

**MINUTES OF THE TRANSPORTATION COMMISSION MEETING
City of Chandler, Webex Meeting**

Wednesday, May 15, 2024, at 4:00 p.m.

CALL TO ORDER / ROLL CALL

Chair Repar called the meeting to order at 4:02 p.m. Ms. Sheri Passey completed roll call. Quorum present.

Members in Attendance:

Chair John Repar

Vice Chair David Heineking

Commissioner Dean Brennan

Commissioner Dan Henderson

Commissioner David Lucas

Commissioner Luis Heredia – arrived at 4:30 p.m.

Members Absent:

Commissioner Molly Olsen

Staff Members Present:

Jason Crampton, Transportation Planning Manager

Nancy Jackson, Transportation Planning Program Coordinator

Hezequias Rocha, Transportation Planning Program Coordinator

Sheri Passey, Recording Secretary, Management Assistant

Ryan Peters, Strategic Initiative Director

Cherie Stone, Government Relations Senior Program Manager

Daniel Haskins, Principal Engineer

Others Present

Keith Koprowski, Project Manager, Y2K Engineering, LLC

SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES

None

Chair Repar Called the meeting to order and requested Roll Call.

Chair Repar Reminded the commission to address the chair and be recognized before you speak, and state your name.

CONSENT AGENDA

None.

ACTION AGENDA

1. Election of Officers

Chair Repar The first item of business is the election of new officers. I would like to nominate David Heineking for chairman.

Commissioner Lucas Seconded.

Chair Repar Asked. All in favor say aye. Any opposed? Motion carried unanimously.

Chair Repar Stated. The vice chair position is next.

Commissioner Henderson Stated. I would like to recommend David Lucas as vice chair and then asked Commissioner Lucas if he would be interested in serving?

Commissioner Lucas Responded. Yes.

Commissioner Brennan Seconded.

Chair Repar Asked. All in favor say aye. Any opposed? Motion carried unanimously.

2. Approval of the Minutes of the Transportation Commission Regular Meeting of April 17, 2024.

Chair Repar The second item on the agenda is the approval of the April 17, 2024, meeting minutes. Has everyone had an opportunity to review?

Commissioner Brennan Moved to approve.

Commissioner Lucas Seconded.

Chair Repar Asked. All in favor say aye. Any opposed? None. Minutes approved. Motion passes 5-0 by **all Commissioner** members present.

3. Amendment to the Intergovernmental Agreement Between the Regional Public Transportation Authority (RPTA) and the City of Chandler to Provide Fixed Route Bus, Paratransit and RideChoice service for Fiscal Year 2024-2025, for an estimated amount of \$759,523.

Chair Repar Item #3, the Amendment to the Intergovernmental Agreement between the Regional Public Transportation Authority and the City of Chandler to provide fixed route bus, Paratransit and RideChoice services for Fiscal Year 2024-2025, for an estimated amount of \$759, 523.

Mr. Jason Crampton Mr. Chairman, Hezequias will be presenting on this. Every year we bring the Agreement before the commission.

Mr. Hezequias Rocha Presented. Thank you, Mr. Chairman and the Commission. The amendment to the Intergovernmental Agreement (IGA) to Valley Metro Regional Public Transportation Authority (RPTA) is for the fiscal year 2024-2025. This will be the sixth and final amendment to the IGA for the Valley Metro RPTA to provide transit services. The current amendment term will run from July 1, 2024, to June 30, 2025. The funding the city will be providing for fixed route, Paratransit and RideChoice is \$759,523.

Services Provided: The IGA covers fixed route bus service, Paratransit and RideChoice services. The fixed route bus services include 12 fixed routes, including 11 local bus routes and one (1) express route to downtown Phoenix. The Paratransit service is a door-to-door service that provides services to seniors and persons with disabilities. We estimate about 25,000 trips will be provided for the FY 2025. Those services are provided through vans and taxicabs. The RideChoice program is an additional service similar to Paratransit and provides services to older adults and persons with disabilities and also uses taxicabs, Lyft, Uber and other non-emergency medical transportation providers.

There are four different funding sources for this IGA. The Public Transportation Fund (PTF), which comes from the Maricopa County half-cent sales tax approved through Proposition 400 and funds the entire region. The Arizona Lottery Fund (ALF), which are proceeds from Powerball revenue, dedicated and distributed to cities for public transportation. Federal Grants the city received for RideChoice service in the amount of \$58,696. And \$259,000 from the City General Fund to cover the local expenses from this IGA.

The Service Funding for Fiscal Year 2024-25 includes Local Funding Sources \$500,000 from ALF and \$259,523 from the City General Fund totaling \$759,523 to cover the local expenses from this IGA. This is a \$250,000 increase from the previous amendment due to an increase of our fixed route costs.

The reason for this action item is to recommend the approval of the amendment of the IGA between RPTA Valley Metro and the City of Chandler to provide fixed route buses, Paratransit and RideChoice services for the fiscal year 2024-2025 and the estimated cost of the local government which will be \$759,523. Any questions?

Commissioner Heineking Recommended approval of the amendment to the Intergovernmental agreement between the RPTA and the City of Chandler to provide fixed route bus, Paratransit and RideChoice Services for fiscal year 2024-2024 for the estimated amount of \$759,523.

Commissioner Lucas Seconded the motion.

Chair Repar Asked for any comments (none). All in favor say aye. Opposed? None. Motion carried unanimously (5-0) by all commissioners present.

BRIEFINGS

Chair Repar Thank you. Moving on to the Briefing items Pedestrian Connectivity Study Update.

1. Pedestrian Connectivity Study Update

Mr. Crampton Mr. Chairman, we have three briefing items today. The Pedestrian Connectivity Study, Arizona Avenue Shared Use Path Study Update and the Ashley and Paseo Trail Update. All three projects are being done by the consulting firm, Y2K and will be presented by Keith Koprowski with Y2K. I will turn the time over to Keith.

Consultant Keith Koprowski Thank you. The first presentation is the citywide Pedestrian Connectivity Study. This project started because the City of Chandler had an ADA study done for the north half of Chandler, mostly on curb ramps and looking for deficiencies.

Mr. Crampton Yes. Mr. Chairman and the Commission, the ADA study completed 2018, gathered data throughout the city. We had vehicles with LIDAR drive around and visually capture the physical infrastructure of the city. The data received was on

slopes and widths of every sidewalk in the city north of Pecos Road. South of Pecos Road data was gathered on arterial and collector streets. Unfortunately, the data south of Pecos Road is incomplete. The consultant's job was to assimilate all that with the new data recorded. Time was turned back over to Keith.

Mr. Koprowski Presented. We were provided that data which was incomplete. Our project goal was to take a full look at the city, not from an ADA standpoint, but from a sidewalk gap analysis. We collected data by driving the streets (cameras placed on an SUV) and created our own "Google Earth" database (real time data) and digitized it into a GIS database. The ADA information was also incorporated. The data is now contained in one GIS database which includes Right-of-Way information. This database provides information instantly if there are issues with Right-of-way. On the slide, the green areas show the sidewalks. If you click into a segment, it provides the width of all those sidewalks and other details. The orange areas have no sidewalks.

Current project status. The database is finished. The next step is working with the city to prioritize areas without sidewalks. Note, some of the orange segments that don't have a sidewalk maybe an industrial area. Some industrial uses need pedestrian access, and some do not. The prioritization process will work on those issues and help develop future CIP's to fill in gaps. Do you have any questions?

Mr. Crampton Added. Mr. Chairman, and members of the Commission. The data gathered will help us identify how to move forward and what approach to use. Historically we have asked our development community to build missing sidewalks. However, that has been a bit of an economic development challenge for the city. We would like to develop a strategy for these areas.

Commissioner Lucas Asked. The detail of the information you were able to get (slopes, etc.), does this database include information about potential hazards or heaving issues? Is that going to be part of that prioritization strategy to rectify those and bring those up to potential use?

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Mr. Crampton Responded. Mr. Chairman, Commissioner Lucas. The 2018 ADA database was very detailed. The study looked at ADA accessibility and areas of compliance and non-compliance. It identified heaving, gaps in the sidewalks and trip hazards. This study's focus was south of Pecos on residential streets, which was the missing data. Keith, I'm not sure if you were able to collect any data on heaving in those areas or not.

Mr. Koprowski Responded. Yes, we did look at that. We brought in the ADA information, so we could look at slopes. We don't have slopes on everything. We did know where things didn't feel like it complied and that is a layer in the GIS data.

Chair Repar Asked. What kind of priority is this? Do you have a completion date?

Mr. Crampton Asked for clarification. As far as completing the study or completing all the work filling in the gaps?

Chair Repar Responded. The project.

Mr. Crampton Responded. We have not developed a timeline for completing the work. We just completed the data gathering phase and will move into analyzing the data and determining how much sidewalk is missing and the cost of filling in the gaps.

Chair Repar Asked. Will the Commission receive progressive updates throughout the next year?

Mr. Crampton Responded. Yes, Mr. Chairman, you will be updated on this study as we move toward completion. We wanted to introduce and discuss it at this point. Any feedback that you have would be welcome. At the end of the study, we will present the findings. When it turns into a Capital Improvement Program funded by City Council, the Commission will be updated on the Transportation Projects List.

Mr. Koprowski Added. This tool gives the city a big picture tool to start the conversation. That is the stage you're at right now. Most municipalities are doing ADA transition planning right now and with the potential adoption of PROWAG, which has to do with intersections and getting people safely around the city, this is something you want to be in front of. An assessment of how your pedestrian infrastructure is and what condition it is in.

Chair Repar Asked. Any other questions? None. Excellent.

2. Arizona Ave Shared Use Path Study Update

Consultant Mr. Koprowski Presented. The Arizona Avenue Shared Use Path Study, which is more of an infrastructure feasibility project. The Arizona Ave.

corridor project starts at Ray Rd. and ends at the Western Canal, basically just over 2.5 miles. The feasibility study is an assessment of existing sidewalk infrastructure. The city wanted to look at connecting people to downtown, Gilbert, Mesa, and the Western Canal Trail, which is why I set the goals and enhancements of the existing infrastructure and making those connections.

We included public involvement on this study at the family bike event. It made sense to look at this corridor as there is a lot going along this corridor. This map shows the BRT stations and transit stops along the corridor. Next slide in the 2050 MAG map showing what you call BRT's, is that right?

Mr. Crampton Responded. Yes, it's a future design of BRT corridor where we have existing BRT stations. We call them BRT stations, but the service is the traditional bus service.

Mr. Koprowski Continued his presentation. Based on the future, we labeled where those bus stops and restaurants are. That is called Segment 1. Segment 2 is the southern half of Ray Rd (looking north). This portion of the corridor is well developed, so we looked at gaps or other issues with the sidewalks. We also looked at Rights-of-way and what was already developed in the right-of-way. It moves quite a bit in this area and is inconsistent throughout.

This next slide takes you to Segment 3 and 4. Further north we started to see a little more open spots for development. Another task of this study was to look at should the city be asking developers to dedicate right-of-way or build a certain cross section or infrastructure piece for the city. That was the main mission of this study, to gain knowledge of what has not been developed and what do we want to do with it.

Next slide. These are called design plans per MAG. If you're familiar with MAG these design assistants are called 15% design plans. We are not doing a design, so I'm calling it a feasibility assessment. We are providing keynotes pointing out opportunities (wider sidewalks or paths), constraints where utilities might be in conflict, street lighting, and where the city has right-a-way. The Arizona Ave. Corridor Study slide shows low, moderate, and high path feasibility and unlikely, potential, and available right-of-way feasibility. The yellow color means moderate potential. The Green means the path feasibility is high, or right-a-way is available because it has not been developed. We are not finished with this process but are flushing out the decision matrix (i.e. what makes something red, yellow, or green

according to the city). We have made a matrix parcel by parcel and put those opportunities and constraints in this matrix to inform the city so they know what might be encountered in the future to upgrade the infrastructure.

Mr. Crampton Added. Mr. Chairman, members of the Commission. This study was presented at a very high level. One of the key components of this study is to determine if this is something the city can and should be asking for when development of vacant lots occur. Should the city be asking developers to contribute a 10' or even wider shared use path. Historically, along Arizona Ave and other corridor's we have ask for the standard 6' sidewalk. The other part is to ask if the city wants to take this on and what is that going to take? What is that going to look like? Is this something that is feasible and what kind of cost would that be? For the city to have an idea - is this a long-term goal? Can the city pursue this? Can we have help along the way from development or would that create an inconsistent solution.

Commissioner Lucas Asked. This is a potential future BRT corridor. Did you look at additional stops to fill it in?

Mr. Crampton Responded. A typical BRT stops are placed every mile at the major intersections. Currently, we have BRT stations at all the major intersections. We have a good base in place, but there is one location at Frye Road that probably needs to be added. However, that is not part of this study.

Commissioner Lucas Asked. For the future, should the Right-a-way be secured now while it's undeveloped?

Mr. Crampton Responded. Valid point.

Commissioner Henderson Asked through the chair. This makes a lot of sense based on how much is taking place on Arizona Ave. Do you anticipate any streetscaping taking place as a result of the work that's done post this analysis?

Mr. Crampton Responded. Mr. Chairman, members of the Commission. As the study advances and shows it is feasible the city may move forward with this. I would imagine that streetscape and (tree) shade type of improvements would be incorporated, where feasible. Challenges could be faced based on right-of-way because the width for the sidewalk plus width for the trees must be maintained. But that would be a very crucial ingredient.

Mr. Koprowski Added. Where we could we pulled the path of a sidewalk off the curbing for that very reason. To plant a tree, increase comfortability and walkability. That seems to be the new standard to get that off the back of curb. We are still working through those details. Has Chandler completed a Shade Action Plan?

Mr. Ryan Peter, Strategic Initiatives Director Stated. Mr. Chairman, we have an arborist position. He is currently completing a tree inventory. With this position, we will probably look at opportunities to enhance the tree environment in the city. But taking an inventory and assessing our needs is important.

Chair Repar Asked. Any other comments?

Commissioner Brennan Commented. I would like to thank staff for the change made to the original proposal extending the scope to the Western Canal. I have a concern about the other end. At Ray Road this will basically dead end and does not take you downtown. I think we need to talk about that connection because there is a lot of opportunities. We are missing that portion of the study regardless of the concerns about what is happening between the railroad and downtown as it relates to the land uses along there. We should at least be looking at that portion of Arizona Ave. to determine how in the future we might be able to make that connection. I live in north Chandler. I would like to ride downtown, but I'm not going to. If it is a shared use path, I think that would be fantastic. Are other options available? My primary concern is we look for something that provides that opportunity along Arizona Ave. but we're not thinking from the standpoint of a comprehensive approach. How do we address that issue?

Chair Repar Asked. Further comments or questions? None.

3. Ashley and Paseo Trail Update

Mr. Koprowski Presented the Ashley and Paseo Trail Update. This project started as a MAG study. The project location is Cooper Road a half mile north of Chandler Blvd. There is access to a great canal, which can take you to the Paseo Trail or into Gilbert. There is another canal, which runs east and west, but there is a median. We did data collection, and people cycling along the trail had to get off their bike and walk over the median. We looked at five locations for signalization along the canal. This particular location was the optimal for connectivity for multiple reasons. People

really wanted to have a signaled crossing and Council approved it. Adding a signal is what we are doing here to connect the Ashley and Paseo Trails.

Mr. Crampton Added. Mr. Chairman, members of the Commission. This project was adopted in 2021 as part of our Transportation Master Plan. It was an opportunity to make a significant improvement in our trail network because the Paseo Trail goes down to south Chandler, east to Gilbert and north to Mesa. Ashley Trail connects through a neighborhood to Pima Park about a mile long path. But there is a 300-to-400-foot gap east of Cooper with no safe crossing. To make this connection between these two trails was a small and easy project compared to other more ambitious and not easily attainable projects in our transition master plan. We completed the study last year and now moving into design. We are further along with the design to be able to share some details with you.

Mr. Koprowski Continued. The existing conditions (from Google maps), shows the Paseo Trail's existing pedestrian bridge, owned by the West Bank Estates HOA, where we are adding the proposed connection. During the study, we coordinated with that HOA, and they were very excited to have this improvement. We are approximately at the 65% design process. A challenge we are working through is the existing SRP irrigation ditch. We are coordinating with SRP as part of the design process. Safety is a concern related to Cooper Rd. You must cross six lanes of traffic and the median. We plan to open that median and signalize the crossing.

Looking at the existing picture the irrigation canal is on the HOA property separating the canal is a dirt path from their retention. That area we will pave. We have done the light analysis and are reaching out to the four homes along the path impacted. During the study we showed the photometrics to make sure they were informed and understand where the signal will be and what those lights will look like. Besides connecting those trails there are high speeds on Cooper, so we are providing a convenient and safe way for a pedestrian or cyclist to comfortably cross multiple lanes of traffic and enhancing the connection.

Mr. Crampton Added. Please go back a couple slides on the speed data. This stretch of Cooper Road is very wide and open and while the traffic volumes aren't too heavy, 10,000 cars use this per day, the three lanes generate some very high speeds. The average northbound speed is 56-60 miles per hour (85th percentile speed). At the crossing there is a lower volume of vehicles, but speed is higher.

Mr. Koprowski Added. That's correct, because of the width there is no friction.

Mr. Crampton Added. On Cooper between Ray and Chandler Blvd there are no traffic signals. Hopefully this new signal is a visual cue to slow down.

Mr. Koprowski Continued. This picture started from the study. Originally, we were looking at this being a pedestrian hybrid beacon, which is the HAWK, you press the button, and it blinks. However, after further conversations, everybody felt more comfortable with it being an actual signal. Not everyone understands what a HAWK is, but most understand what a signal is. I reached out to neighboring cities like Mesa and Gilbert. Mesa specifically said they're doing signals at all canal crossings. Gilbert is doing a combination of signals and HAWKS, depending on the volumes. He turned the time over to Hezequias.

Mr. Hezequias Rocha, Transportation Planning Program Coordinator

Presented. Mr. Chairman and members of the Commission, one of the ideas we are considering for this project is decorative markings in the trail. Sandblasting the concrete or using decorative concrete stamps to mark the trail heads. This can be easily replicated and used on other trails. We can also incorporate patterns that pedestrians and cyclists using our trails will see whenever they are using multi-use paths or trails. What is being presented are concepts and we are in the very early stages of deciding what we are choosing for this concept.

Mr. Koprowski Continued. These markings help with way finding. And the project will have some other way finding as well.

Public outreach: We did our initial outreach in the study phase by mailing flyers to the HOA and to the four homes impacted along the irrigation canal. We received quite a bit of positive feedback. Gilbert also provided a Letter of Recommendation, as well as the HOA. And we were also at the family bike ride in April, where we had visual boards and staff to answer questions about the project.

Cost Estimate and Funding: The 60-65% design phase costs estimate is approximately \$700,00. That includes construction, traffic signal improvements (equipment), contingency, construction management and traffic control. The CIP construction budget is \$817,000 with contingencies bringing on a general contractor.

Mr. Crampton Clarified. The delta between the budget and the estimate may seem like we have money for additional scope. But as we get closer to 95-100%

design completion we will identify items that weren't in previous versions of plans, so the cost estimate creeps up the closer to 100%.

Mr. Koprowski Continued. The study was in 2022. The design was earlier in 2023. Design completion will be late 2024. We are in the coordination stage with utility stakeholders, which kind of pauses the process to make sure everybody comfortable. We will wrap up the design with potential construction early to mid-2025.

Mr. Crampton Added. This project is not federally funded. It is our only bike path project where the construction does not have federal funds. So, we don't have May 2024-2025 deadline of getting these this out the door for construction. We have an opportunity to take our time working with SRP. The community is still interested in project, and we want to advance toward the finish line.

Chair Repar Asked. Further questions or discussion?

Commissioner Lucas Commented. I appreciate the fact that you've modified it from being a PHP or just being a regular signal. Having that consistency, especially when you have a regional corridor like this is important. Hopefully that will carry on when it comes time and it's actually activated. If it's going to be hot or it is going to activate right away, it's not going to try to be coordinated. People have expectations and want to get across the trail.

Mr. Koprowski Responded. Yes, we have had a lot of conversations about that. For example, Gilbert put the green bike symbol on the HAWKS. The timing is a little bit different. Specifically, when I spoke to Mesa, to your point, they like it as a full signal because advancing cyclist going 20 mph can see if traffic is stopped for you. This is a full signal versus HAWK.

Chair Repar Asked. Any other comments? Moving on to Transit Service Update.

4. Transit Service Update

Mr. Crampton Responded. Mr. Chairman, this item will be put on hold. The presenter, Raistlyn Snow, is out sick.

Chair Repar Any further comments or questions? None. I will adjourn the meeting.

MEMBER COMMENTS/ANNOUNCEMENTS

CALENDAR

Meeting was adjourned.



John Repar, Chairman



Sheri Passey, City of Chandler