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

Wednesday, July 17, 2024, at 4:00 p.m.

CALL TO ORDER / ROLL CALL

Chair Heineking called the meeting to order at 4:00 p.m. Ms. Sheri Passey completed roll call. Quorum present.

Members in Attendance:
Chair David Heineking
Vice Chair David Lucas
Commissioner Molly Olsen
Commissioner John Repar
Commissioner Luis Heredia

Members Absent:
Commissioner Dan Henderson - excused
Commissioner Dean Brennan

Staff Members Present:
Jason Crampton, Transportation Planning Manager
Hezequias Rocha, Transportation Planning Program Coordinator
Sheri Passey, Recording Secretary, Management Assistant
Daniel Haskins, Principal Engineer
Dana Alvidrez, City Transportation Engineer
Alisa Doll, Signal Systems Engineer
John Knudson, Public Works & Utilities Director
John McFarland, Transportation Manager
Toni Smith, Marketing & Communications Manager
Cherie Stone, Government Relations Senior Program Manager

Webex Attendee's:
John Hall, ADOT
Kirk Kiser, ADOT
Lionel Goy, ADOT
Resident

Public Attendee's:
Carly Wakefield, Chandler Chamber of Commerce
Grant Thompon, Chandler Chamber of Commerce

SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES
None

CONSENT AGENDA
None.

ACTION AGENDA

1. **Approval of the Minutes of the Transportation Commission Regular Meeting of May 15, 2024.**

Chair Heineking Has everyone had an opportunity to review the minutes from the May 15, 2024, meeting?

Commissioner Repar Moved to approve.

Commissioner Olson Seconded.

Chair Heineking Asked. Any questions? Move to approve the minutes. All in favor say aye. Any opposed? None. Minutes approved. Motion passed 5-0 by **all Commissioner** members present.

BRIEFINGS

2. **Loop 202 (Price to Val Vista) Construction Update**

Chair Heineking The first briefing item is the Loop 202 Construction Update. Chair Heineking turned the time over to Mr. Jason Crampton, Transportation Policy Manager.

Mr. Crampton Mr. Crampton provided a Project Overview. ADOT will be managing the construction project to widen the Loop 202 between the Loop 101(Price Rd) and Val Vista Dr. The project will add two general purpose lanes in each direction between Loop 101 and Gilbert Rd, and one general purpose lane from Gilbert Rd. to Val Vista Dr. The project will also widen all exit ramps to two lanes and will

reconstruct the Arizona Ave on-ramps and bridge and widen overpass bridges. There will be a lot of traffic restrictions.

Background and Need: Loop 202 (Santan Freeway) is the main freeway serving Chandler and Gilbert. Maricopa County is one of the fastest growing regions in the U.S. This project will increase freeway capacity to alleviate congestion.

Stakeholders involved in the project include the Federal Highway Administration (FHWA), Arizona Department of Transportation – Central District (ADOT), and Maricopa Association of Governments (MAG). A lot of the funding comes through MAG, LCP the Freeway Lifecycle Program and part of the funding is federal, as well as from Prop 400. Other stakeholders include the City of Chandler and Town of Gilbert.

As previously mentioned, from Loop 101 to Gilbert Rd. there will be two general purpose lanes with a 10' outside shoulder and a 12' barrier. From Gilbert to Val Vista Rd. there will be one general purpose lane added. At the end of the project Loop 202 (Price to Gilbert) will have five general purpose lanes, along with an HOV lane and shoulders to the inside and out. From Gilbert to Val Vista the finished project will have four lanes without the HOV lane, but with the shoulder.

Crossroads/ADA Improvements: Reconstruct curb ramps, gutter and islands, mill and fill pavement improvements, extend/reconstruct sidewalks, install detectable warning strips, replace or install pedestrian push buttons and the transfer of Right-of-Way ownership to Chandler. This part is critical to the City of Chandler. Chandler will inherit some of the right-of-way on the cross streets. Currently ADOT owns all rights-of-way on cross streets approximately 100 feet to the north and 100 feet to the south. Chandler is going to be taking ownership of those rights-of-way which will be different for each cross street. However, on Arizona Ave. Chandler is taking approximately 700 feet and will be responsible for some maintenance activities. ADOT will be repaving the roadways, upgrading any issues with sidewalks, curbs, ramps and gutters to ensure the city is inheriting a road in new condition.

Landscape and aesthetics will be maintained, where feasible and the walling bridge aesthetics will match what is existing. Chandler is providing the funding for painting the aesthetic features, which have faded out since the original construction. Other major project elements include Diamond Grind Pavement instead of rubberized asphalt for sound mitigation. Diamond Grind has shown to

be effective with sound mitigation, has a longer life cycle and a better overall performance. Freeway lighting will be upgraded to LED and three sound walls will be added. Locations include east of McQueen on north side, east of McQueen on south side, and west of Val Vista Dr., south side of street. The wall height will vary between 12 and 14 feet high.

The Project Timeline for construction is mid-2024 to late 2027. Construction officially kicked off last weekend and included a closure. There will be impacts throughout the construction from now until late 2027 but ADOT will try and keep it to a minimum when/where possible.

Public expectations during construction include periodic overnight and weekend freeway restrictions and closures. The contractor is establishing their construction area so from now through September a freeway closure is planned. It will not be in both directions but will be either eastbound or westbound, but several closures are planned. The project will avoid restrictions during daytime peak travel, ramp closures, closures and lane restrictions on cross streets and during major events. There is a holiday moratorium in November and December to avoid freeway closures during that time.

There will be ramp closures up to 60 days at each ramp. Two consecutive ramps will not be closed in the same location. A major restriction is going to be on Arizona Ave. to rebuild the bridge. There will be overnight closures on Arizona Ave. under the bridge as well as on weekends. ADOT is working with the city to ensure those closures don't occur during major events like our Christmas Tree Lighting Parade and Ostrich Festival. Another major closure will be the interchange at the 101 and 202. The westbound 202 ramp to northbound 101 will be closed for up to 15 days and a separate 15-day closure for the southbound 101 to eastbound 202, which be closed for another 15-day period.

ADOT has a communication team who will provide notices to businesses and residents impacted in the immediate area of the loop. The City of Chandler is also going to supplement these outreach efforts. Toni Smith with our communications team is here as well.

Ms. Toni Smith, Marketing & Communications Manager Stated. The Communications and Public Affairs Department (CAPA) for the city is contracting with Macro Services who helps us with community outreach for a lot of our CIP projects. A meeting is scheduled on Monday to talk about what ADOT is doing and

how we can supplement their efforts. Some things that we have talked about is an insert into our utility bill in August, which reaches about 60,000 residents. We also have a list from Tax and License that has about 1,600 businesses and apartment complexes. Our boundaries are from the Loop101 to Gilbert Rd., and we also are working with our neighborhood team to get contacts for the HOA's in that area.

Initial postcards will be mailed (in English and Spanish) informing residents about the project. Chandleraz.gov (webpage) will have some information about the project and will provide a link to ADOT, and Macro Services will have a project hotline so, they will be able to field questions from residents. If something can't be answered, Macro Services will forward those to Jason or ADOT. They will also stay apprised of the project by attending regular meetings. Macro Services usually creates a newsletter to communicate major milestone, and postcards will be mailed to all lists for some of the scheduled off and on ramp closures to ensure they keep apprised and the city's social media will also be used.

Commissioner Repar Asked. Will ADOT be providing signage?

Mr. Crampton Responded. Yes, ADOT will provide digital message boards, but was uncertain how far in advance those will be provided.

Ms. Smith Added. Macro Services will also speak to any group requesting updates. The Tempe Chamber of Commerce and the Chandler Downtown Business Merchants have already asked for meetings.

Commissioner Olsen Suggested the use of Next Door and Facebook Neighborhood groups (like on talk to your friends). A lot of county agencies are using these platforms, which are very helpful.

Commissioner Heredia Suggested also reaching out to the high schools. You have people coming into Hamilton, Perry, Campo Verde they are all open districts with a lot of commuters.

Ms. Smith Confirmed they are working with the Chandler Unified School District and the communications director at the charter schools.

Mr. Crampton Wrapped up his presentation and thanked, Toni. The last slide presented reviewed the work zone and during construction all lanes will be reduced from 12 feet to 11 feet. Are there any comments or questions?

3. Traffic Engineering – Traffic Signals & Traffic Management Center

Chair Heineking Thanked Jason. The next item is our traffic engineering team.

Ms. Dana Alvidrez, City Transportation Engineer Introduced herself and Alisa Doll the Signal Systems Engineer who works with the city's intelligent transportation system. This is two-part series. Alisa is going to provide an overview of Traffic Management Center and at our next Transportation Commission meeting traffic engineering will talk more about the studies and what we do in our studies.

Ms. Alisa Doll, Signal Systems Engineer Thanked the Commission for allowing her to come and present on what they do at the Traffic Management Center (TMC). The team consists of three individuals, Ms. Doll and two signal technicians. Time was provided to write the answer to the question "How many signalize traffic signals are in Chandler?" The answer is 234 traffic signals and Vice Chair Lucas was the winner with the answer of 294.

Ms. Doll Continued her presentation. The goal of the TMC is to get all roadway users (vehicles, pedestrians and bicyclists) to and from their destinations as safely as possible and in a timely manner. This is done with the help of over 800 detection cameras and over 120 CCTV cameras.

Traffic signals are managed by a server room with 13 servers and the TMC is the hub for the entire city and traffic fiber network system. Everything from the city comes through the TMC. There is a wall with nine 52" video monitors that can view nine intersections at once in addition to what can be viewed on computer screens. There is a real time interactive traffic signal map of all traffic signals. The little dots represent an intersection, and they change colors depending on what's going on with those signals. Green means everything's good. Yellow indicates It just changed timing plans (i.e. changing from AM to midday). Gray indicates it is not connected to our network. There are a couple of signals that aren't connected to our network, but when the dot turns gray, we need to send out a tech to problem-solve. Red means it's flashing red, and something is wrong with the system. The two TMC technicians can see problems and access the system and will provide the field tech with information/knowledge about the issue so it can be resolved quickly.

Ms. Alvidrez Stated. From the TMC we can read time signals, change time signals and enhance our communications. Prior to this technology, it required someone to

go out to the signal and plug into the controller, which was time consuming. This communication system helps us to do more.

Ms. Doll Continued. The benefits of the TMC include being able to remotely download traffic signal timing plans and adjust them as needed/required (i.e. accidents, heavy traffic, incidents). We can monitor construction zones and other traffic issues by bring up problem intersection and adjust the timing when necessary (heavy left turners) for a short period of time. We are able to respond to citizen requests and concerns faster. A called was received just the other day - a driver had been sitting at a red light for five minutes. The technician was able to problem-solve and figure out the detection zone wasn't working. He was able to adjust the detection zone on the camera and get that phasing working and gave her a green light.

An unintended benefit is PD has been able to use the system. If there is an accident, the dispatch center can view the intersection and access the situation to determine if an ambulance, fire dept, or HAZMAT is needed.

We have been installing new FLIR video detection cameras throughout the city. They are visual traffic sensors and infrared cameras. There are two lenses, most cameras only have one. This second lens is the infrared lens. All of our traffic cameras are mounted either on the luminary masked arm or on the signal masked arm and they allow us to monitor traffic from the TMC. The infrared portion of the camera allows us to detect vehicles and bicycles. On a normal video detection camera environmental thing can disrupt/interfere with the lens. However, the infrared isn't affected by environmental factors (dust storms, shadows, headlights, etc.) which makes for better detection system.

The thermal (infrared) image must be set up in the video detection system. Protection boxes are drawn for each link (bicycle lane, through lanes and left turn lanes) and are labeled with numbers, which is considered the phasing. The slide shows protection boxes - some are white, some black with white and some black. Black means it doesn't detect anything, like a bicycle so that camera knows not to give a longer green time. No detection is done for right turn lanes. If a vehicle is detected in the left turn lane that camera knows to give them a left turn arrow and for how long. The black box extends into the bike lane and the right turn lane to detect bicyclists. A video was shown on how the operation of detection camera and boxes with phasing work in real time. A map was displayed with the different types of video detection cameras at the various intersections. Green dot indicates all the

new cameras. There are still a few Autoscope cameras that are in the process of being upgrading to the FLIR cameras with one or two projects remaining which will be updated within the next year.

A map of the CCTV cameras was shown, and these are the cameras PD is allowed to access. The images on the TV screens in the TMC are from these cameras. The camera inside the PTZ camera moves around. These are mounted up on signal masked arms. The green color dots indicate intersections with the PTZ cameras, and the black dots are intersections that don't have them.

Ms. Alvidrez Stated. PTZ stands for Pin Tilt Zoom. The other detection cameras that she talked about first are fixed because of the boxes we draw. Those need to stay put. These (PTZ) can look around the intersection, zoom in if needed and have more flexibility.

Vice Chair Lucas Asked. Are there other plans to share the detection video with PD because of the full visualization and depending on the PTZ may not be working during an incident?

Ms. Alvidrez Replied. They can see it but tend not to like those as much. We recently added a couple more CCTV's cameras per their request.

Vice Chair Lucas Asked/clarified. That is just live video, no recording?

Ms. Alvidrez Replied, correct.

Ms. Doll Continued. Demonstrating the zoom capabilities on the camera (360 degrees) and the zoom on the camera is as far as a half mile.

Ms. Alvidrez Added. On construction projects we can zoom in to make sure the setup is correct or determine if we need to get somebody out there.

Ms. Doll Continued. She discussed how the traffic signal timing plans are developed. The city has been divided into four timing zones. Turning movement counts is collected which includes right and left turns in all four directions and for all intersections for the zone being retimed. The intersection geometrics and speed data are entered into Synchro which is what the model is called. Synchro then provides a base timing plan that we adjust to fit the actual traffic flow. We take that plan and invest it as needed. It is field tested by driving the entire network to make sure it hits

all the different timing plans. Notes are taken on what may need to be altered – adding time or taking it away. They will come back and adjust, if necessary and repeat the driving process until we believe we have the best plan.

Each year we retime one of the four zones. So, every four years these zones are retimed, but that doesn't mean that we don't adjust timing on the zones in the off year. If an issue comes to our attention, we will adjust the timing in the other zones as necessary.

Ms. Alvidrez Added. Particular attention is given if there is a new development, redevelopment or construction that would change the traffic pattern in that location, even if it's outside the zone.

Ms. Doll Continued. Synchro also develops Time Space Diagrams. These Time Space Diagrams let us know if a car is driving down the road, how many red lights or green lights are they going to catch. The Time Space Diagram on the X axis shows the actual time for the traffic signal (green or red light). The Y axis is the distance of a car driven between the different intersections. Does anyone have any questions?

Commissioner Repar Asked. How is that filtering down as far as vehicle recognition for balancing traffic to live priorities between emergency vehicles versus other vehicles? Do they perform some adjustments to the signaled lights for emergency vehicles or prioritization of emergency vehicles getting through an intersection, for example a police car versus a fire engine?

Ms. Doll Responded. We have preemption devices on fire trucks only. It's not a detection they push a button to change the light for them. Police do not have the preemption device.

Commissioner Repar Stated. The testing site he visited was reading off the vehicles.

Ms. Alvidrez Responded. We have been looking at some of the GPS units out that can recognize vehicles and we have been talking with City of Mesa. There are aspects they like about it but also challenges. The option of going to GPS is something we are considering, primarily for fire.

Commissioner Repar Commented. It's been some years, but it was an impressive demonstration. But it's not filtering out anywhere – what we are getting out of it? The GPS have some communication back and forth with the emergency vehicles. However, they have not advanced enough to provide the best route to take.

Ms. Alvidrez Responded. The system that routes them to emergencies, the GPS kind of ties in with that and we could turn that light green as they approach.

Vice Chair Lucas Asked. Have you noticed the traffic increasing at a lot of intersections where you have to accommodate the longer walk times? Are there fewer cycle lines to increase to be able to accommodate for that? Or do you have different cycle lines based on the time of day?

Ms. Doll Asked for clarification. Were you first asking about pedestrians?

Vice Chair Lucas Replied. In general, in order to accommodate the wider intersections, etc.

Ms. Doll Replied. No, we have adjusted the geometrics in the system. We do some special adjustments at certain intersections. Example, we have an elderly lady who walks to Walmart almost daily off Pecos. We went out and timed her and provided an additional 43 seconds if she pushes the button twice. We have another resident who is almost legally blind. She walks to work along Ocotillo, and we have installed audibles at intersections. Most intersections are built out.

Vice Chair Lucas Asked. Do you tend to run coordination all day or do you have free of off-peak times?

Ms. Doll Replied. Generally, we are always coordinating. We do run free during construction or on weekends where ADOT improvements/construction closes areas down.

Ms. Alvidrez Added. We have several times a day – AM, midday, PM, school times, church plans, and off-peak plans. Even though they run coordinated, there's several alternatives depending on location.

Ms. Doll Continued her presentation. Changing the timing of one traffic signal affects every signal around it. For any intersection being changed we must consider the timing impact at the one-mile intersections as well as our minor

intersections (intersections between every mile). Traffic volumes must also be considered.

Traffic Fiber Network: Almost all of our traffic signals are connected by fiber. There is a 10-year master plan for our fiber networks. Currently, we have over 80 miles of traffic fiber. A map was displayed with little dots (representing intersections), and loops. These fiber loops are the redundancy in our system to maintain communication with our signals. If we lose our fiber connectivity – the traffic signal still works, but we lose remote communication from the TMC and must send a tech out to fix it.

John Knudson, Public Works and Municipal Utilities Director Stated. An incident where a contractor cut through our fiber resulted in our master fiber plan. Our initial fiber optic system was built by the traffic division, and funded through grants and whatever funding could be scraped up. Now our fiber optic system is fully funded and managed because it is critical to the operation of the city not only for our traffic signals, but running our phones, computer systems and connecting facilities.

Ms. Doll Continued. Traffic Signal Cabinet: The cabinet is the controller and contains the components and the switch that enables us to talk to the signal. If there is a problem in this cabinet the signal probably is not working. Does anyone have any questions?

Commissioner Heredia Asked. What is the future in this to moderate this environment. Are you getting data from Waymo on traffic? Anything we are doing for future planning?

Ms. Doll Replied. I would like to get a system that can download a lot of the information from the controllers with diagnostic data (i.e. why did the signal go down, etc.) but they are cost prohibitive. Those platforms are upwards of $80,000 a year. There are other companies that use different kind of technologies for counting. We are looking into other technology, unfortunately all that technology is expensive.

Ms. Alvidrez Added. We are testing some of those counters right now. They have not proven very accurate against actual counts. So, we continue to test while technology improves. Other things being considered are cameras using AI that evaluate near misses, things that will help with safety. We are always changing and

looking for new technology. But technology is changing quickly, is cost prohibitive or may not prove beneficial for Chandler.

Commissioner Heredia Asked. What about all the data Waymo collects?

Ms. Alvidrez Responded. One thing I would like to work with Waymo on is their data where there are sight issues (example a tree in front of a stop sign or a low hanging branch, etc.) or areas that do not have a clear line of sight, which is data their cars collect. I would like to receive that data so we can make those corrections. Problems include getting data in the right format, the amount of data and the manpower to make it something useful. We have the same issue with some of our other vendors. How do we take all this data that is out there and utilize it to help us improve safety, efficiency, or liability.

Commissioner Heredia Commented. There is a point that you are going to have to build efficiency, and this has cost saving in many different ways. I was in Taiwan the beginning of June and they are doing a lot in detecting, traffic mitigation and use of drones. But they were doing some interesting stuff.

Ms. Alvidrez Responded. We have not extended to drones yet for anything we are working on.

Mr. Knudson Asked for staff to talk about the advancement/progress of specific cars. For example, Mercedes and Volvo offer interactivity between the car and the traffic light system and anticipate the light and adjust its speed accordingly or suggest a travel speed.

Ms. Alvidrez Responded. There are certain vehicles that have technology, called Vehicle to Infrastructure Technology. They can take the information from our traffic controller and use that data to estimate the timing of the light by suggesting a speed. But they don't actually use the data directly, it is estimated.

Mr. Knudson Asked. Didn't one of the manufacturers request to get access to our real time data so cars could directly communicate?

Vice Chair Lucas Commented. It's a company called TPS. When I was working for City of Tempe, they were trying get access to our system and the city attorney did not allow it.

Ms. Alvidrez Responded. We don't necessarily mind sharing data, but from a legal standpoint, we need to complete a legal process due to liability. The other issue is different companies asking for the data in different formats. We would want to push it out in one format, in one place and give manufactures access should they sign a disclosure. This is not a current priority but may come in the future.

Commissioner Repar Commented. Makes you wonder that if you can control pollution by making cars that don't have to stop for a light, maximizing fuel efficiency all the time. There is all this data/information out in the world and how can you sum it all up?

Ms. Doll Asked. Any other questions?

Vice Chair Lucas Commented. You mentioned earlier about the partnership with PD and allowing them to use your CCTV cameras. Are you sharing access with other groups like barricading or utility group?

Ms. Doll Responded. Yes, we have folks in utilities, barricading and streets, especially the office staff who receive many phone calls/questions. They have access to view it. Anyone not in PD must have a business reason, we have a Council approved policy, and they must sign a waiver.

Mr. Knudson Commented. The Fire Department Emergency Operations Center also has access. The Public Works Utilities Department is going to be building an operations center and conference room at our water plant as part of an expansion. That will be a super conference room with screens and cameras. That access has not been approved yet but having a department operations center where all our SCADA systems are lit up and we visibility.

Ms. Doll Continued. Any other questions? We are building a new TMC. We are just starting initial design. As you will see the current TMC is fairly small and outdated. The new facility is in the CIP. Construction is a year out.

Mr. Lionel Goy, ADOT Raised his hand online and asked. I'm Lionel, Goy. I'm one of the two ADOT employee's that will be administering the Loop 202 project. Are there any additional communication measures we could do to make ensure our detours to our mainline closures that re-route onto the city streets are well communicated? We have weekly project construction meetings with the contractor. Stakeholders such as the local government are invited to attend. We also have

monthly transportation system management meetings and there is our Community Relations and Public Information team. Are there any other ways we can ensure our detours for our mainline closures go smoothly in terms of traffic management onto the city streets?

Mr. Crampton Responded. I believe those weekly meetings will be critical and if you can have summaries from those weekly meetings for individuals who can't attend that would be helpful. But let us circle back with our team and get back to you.

Chair Heineking Asked. Are there any other questions on the presentation? Very informative, thank you very much. There will be a tour of the TMC available after the meeting. We will push through the agenda and then adjourn and go on the tour.

4. **Information Items**

Mr. Crampton Spoke. Mr. Chairman, Dan Haskins will touch on a couple of projects unless there are any questions you or others may have.

Mr. Dan Haskins, Principal Engineer Presented. Chandler Heights Phase Two, from McQueen to Gilbert. East of Cooper we are finishing paving July 26th, and moving onto manholes, striping and starting pump kits for that section. West of Cooper there is some asphalt we have to test because it is a federal project. If it passes, we will move forward with paving at the top lift on August 8th. That's contingent on everything for the subgrade passing.

Next project Chandler Heights Phase Three, which is Gilbert to Val Vista. This is also a federal job. We had a pre-bid meeting yesterday and answered a lot of questions and develop some excitement about the project. We wanted to show and walk through the federal guidelines and requirements with the contractors on federal projects. Bid is opening on August 8.

The Lindsay Road Project: We moved that project back because we are still working on acquisitioning Right-a-Way. A few of the residents are in the county so it takes a little longer on those acquisitions. We are not pushing to get Lindsey Road going because we want to get Chandler Heights Phase Three to a point where we know what's going on. But we expect Linsday to bid May 2025 and construction starting in January of 2026.

The Ray and Dobson Project: We are getting 60% comments in August. A public meeting is tentatively scheduled around September 16th. Notifications will be sent. Thats all the major projects. Does anyone have any questions on these projects or any other projects?

Mr. Crampton Briefed. Frye Road Protected Bike Lanes, we are wrapping up all design efforts and packaging everything up to get to ADOT to get our federal funding in line and get that project obligated so that we can move toward the construction phase. Construction will probably begin in early 2025.

Mr. Knudson Briefed. We have a very large wastewater project on Price Road that impacts traffic for the next year and a half. The relining of a 66" wastewater main sewer pipe underneath the median on Price Rd. This sewer main carries about 2/3 of the city's wastewater volume. We will have different traffic configurations one- and two-lane closures, northbound, southbound and alternating back and forth over this time frame. This project is required because we are losing a wastewater facility out on the Gila River Indian Reservation in 2027.

MEMBER COMMENTS/ANNOUNCEMENTS

Chair Heineking Asked. Questions? None. Member Announcements? None.

CALENDAR
Next meeting will be held on Wednesday, September 18, 2024.

Meeting was adjourned. 5:18 p.m.

David Heineking, Chairman

Sheri Passey, City of Chandler