue to operate Chandler Flex. But without that Prop 400 funding source it become much more challenging to operate this or any other transit service in Chandler. As Ryan mentioned that is going to be

an important issue at the State Legislature, and we will need all the advocates we can get.

INFORMATIONAL ITEMS

Transportation Project Status – Dan Haskins provided the update on the following projects:

Cooper Road construction received final completion on December 9 and is closed out.

Chandler Heights Improvements from McQueen Rd. to Gilbert Rd.; making it two lanes in each direction and is currently under construction and will be going on until winter of this next year.

Ocotillo Rd – Gilbert to 148th St. is being widened to two lanes in each direction. Currently under construction. Scheduled to be completed in fall of this year.

Chandler Heights Rd Improvement – Gilbert Rd to Val Vista Dr. That will be widened to two lanes in each direction. Currently in the design process. Anticipate going out to bid in winter of 2023.

Lindsay Rd Improvement – Ocotillo Rd to Hunt Highway – we are making it two lanes in each direction. Currently in the design process and anticipated going out to bid for construction in winter of next year.

Traffic Study for Kyrene Rd – the study has been completed.

Traffic Signal at Warren Rd and Nevada - a NTP was received on January 9, 2023, and construction has started.

Hamilton Street Improvement - Appleby Rd to Carob Dr. - the design is under way. Construction is anticipated for fall of 2023.

Dobson Rd Improvement at Intel Driveway #1 and #4 – this is from Price Rd. Market Pl. to Chaparral Way construction is in progress, but completion date has been extended to coordinate with other projects SRP is involved with.

Arterial Congestion Monitoring is a data collection device for major intersections Construction – currently long lead items limited NTP so we should be starting construction soon when the equipment gets delivered

Intersection Improvements at Ray Rd. and Dobson the study is almost complete and the application for grant funding will be submitted.

Traffic Signal at Ocotillo and Pinelakes Way - the design has been finished on this project.

Alley way Rehab - PM10 Dust Emissions Reduction Project 2 – FMA 16, 25, 39 and 41 - this is progress and bidding in 2023.

Chandler Video Detection Cameras - opened bids on January 12, 2023 and will procure camera and once received, the cameras will be installed.

Chandler Local Detection and Communication Systems and Chandler ICM Detection and Communication Systems – both these projects are in design and will be following the same path and anticipating construction in fall of 2023.

Armstrong Way and Hamilton St. Improvement – this improves the south half of Armstrong Way, and the west half of Hamilton St. and design is scheduled for spring of 2023.

Cooper Rd. Insight Loop Extension - this is Cooper Rd. to Insight Loop Emmet Dr intersection – design is scheduled to summer of 2023.

Commissioner Brennan asked if the alley rehab project – is it similar to what was done further north in Chandler by paving the alleys? Mr. Haskin responded yes.

Mr. Crampton provided updated on Frye Road Protected Bike Lanes – had already been discussed. Kyrene Branch and Highline Canal we have some proposals to review and should get into design in later this spring – looking at awarding a contract in April. That has a lot of public interest.

Ashley and Paseo Trails Connection – we are looking at starting design following the Kyrene Branch and Highline Canal project.

1. MEMBER COMMENTS/ANNOUNCEMENTS

Commissioner Brennan regarding the Protected Bike Lane Study. In the bi-partisan infrastructure law which was adopted in 2021 there is a Safe Streets and Roads for All Program which includes \$5 billion dollars – that is \$1 billions dollars a year for five years. Those are discretionary funds that are specifically for projects that provide safe environments for pedestrians, bicyclist and other individuals uses

of the transportation system. So hopefully City staff will consider applying for some those funds and maybe use those dollars to add to the funds already available in the CIP to pay for some of these separated bike paths.

2. CALENDAR

The next scheduled meeting will be held on Wednesday, March 15, 2023

3. ADJOURNMENT

Chairman Henderson announced the adjournment of the meeting.

Dan Henderson, Chairman

Nancy Jackson, City of Chandler