

MEETING CANCELLED DUE TO LACK OF QUORUM

Transportation Commission Regular Meeting

September 18, 2024 | 4 p.m.

Public Works and Development Services Building
South Atrium Conference Room
215 E. Buffalo St., Chandler, AZ
or via [Webex](#) access code 2662 477 2430



Commission Members

Chair David Heineking
Vice Chair David Lucas
Dean Brennan
Dan Henderson
Luis Heredia
Molly Olsen
John Repar

Pursuant to Resolution No. 4464 of the City of Chandler and to A.R.S. § 38-431.02, notice is hereby given to the members of the Transportation Commission and to the general public that the Transportation Commission will hold a REGULAR MEETING open to the public on Wednesday, September 18, 2024, at 4:00 p.m., at the Public Works and Development Services Building, South Atrium Conference Room, 215 E. Buffalo Street, Chandler, AZ or via [Webex](#) access code 2662 477 2430. One or more Commission Members may be attending via Webex or telephone.

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

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

Transportation Commission

Regular Meeting Agenda - September 18, 2024

Call to Order/Roll Call

Unscheduled Public Appearances

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

Consent Agenda

Items listed on the Consent Agenda may be enacted by one motion and one vote. If a discussion is required by members of the Board or Commission, the item will be removed from the Consent Agenda for discussion and determination will be made if the item will be considered separately.

Action Agenda

1. **July 17, 2024, Transportation Commission Minutes**

Move Transportation Commission to approve the Transportation Commission meeting minutes of the regular meeting of July 17, 2024.

Briefing

2. **Proposition 479 - Patrick Stone, MAG and Jason Crampton, Transportation Planning Manager**
3. **Capital Project Funding/Bond Election Discussion - Matthew Dunbar, Budget and Policy Director**
4. **Transit Services Update - Transportation Policy staff**

Information Items

5. **September 2024 Project Status Update**

Announcements / Member Comments

6. **Awarded Grants**
 - Safe Streets for All - Safety Action
 - PlanDesign Assistance Grant

7. Membership Survey

Calendar

Adjourn



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

Date: 09/18/2024
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: July 17, 2024, Transportation Commission Minutes

Proposed Motion:

Move Transportation Commission to approve the Transportation Commission meeting minutes of the regular meeting of July 17, 2024.

Attachments

Transportation Commission Meeting Minutes July 17, 2024

**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 Lindsay 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. That's 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



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

Date: 09/18/2024
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Proposition 479 - MAG

Background/Discussion

Briefing Only. Presentation by Patrick Stone and Jason Crampton

Attachments

Prop 479 Chandler Transportation Commission

PROPOSITION 479: WHAT'S IN THE PLAN?

September 18, 2024

Chandler Transportation Commission

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BACKGROUND



MARICOPA COUNTY AND REGIONAL TRANSPORTATION INVESTMENTS

Prop 300: 1985

REVISE TO
EAG HISTORIC FILE
1985




MARICOPA COUNTY
STATE OF ARIZONA

PUBLICITY PAMPHLET
SAMPLE BALLOT 1985

Proposition to be submitted to the qualified
electors of Maricopa
County at the


**Special
Election**
October 8, 1985



**Eleccion
Especial**
El 8 de Octubre de 1985

TRADUCCIONES AL ESPAÑOL
EMPIEZAN EN LA PAGINA 11

Compiled and issued by the
Maricopa County Board of Supervisors




Prop 400: 2004

**Publicity Pamphlet
Sample Ballot**

For the
MARICOPA COUNTY
CONTINUATION OF THE ONE-HALF CENT
TRANSPORTATION EXCISE (SALES) TAX ELECTION

Proposition to be submitted to the qualified electors
of the County of Maricopa at the

GENERAL ELECTION
NOVEMBER 2, 2004
(Project Maps on pages 9, 10 & 11)
(Spanish version begins on page 43)




**Folleto Publicitario
Boleta de Muestra**

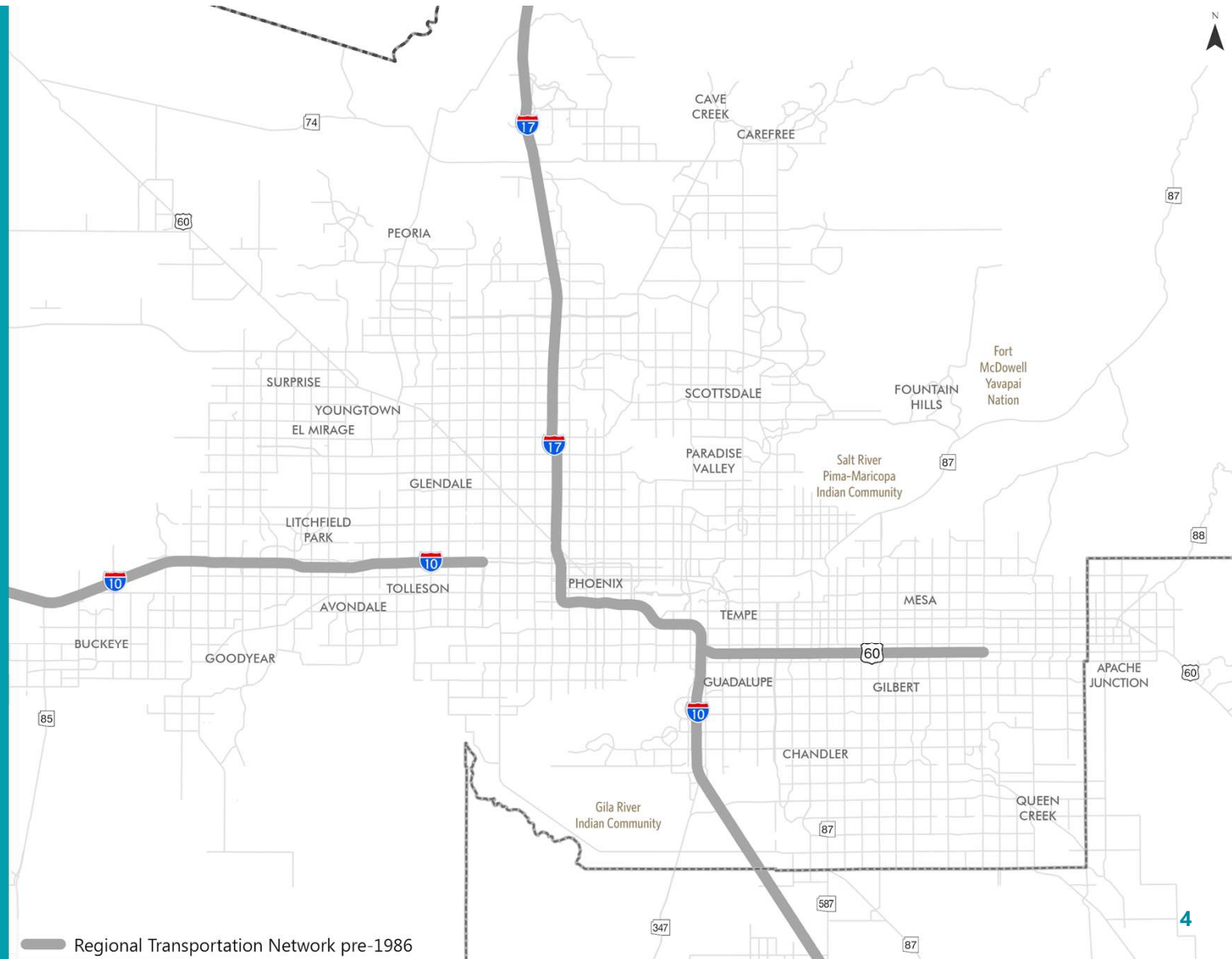
Para el
CONDADO DE MARICOPA
ELECCIÓN PARA LA CONTINUACIÓN DE LA
IMPOSICIÓN DEL MEDIO CENTAVO DE IMPUESTOS
(VENTAS) PARA TRANSPORTES

Proposición que será entregada a los electores con derecho
a voto en el Condado de Maricopa en la

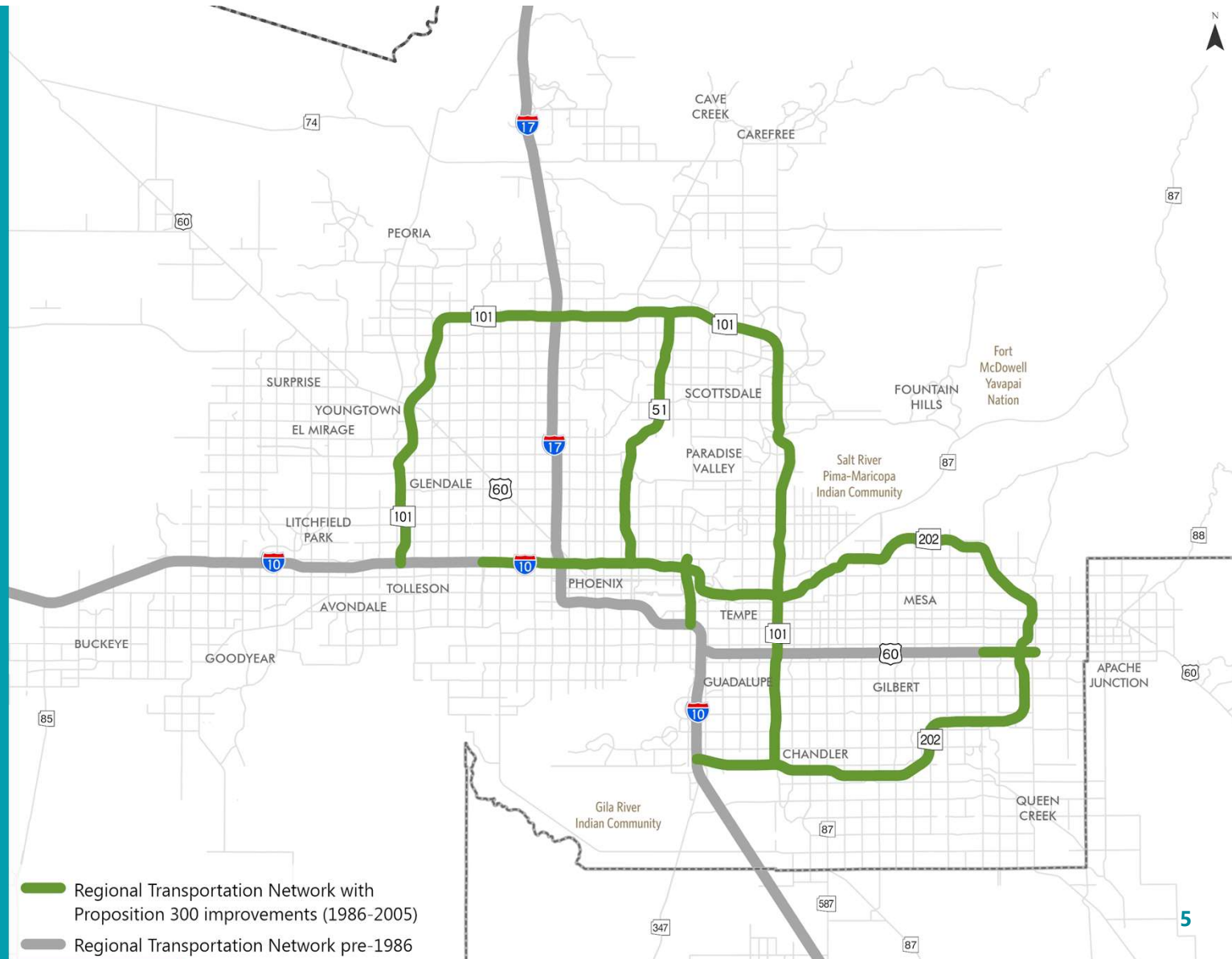
ELECCIÓN GENERAL
2 DE NOVIEMBRE DE 2004
(Mapas de los Proyectos en las páginas 9, 10 y 11)
(La versión en español comienza en la página 43)



REGIONAL TRANSPORTATION NETWORK: *PRE-1986*





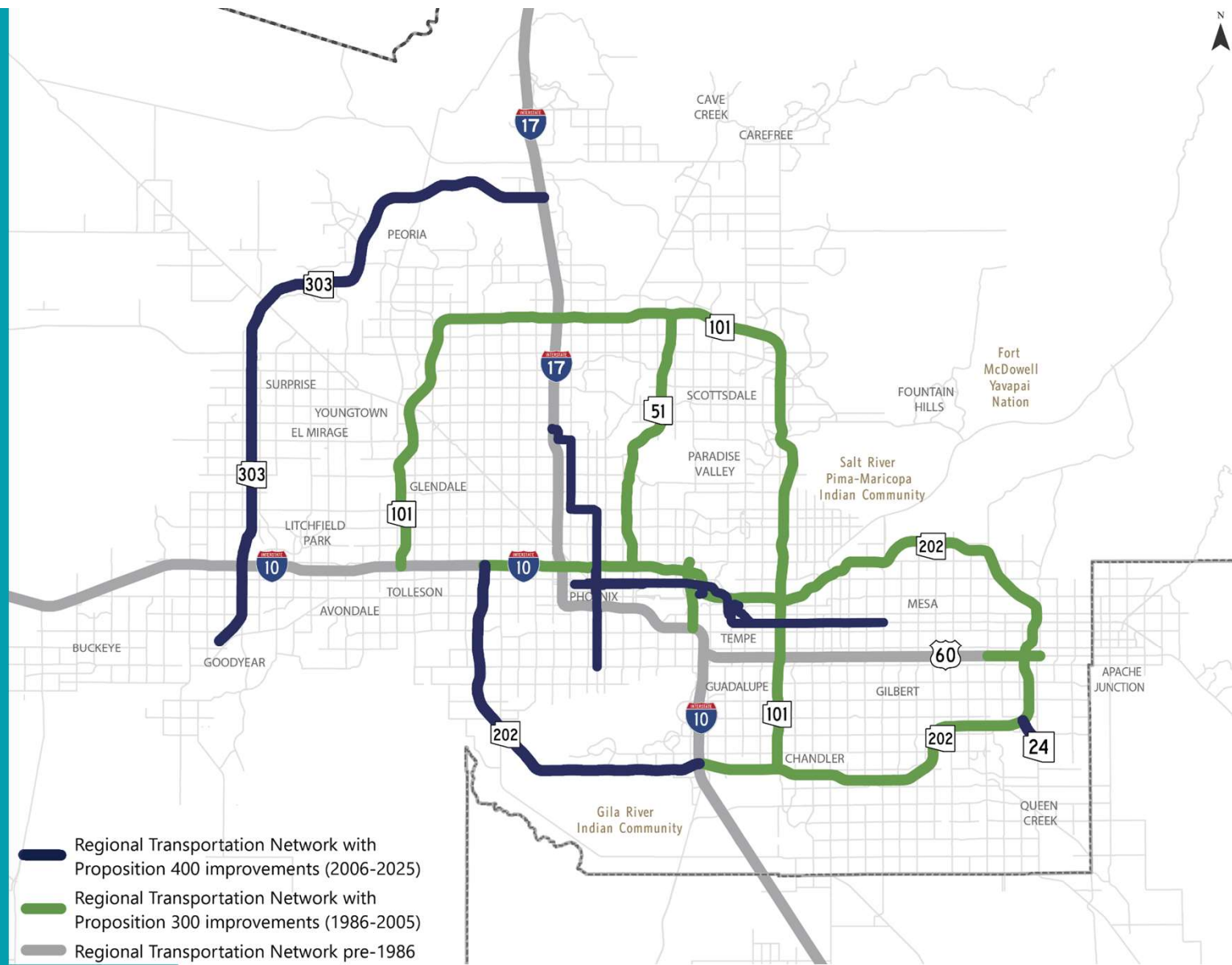
REGIONAL TRANSPORTATION NETWORK: *PROPOSITION 300* (1986 – 2005)



REGIONAL TRANSPORTATION NETWORK: PROPOSITION 400 (2006 – 2025)

ADDITIONAL INVESTMENTS:

-  7.6 million bus transit revenue miles in FY 2022
-  Funding for ADA Paratransit
- 252 miles of new/improved roads
- Widened/improved freeways
- Improvements in active transportation (bicycle/pedestrian), signal technology, and air quality improvements



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WHY IT MATTERS: IT GROWS OUR ECONOMY

Maricopa County Transportation Existing System Benefit

Freeways reduce
average travel
time by



25%



from traffic each
year per driver

Maricopa Association of Governments 2020

2-miles

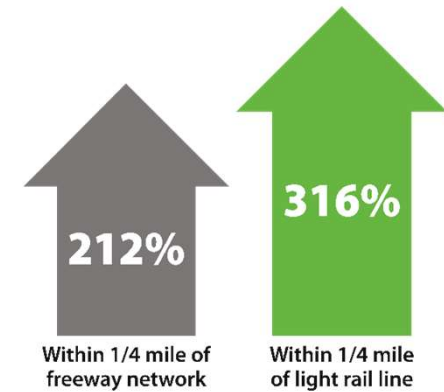
80%



of jobs in Maricopa County are
within two miles of a freeway
or light rail corridor

2019 MAG Socioeconomic Projections

2000-2019 Property Value Appreciation in Maricopa County



2000 - 2019 Maricopa County Assessor data

WHY IT MATTERS: ITS OUR COMPETITIVE ADVANTAGE

These investments have become our region's economic competitive advantage.

Amongst our peers, we have the **lowest travel times and levels of congestion**, and the **highest travel time reliability**.



URBAN MOBILITY REPORT TRAVEL TIME INDEX (TTI)

Rank	Urban Area	TTI
1	Phoenix, AZ	1.08
...
12	Houston, TX	1.15
13	Los Angeles—Long Beach Anaheim, CA	1.16
14	San Francisco, CA	1.16

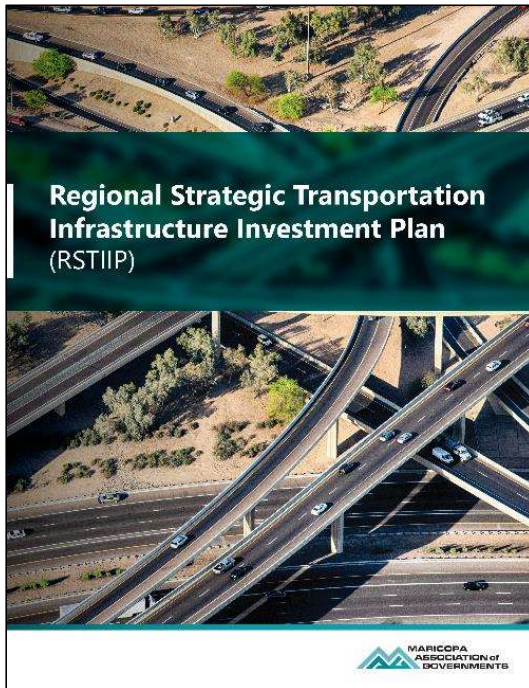
INRIX DELAY COST PER DRIVER

Rank	Urban Area	Cost
1	Phoenix, AZ	\$321
...
20	Los Angeles	\$968
21	Miami	\$1,028
22	Boston	\$1,223

PLAN OVERVIEW

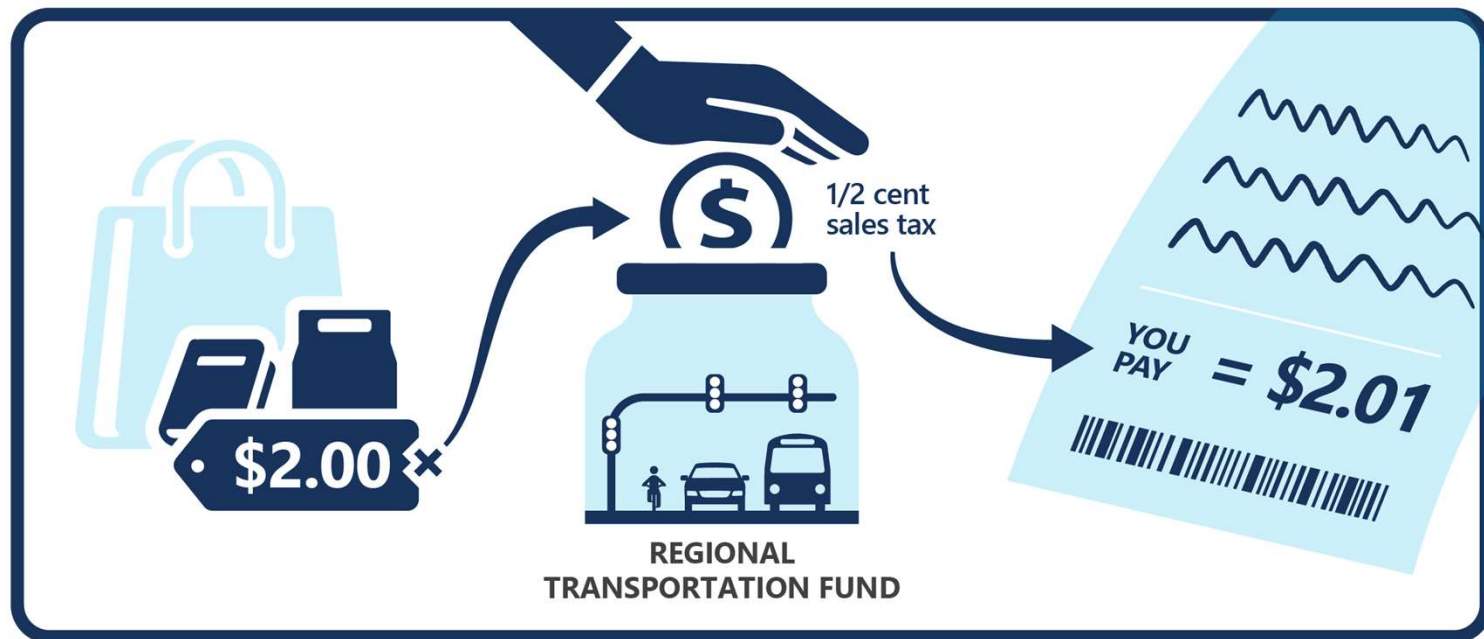


WHAT'S AN RSTIIP?

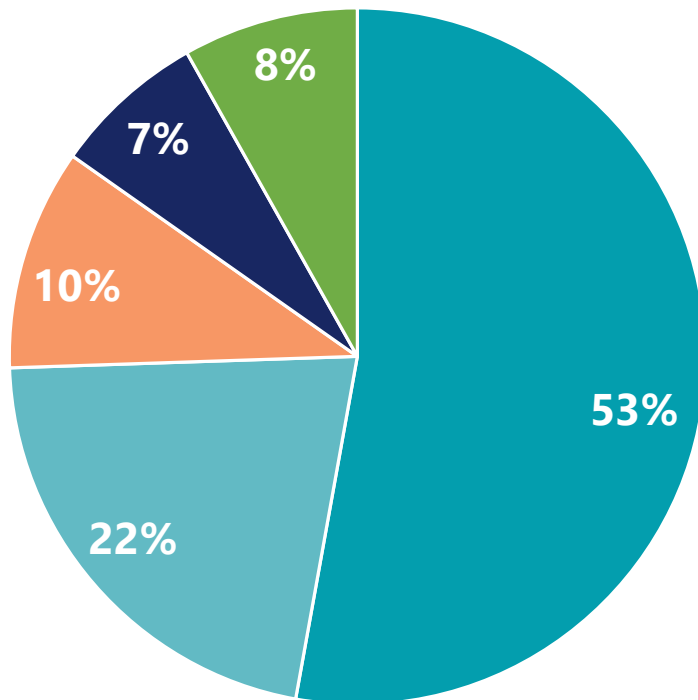


- ▶ Regional Strategic Transportation Infrastructure Investment Plan (RSTIIP) unanimously approved June 23, 2021.
- ▶ Conforming changes to RSTIIP per requirements set forth in Senate Bill 1102 approved September 27, 2023.
- ▶ Serves as the basis for improvements funded through Proposition 479 (extension of Proposition 400).

THE HALF CENT SALES TAX

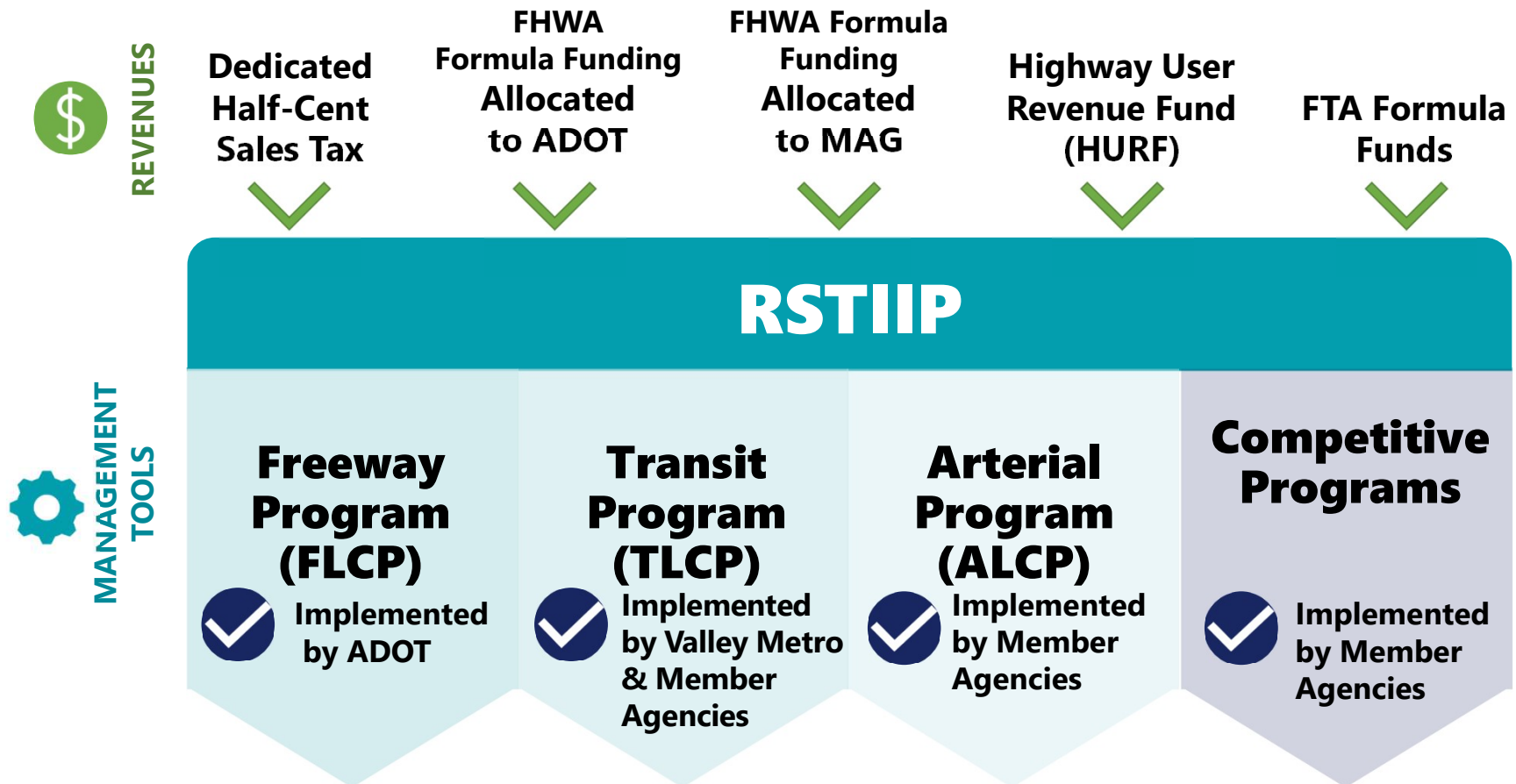


RSTIIP: REVENUE COMPOSITION



- Dedicated Half-Cent Sales Tax
- FHWA Formula Funding Allocated to ADOT
- FHWA Formula Fund Allocated to MAG
- Highway User Revenue Funds
- FTA Formula Funds

REGIONAL FUNDING MANAGEMENT



PROGRAMS

Freeway



Arterial



Transit

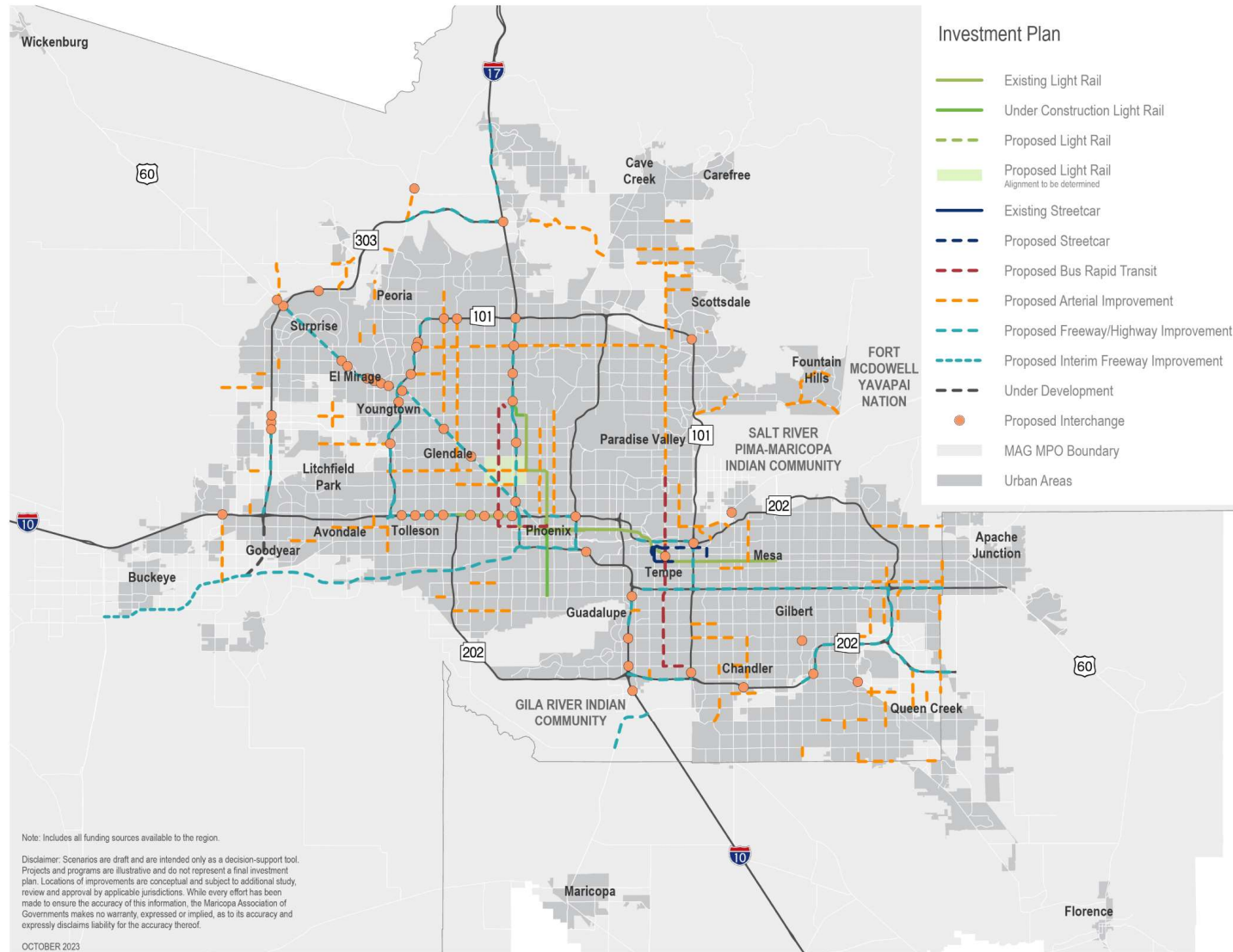


FREEWAY OVERVIEW

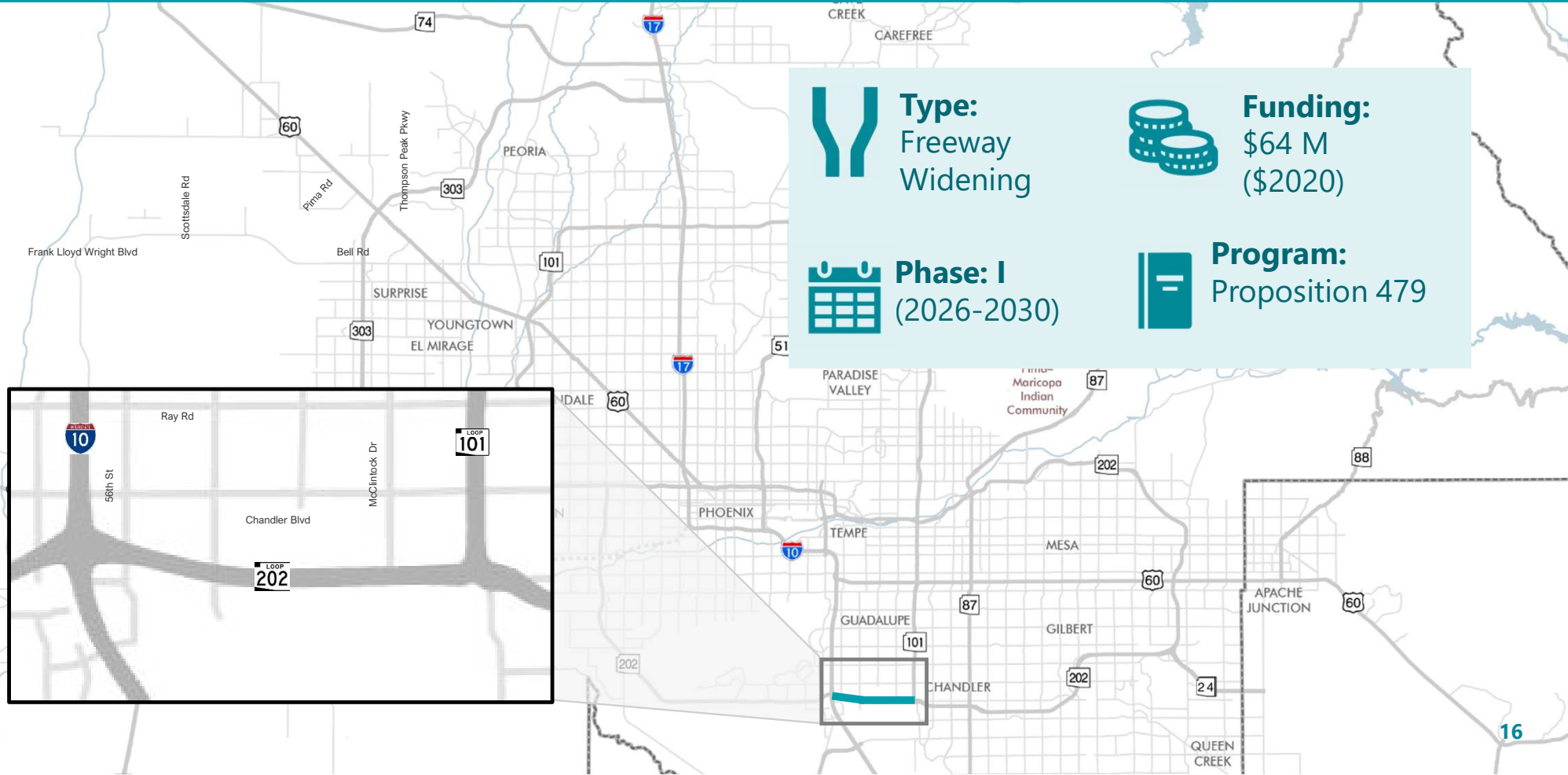
- Completion of Loop 303 between Lake Pleasant Parkway and I-17
- Construction of SR 30
- Completion of SR 24
- Reconstruction of I-17
- Completion of Loop 101 and Loop 202
- Improvements to interchanges across the region, including I-10 at Jackrabbit and I-10 at Baseline Road.



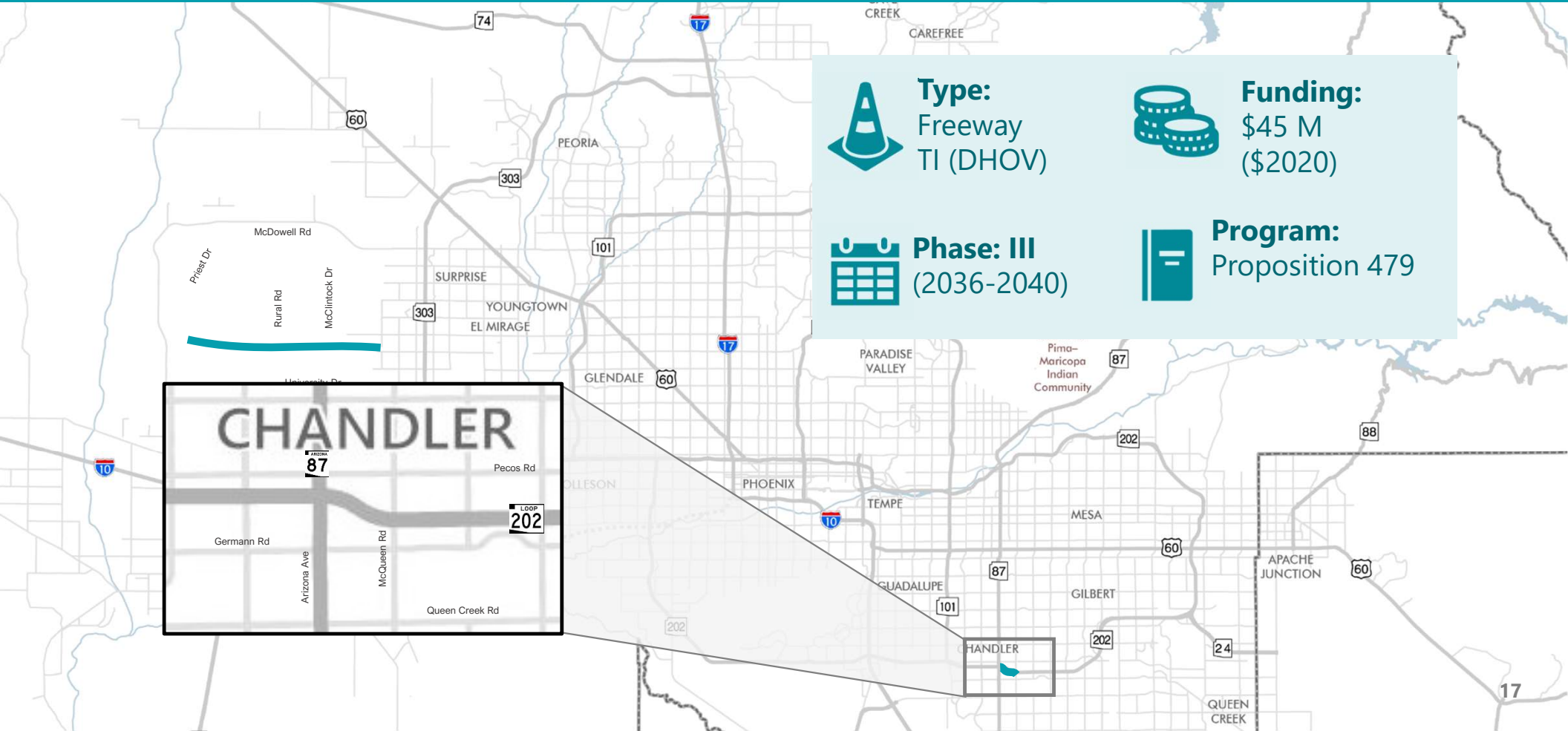
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LOOP 202 (SANTAN): LOOP 101 TO INTERSTATE 10



LOOP 202 (SANTAN): HAMILTON ST DIRECT HIGH-OCCUPANCY VEHICLE (DHOV)



Type:
Freeway
TI (DHOV)



Funding:
\$45 M
(\$2020)



Phase: III
(2036-2040)



Program:
Proposition 479

PROGRAMS

Freeway



Arterial



Transit

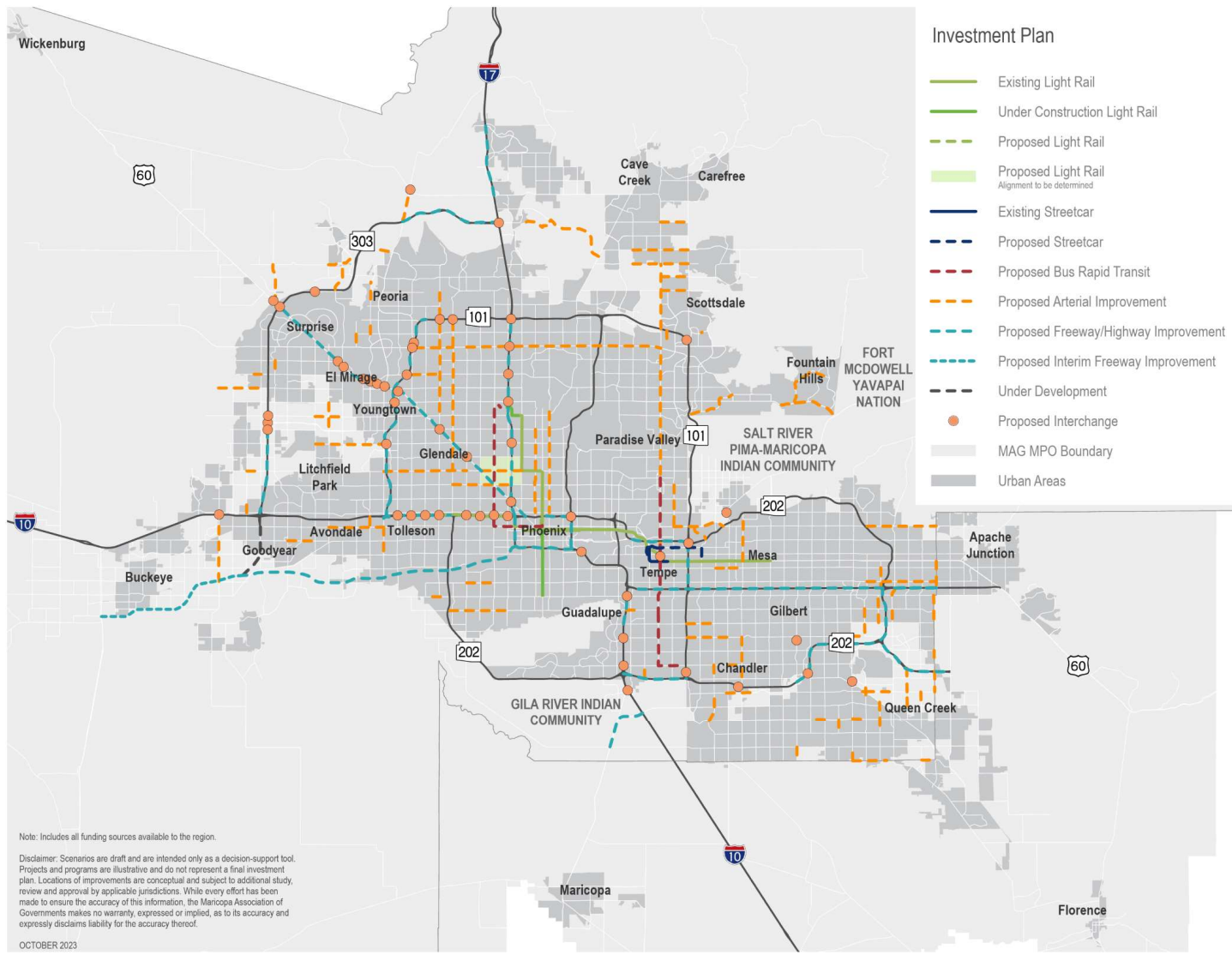


ARTERIAL OVERVIEW

- 91 Defined projects, including:
- Improvements to Camelback Road between 99th Avenue and 51st Avenue
- Construction of Lone Mountain Road between Loop 303 and Lake Pleasant Parkway
- Improvements to Indian School Road between 59th Avenue and 27th Avenue
- Widening of Dynamite Boulevard between 56th Street and Pima Road
- Construction of Ocotillo Road between Greenfield Road and Higley Road



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ARTERIAL PROJECTS



Type:
Widening



Funding:
\$11 M
(\$2020)

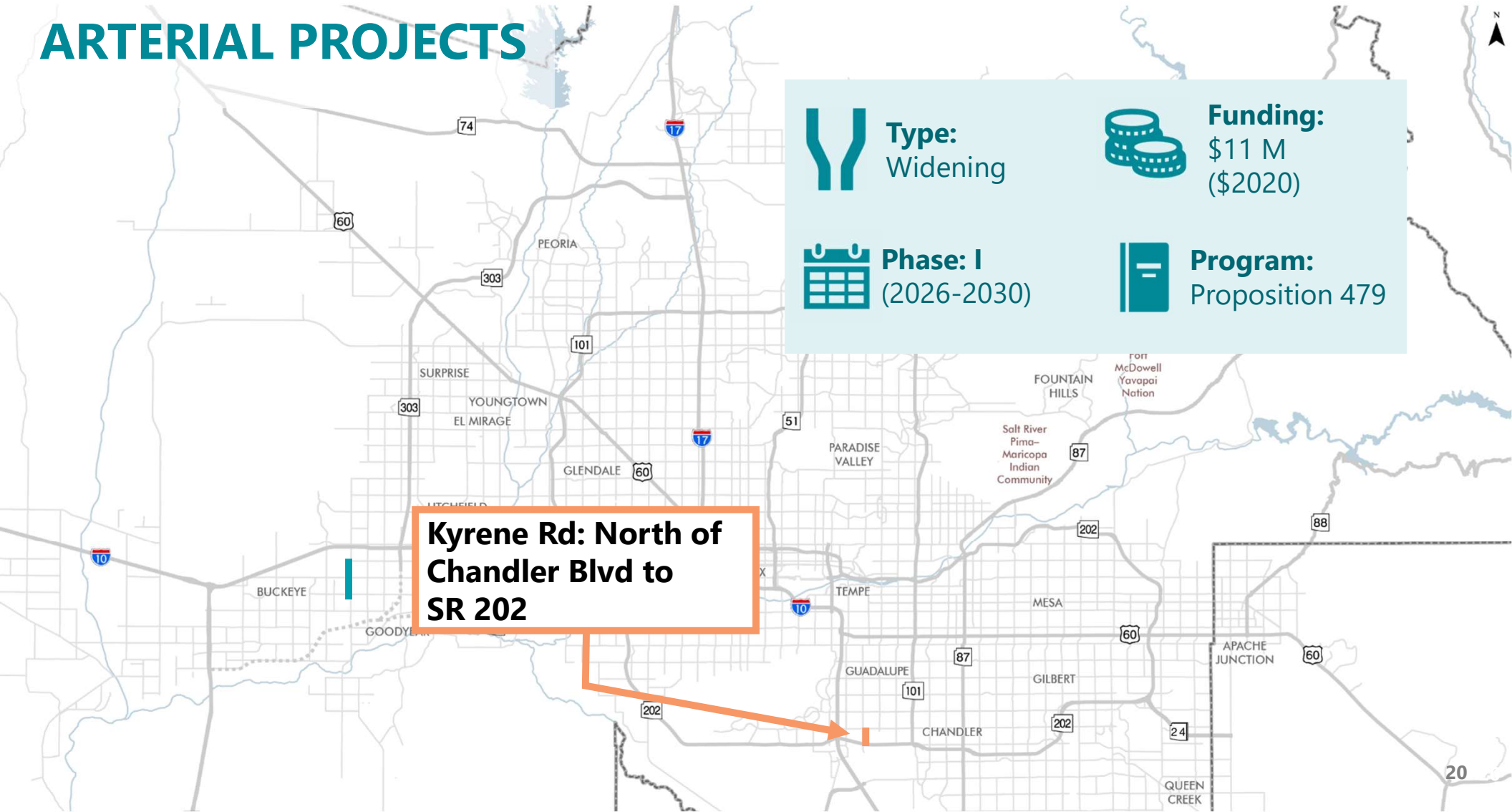


Phase: I
(2026-2030)



Program:
Proposition 479

**Kyrene Rd: North of
Chandler Blvd to
SR 202**



PROGRAMS

Freeway



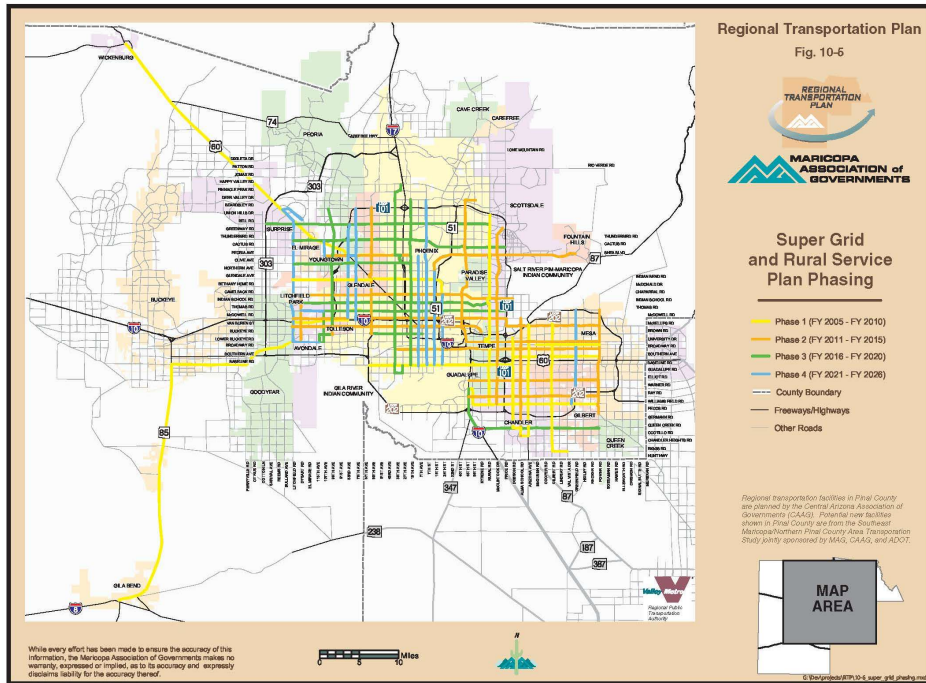
Arterial



Transit

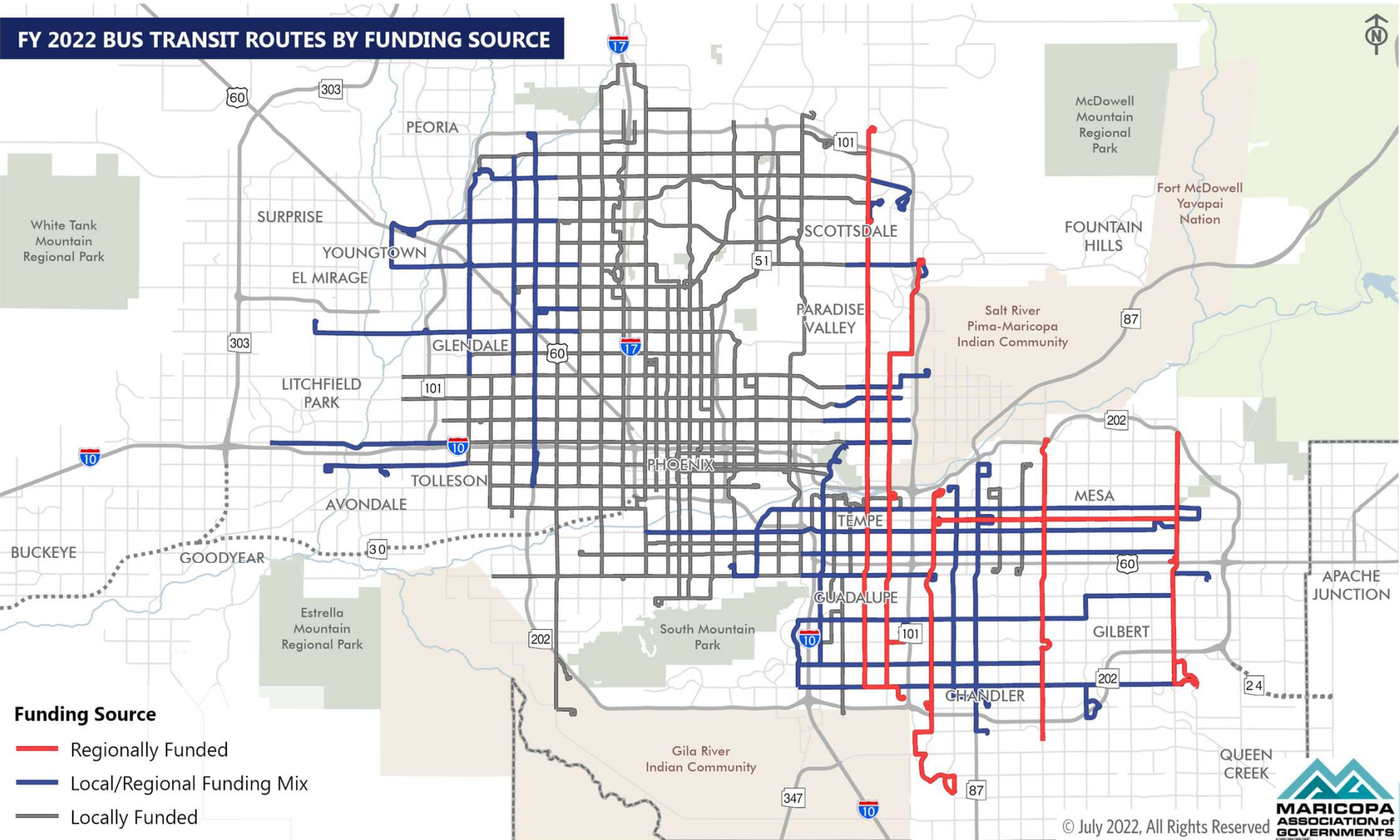


PROP 400 AND BUS TRANSIT



- ▶ Proposition 400 utilized a plan-based approach to bus transit.
- ▶ The plan identified “Supergrid” routes with a phased implementation.
- ▶ Provided funding for regional ADA services.

FY 2022 BUS TRANSIT ROUTES BY FUNDING SOURCE



- Funding Source**
- Regionally Funded
 - Local/Regional Funding Mix
 - Locally Funded

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BUS TRANSIT IN PROP 479

- ▶ Transition to a **performance-based formula** for fixed route bus operations.
- ▶ Nearly **doubles the region's existing funding for bus operations**, partnering with local jurisdictions to provide service that is more frequent, reliable and matches the schedules and needs of riders.
- ▶ **Improves and expands existing commuter bus service** to better meet demand and reach new employment centers
- ▶ Sets aside funding for **new park and rides and transit centers**.
- ▶ Continues funding to support **ADA service**.



COMPETITIVE PROGRAMS



Investment Plan: By the Numbers

331 new freeway/
highway lane miles

134 new HOV
lane miles

1,000 new or improved
arterial lane miles

43 new or improved
traffic interchanges

19 new DHOV or system
interchange DHOV ramps

3 new or improved
system interchanges

HELPS SUPPORT

11.9 miles of new
light rail

28.3 miles of BRT
(bus rapid transit)

4.4 miles of new
streetcar

Program Investments

Nonmotorized Infrastructure	\$800,000,000
Air Quality	\$160,000,000
Arterial Intersection	\$400,000,000
Arterial Rehabilitation	\$500,000,000
Arterial Widening	\$300,000,000
Emerging Tech	\$250,000,000
ITS	\$600,000,000
Safety	\$200,000,000
TDM Expansion	\$250,000,000



Funding Source	20 years
Sales Tax (1/2 Cent)	\$14.9 b
ADOT HURF	\$2.0 b
MAG FHWA Formula Funds	\$2.9 b
MAG FTA Formula Funds	\$2.3 b
ADOT FHWA Formula Funds	\$6.0 b
Total	\$28.2 b

Proposition 400

- ▶ Bicycle and pedestrian improvements
- ▶ Air quality (street sweepers & paving of unpaved roads)
- ▶ Intelligent transportation systems (ITS)

Proposition 479

- ▶ Nonmotorized infrastructure
- ▶ Air quality (street sweepers and paving of unpaved roads)
- ▶ Arterial rehabilitation
- ▶ Arterial widening
- ▶ Emerging technologies
- ▶ Intelligent transportation systems (ITS)
- ▶ Intersection improvements
- ▶ Safety

WHAT WILL VOTERS ACTUALLY VOTE ON?

REGIONAL STRATEGIC TRANSPORTATION INFRASTRUCTURE INVESTMENT PLAN

A measure continuing the current transportation excise (sales) tax to address the regional transportation system by building new freeways, expanding existing freeways with additional access and capacity, constructing streets and intersections, expanding transit by increasing the frequency of bus service, providing additional bus, dial-a-ride and vanpool services and providing for capital rehabilitation of light rail. Revenues will be allocated as follows:

- (a) 40.5 percent to freeways and other routes in the state highway system.
- (b) 37 percent to public transportation.
- (c) 22.5 percent to arterial streets, intersection improvements and regional transportation infrastructure.

Do you favor the continuation of a county transaction privilege (sales) tax for regional transportation purposes in Maricopa county? YES _____ NO _____

(A "YES" vote has the effect of continuing the transaction privilege (sales) tax in Maricopa county for twenty years to provide funding for transportation projects as contained in the regional strategic transportation infrastructure investment plan.)

(A "NO" vote has the effect of rejecting the transaction privilege (sales) tax for transportation purposes in Maricopa county.)



Patrick Stone
Deputy Transportation Director
pstone@azmag.gov

<http://www.azmag.gov/Prop479>



June 22, 2021: Unanimous recommendation to approve investment strategy.
Transportation Policy Committee



August 10, 2023: Ceremonial signing of Senate Bill 1102



Regional Transportation Plan/ Proposition 479



Prop 400 - Southeast Valley

- New Freeways/ Widenings:

- South Mountain 202
- SR-24
- Loop 101
- Loop 202
- I-10
- US-60



- Arterial Streets:

- 99 Different Projects (30 in Chandler)
- 30 Bus Routes: \$800 Million to East Valley (\$130 Million in Chandler)
- Light Rail in Tempe and Mesa

Prop 400 – Chandler's Projects

Roadway

Freeway Widening

- Loop 202
- Loop 101

Arterial Widening

- Gilbert Rd.
- Queen Creek Rd.
- Ocotillo Rd.
- McQueen Rd.
- Chandler Heights Rd.
- Cooper Rd.
- Lindsay Rd.
- Alma School Rd.

Intersection Widening

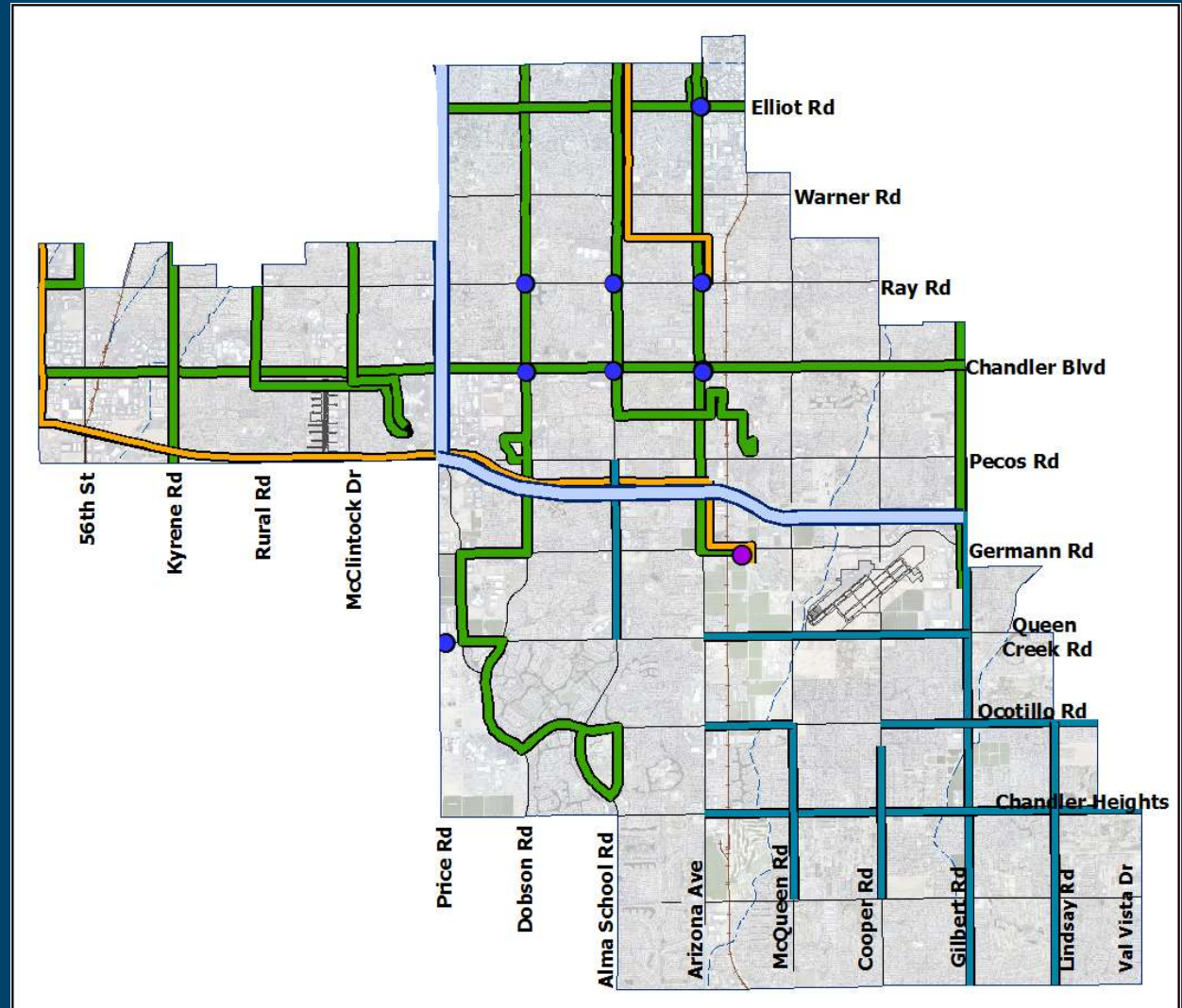
- Elliot/ Arizona
- Ray/ Dobson
- Ray/ Alma School
- Ray/ Arizona
- Chandler/ Dobson
- Chandler/ Alma School
- Chandler/ Arizona
- Queen Creek/ Old Price

Transit

Local Bus Routes

Express Bus Routes

Park and Ride





Proposition 479



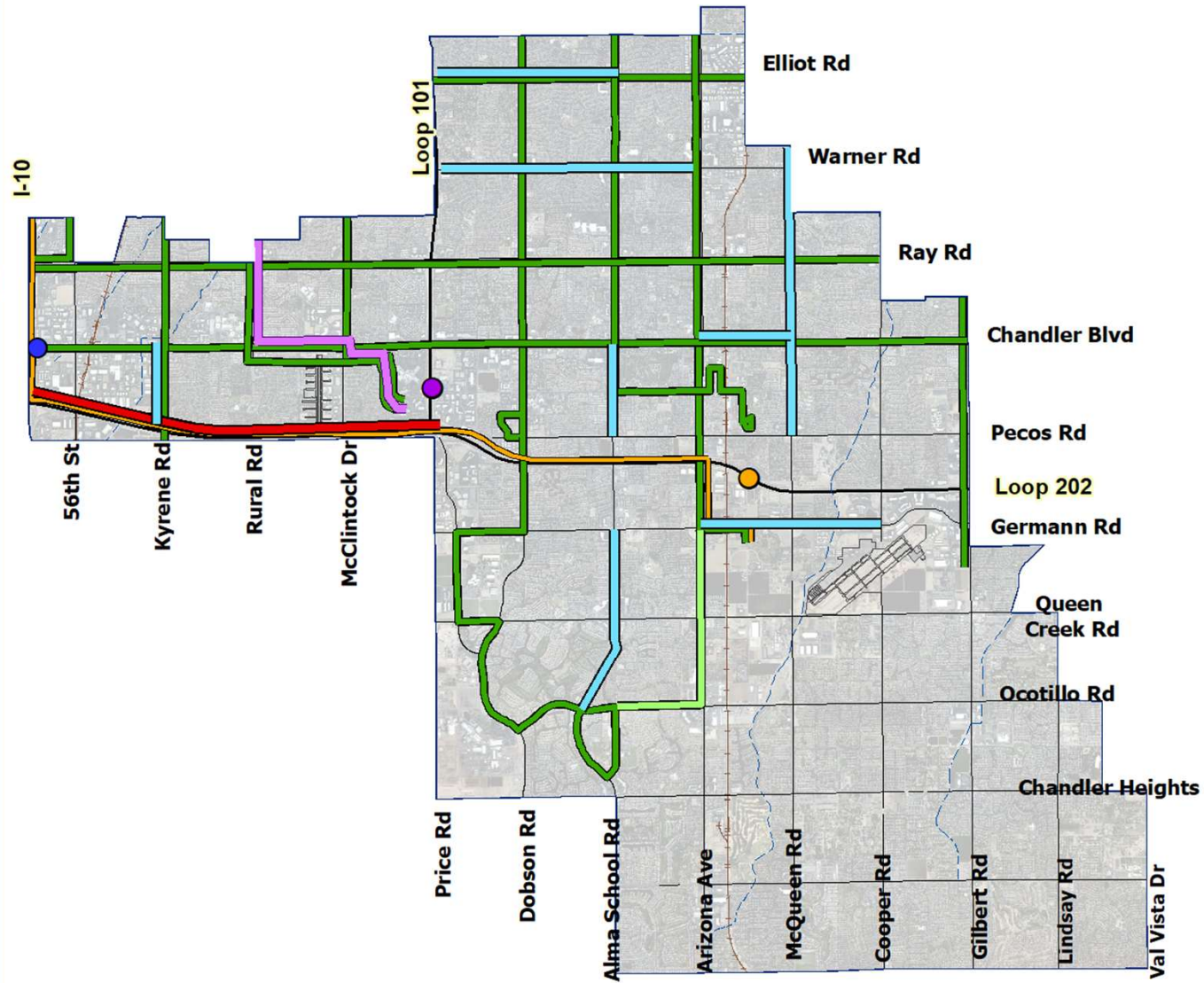
Proposed Projects in Chandler

Roadway

-  Freeway Widening
-  Arterial Widening
-  New Freeway Interchange
-  New DHOV Interchange
-  Freeway Interchange Improvements

Transit

-  New Bus Rapid Transit
-  New Local Bus Service
-  Local Bus Routes
-  Express Bus Routes





Questions and Comments





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

Date: 09/18/2024
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Capital Project Funding/Bond Election Discussion

Background/Discussion

Briefing only. Presentation by Matthew Dunbar

Attachments

Capital Project Funding/Bond Election Presentation



CHANDLER
a r i z o n a
Community of Innovation

Capital Project Funding Bond Election Discussion



Agenda

- “What is a Bond” Video from 2021 Bond Election
<https://youtu.be/x-gEyz6Y1wc?si=BRnpBsb8YRLO5ei->
- 2025-2034 Capital Improvement Plan (CIP)
- Capital Plan Inflation Impacts
- General Obligation (GO) Bond Authorization Status
- Bond Election History and Timelines
- Council Direction for Next Steps



Strategic Framework Capital Needs in All Areas

Focus Areas

- Economic Vitality
- Sustainability and Technology
- Connectivity
- Neighborhoods
- Quality of Life
- Community Safety



2025-2034 Capital Improvement Plan (CIP)

\$2,488,884,031

Total 10-year CIP is funded as follows

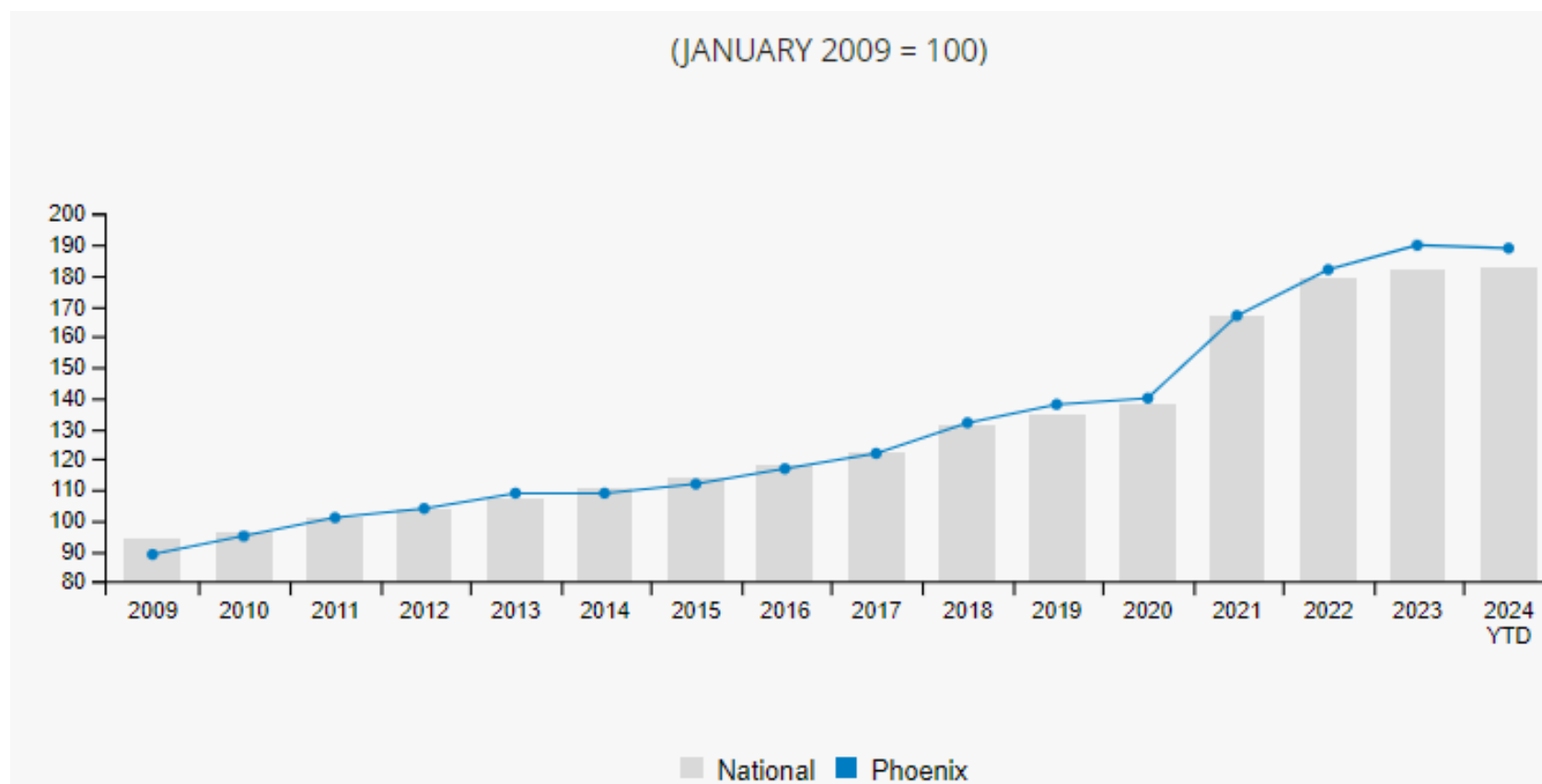
**68.4%
Bond
Funded**

**22%
Current
Revenues/
Fund Balance**

**7%
Grants**

**1.9%
System
Development
Fees**

Capital Plan Inflation Impacts



Construction Price Index's new normal

Construction Costs continue to go up, just not as fast

Data source: The Mortenson Construction Cost Index is calculated quarterly by pricing a representative non-residential construction project in geographies throughout the country.

GO Bond Authorization

GO Bonds cannot be issued without residents authorizing this first

Type of Voter Approved Debt	Available Authorization After 2021 & 2023 Bond Sales	Fall 2025 Bond Sale	Remaining Authorization	Fall 2027 Bond Sale	Remaining Authorization
Parks/Recreation/Museum/Arts	\$ 52,130,000	\$ (40,930,000)	\$ 11,200,000	\$ (54,825,000)	\$ (43,625,000)
Streets	98,681,000	(72,725,000)	\$ 25,956,000	(75,625,000)	\$ (49,669,000)
Public Safety- Police	55,340,000	(55,340,000)	\$ -	(17,000,000)	\$ (17,000,000)
Public Safety- Fire	15,181,000	-	\$ 15,181,000	(3,300,000)	\$ 11,881,000
Airport	494,000	-	\$ 494,000	-	\$ 494,000
Public Buildings (Facilities)	31,050,000	(7,100,000)	\$ 23,950,000	(9,000,000)	\$ 14,950,000
Stormwater	624,000	-	\$ 624,000	(300,000)	\$ 324,000
Library	3,680,000	-	\$ 3,680,000	-	\$ 3,680,000
Subtotal	\$ 257,180,000	\$ (176,095,000)	\$ 81,085,000	\$ (160,050,000)	\$ (78,965,000)
Landfill	4,935,000	-	\$ 4,935,000	-	\$ 4,935,000
Public Buildings	9,960,000	(6,000,000)	\$ 3,960,000	-	\$ 3,960,000
Water/Wastewater	-	-	\$ -	-	\$ -
Total	\$ 272,075,000	\$ (182,095,000)	\$ 89,980,000	\$ (160,050,000)	\$ (70,070,000)

Bond Authorization usage higher than anticipated and will be exhausted by FY 2025-26 for Police, 2026-27 for Streets and Parks, and FY 2028-29 for Fire. Additional Bond Authorization needed to continue capital program in these areas.

GO Bond 10-Year CIP Projects

Refer to Handout

GO Bond Funded Projects (\$626M) and Related Bond Authorization

- Summarized by bond category (navy blue lines)
- Projects not highlighted will use existing bond authorization
- Projects highlighted in yellow need additional bond authorization to complete (\$395M)
- Supports new and existing infrastructure

Bond Election History

Bond Category	2000 Election	2004 Election	2007 Election	2021 Election
Parks and Recreation	\$34,935,000	\$40,600,000	\$81,350,000	\$72,985,000
Fire	\$4,655,000	\$4,580,000	\$14,265,000	\$25,160,000
Police	\$3,800,000	\$4,360,000	\$15,745,000	\$55,190,000
Art Center			\$4,200,000	
Museum		\$8,500,000	\$4,500,000	
Streets	\$23,795,000	\$59,095,000	\$202,310,000	\$85,780,000
Effluent Reuse	\$24,410,000			
Water and Sewer	\$29,745,000	\$36,580,000	\$107,850,000	
Public Buildings			\$9,960,000	\$33,570,000
Library			\$11,255,000	
Total	\$121,340,000	\$153,715,000	\$451,435,000	\$272,685,000

The City of Chandler has had great success with residents voting to approve bond authorization to support the capital plan. Since 2000 the City has held 4 bond elections. All with significant education/outreach.

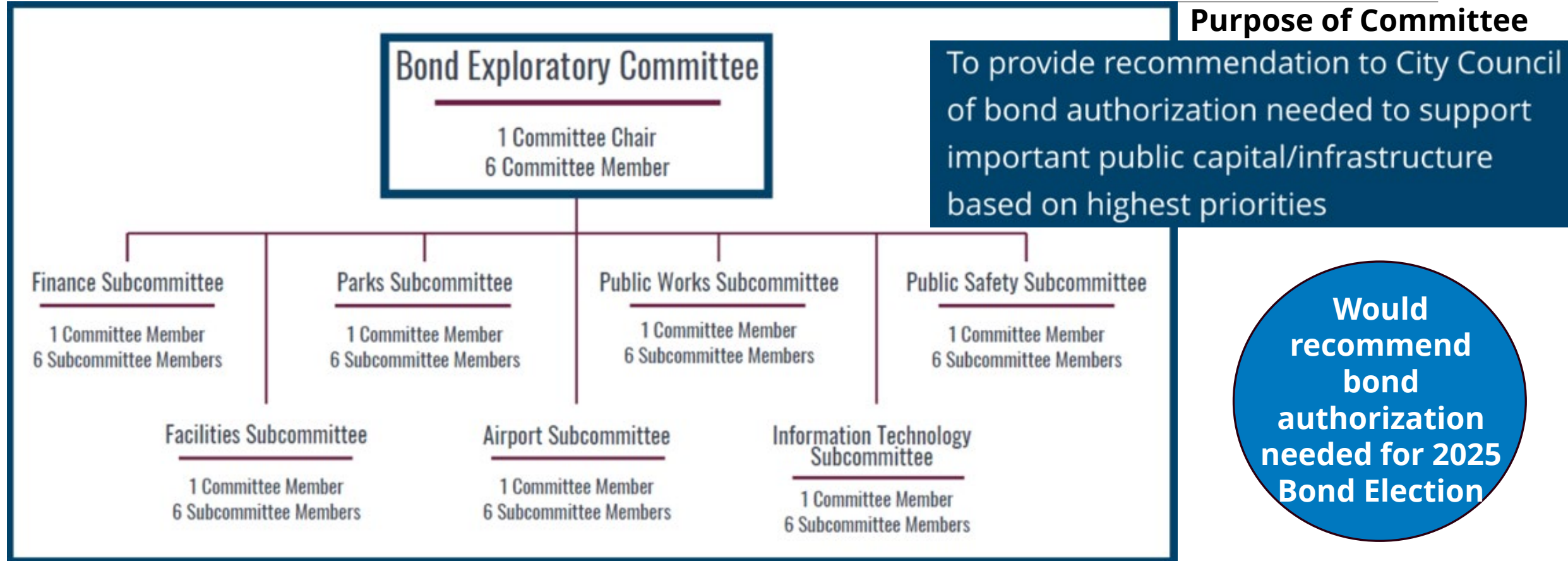
The table shows the bond authorization amounts approved in each category since 2000.

Previous 2021 Bond Election Results



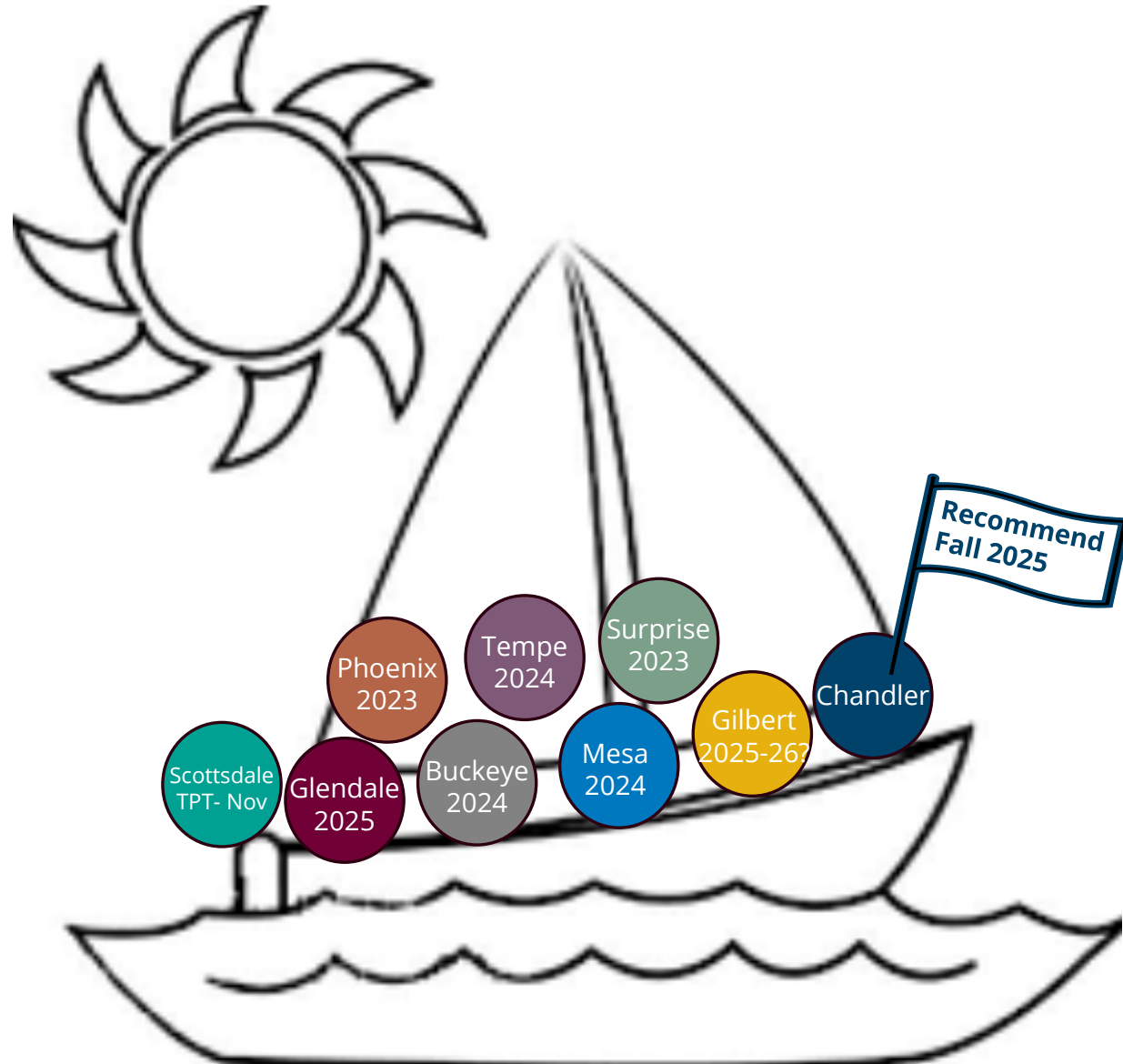
Council direction was to not increase secondary property tax rate

Previous 49 Member Bond Exploratory Election Committee



Bond Exploratory Sample Committee Timeline





Who is in
"The Same
Boat" with
Chandler?



Council Direction

- ✓ Begin outreach prior to formulation of a Citizen Bond Exploratory Committee
- ✓ Report back any feedback prior to Council decision on forming a Citizen Bond Exploratory Committee

Questions





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

Date: 09/18/2024
To: Transportation Commission
From: Nancy Jackson, Transportation Planning Program Coordinator
Subject: Transit Services Update

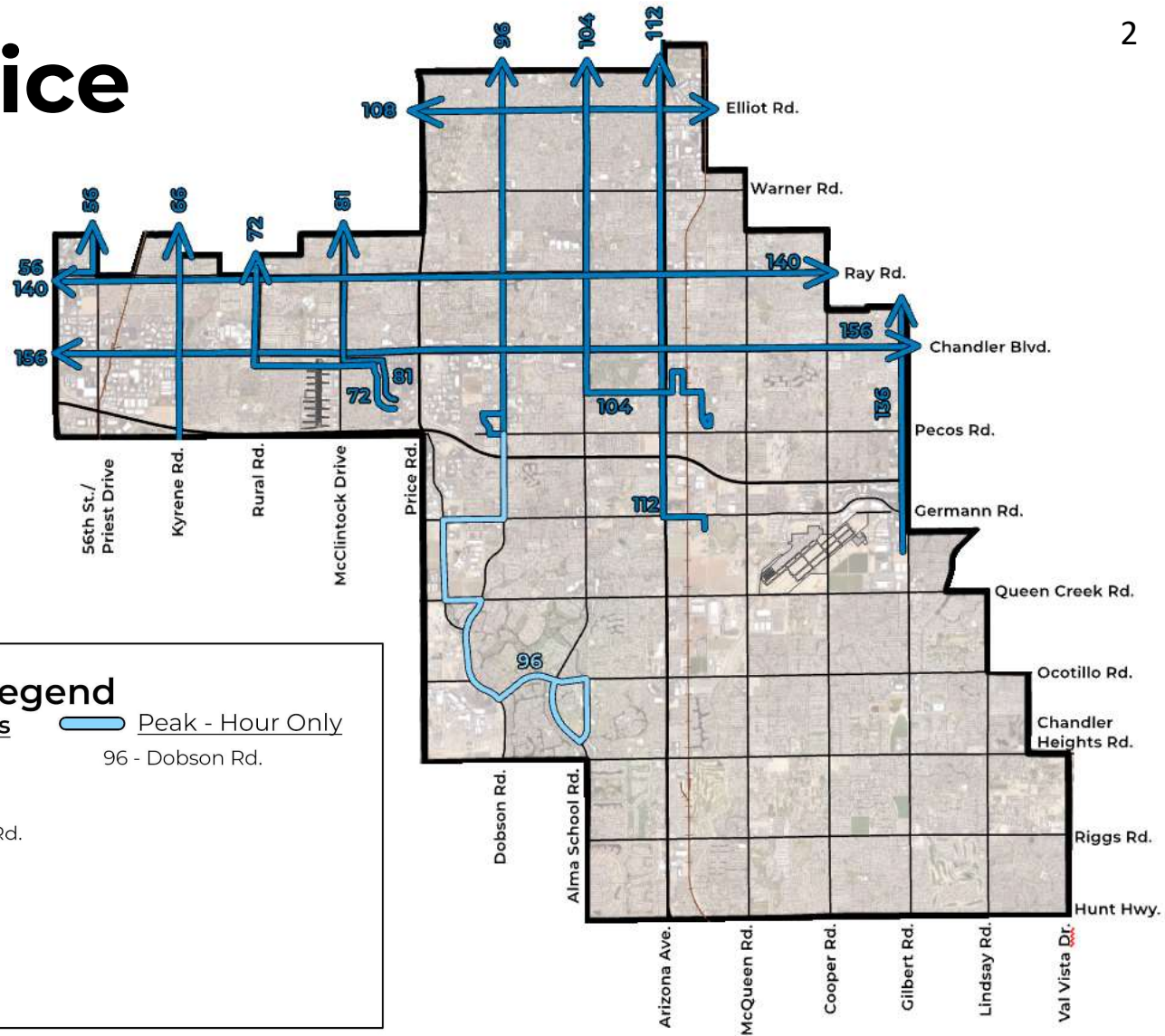
Background/Discussion

Briefing only. Transit Services Update presentation by Transportation Policy staff.

Attachments

Chandler Transit Services Update

Local Bus Service



Legend

Local Bus Routes **Peak - Hour Only**

- 56 - 56th St./ Priest Dr.
- 66 - Kyrene Rd.
- 72 - Rural Rd.
- 81 - McClintock Dr./ Price Rd.
- 96 - Dobson Rd.
- 104 - Alma School Rd.
- 108 - Elliot Rd.
- 112 - Arizona Ave.
- 136 - Gilbert Rd.
- 140 - Ray Rd.
- 156 - Chandler Blvd.

Local Bus Service

Ridership

- 577,000 annual boardings
- 1,800 bus boardings each weekday
- 77% of riders are employed, 16% are students and, 6% are retired*
- Over 50% of trips are to or from work or school

Fast Facts

- One of the most affordable public transportation options for daily commuters and city residents
- Highest annual ridership

* Figures from Valley Metro's 2023 Origin and Destination Study



Local Bus Service

There are 11 local bus routes on arterial streets in Chandler. Chandler bus routes extend to adjacent cities and make connections to other bus routes and light rail.

Service Details:

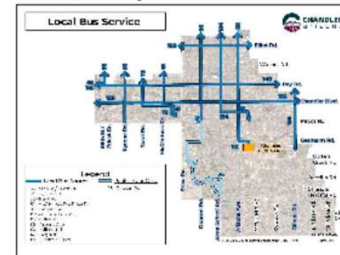
- Most service runs: M-F, 5:30 a.m. – 9:00 p.m. and Sat., 7:00 a.m. – 9:00 p.m. Limited Sunday service.
- Most buses run on 30-minute schedules
 - Arizona Ave. (weekday) and Chandler Blvd. (peak hours) run every 15 minutes
- Bus stops every ¼ mile on average

Fares:

- Full Fare (Ages 19–64)
 - 1-Day \$4.00
 - 1-Ride \$2.00

Ridership:

- 590,000 annual boardings
- 1,800 bus boardings each weekday
- 77% of riders are employed, 16% are students and, 6% are retired
- Over 50% of trips are to or from work or school



Key Highlights of Local Bus Transit:

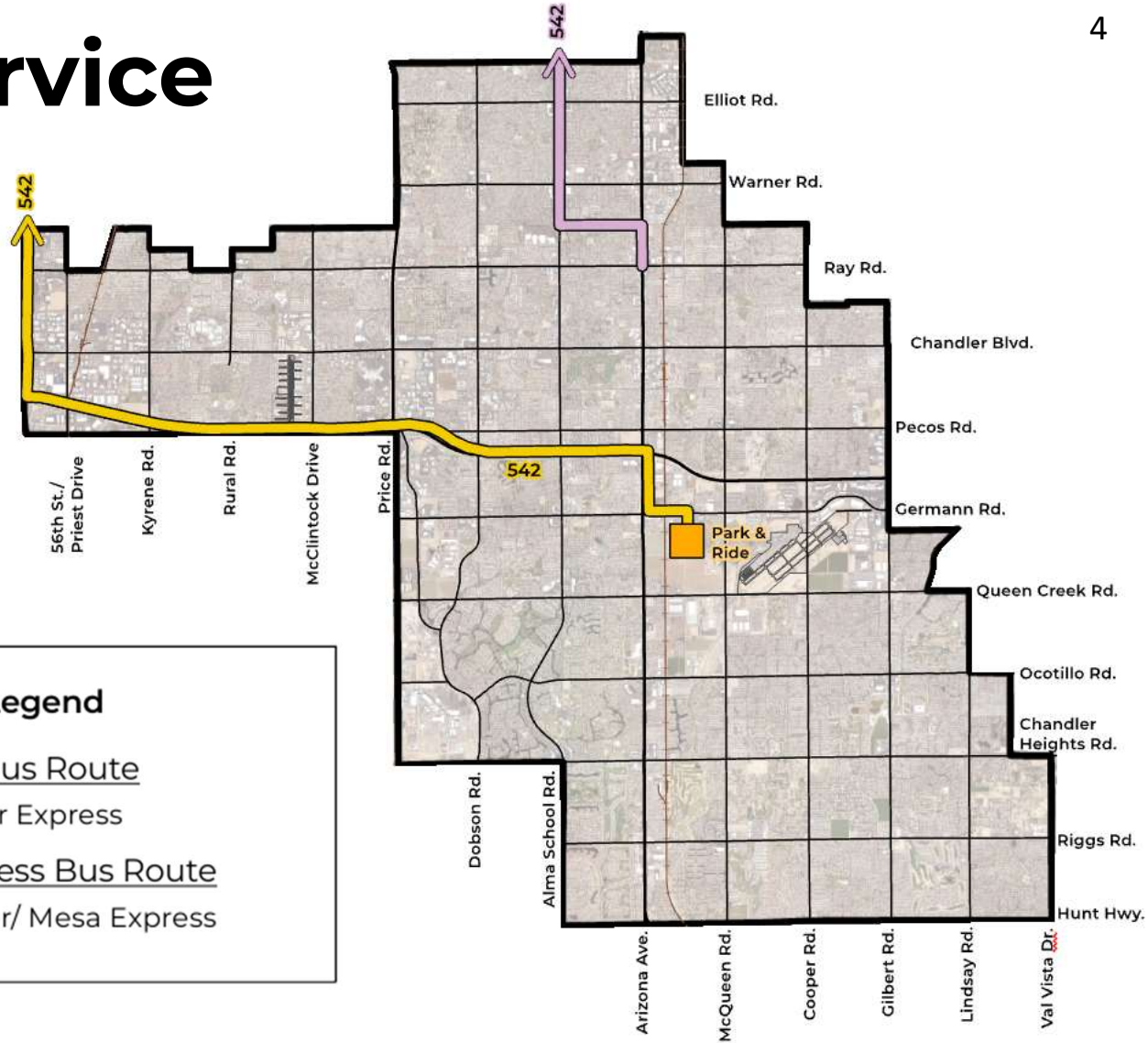
- High capacity; reliable service
- Set routes and schedules; predictable
- Limited flexibility for on-demand travel

Local Bus Routes -

56 - 56th St. / Priest Dr.	108 - Elliot Rd.
66 - Kyrene Rd.	112 - Arizona Ave.
72 - Rural Rd.	136 - Gilbert Rd.
81 - McClintock Dr. / Price Rd.	140 - Ray Rd.
96 - Dobson Rd.	156 - Chandler Blvd.
104 - Alma School Rd.	



Express Bus Service



Express Bus Service

Ridership

- 14,000 annual boardings
- 55 bus boardings each weekday
- Most passengers are commuting to work or school (ASU DTPHX Campus)

Fast Facts

- Chandler Park & Ride to Downtown Phoenix 28-mile direct trip
- Targets commuters
- Offers limited stops compared to Local Bus services



Express Bus Service

There is one express bus route in Chandler, Route 542. It travels 28 miles, nonstop from the Chandler Park and Ride directly to Downtown Phoenix.

Service Details:

- Monday-Friday: 6:00 – 8:00 a.m. to Phoenix; 3:30 – 5:30 to Chandler
- Departs every 15-20 minutes
- The trip takes 45-55 minutes

Fare:

- Full Fare (Ages 19-64)
 - 1-Day \$6.50
 - 1-Ride \$3.25

Ridership:

- 14,000 annual boardings
- 55 bus boardings each weekday
- Most passengers are commuting to work or school (ASU DTPHX Campus)



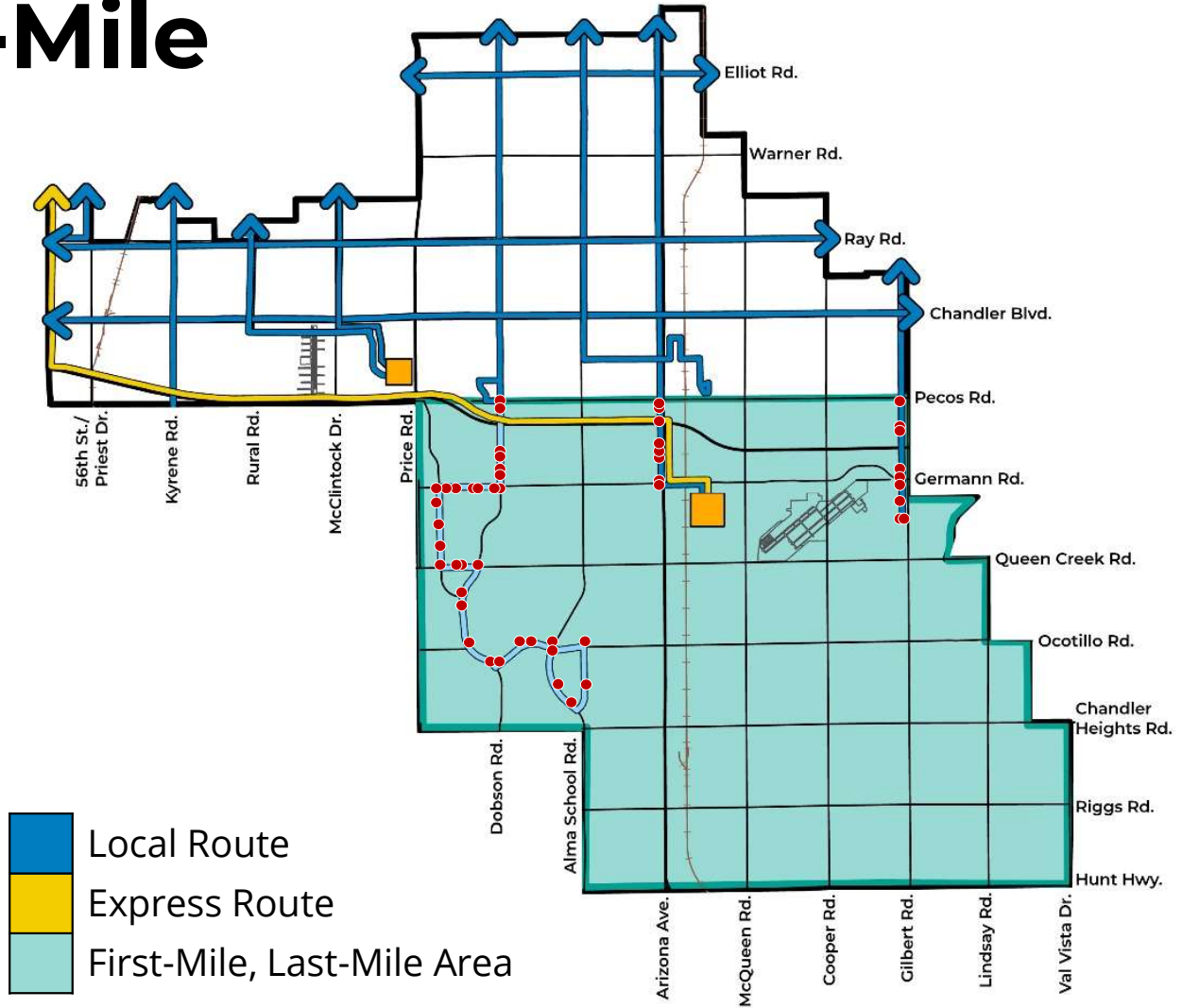
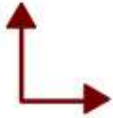
Key Highlights of Express Bus Transit:

- Direct and fast commutes to downtown Phoenix
- Higher cost than standard bus service; value in time savings
- Limited service hours and destinations, focused on peak commute times to and from downtown Phoenix

Express Bus Route –
542 – Chandler Park and Ride to DTPHX



First-Mile, Last-Mile



First Mile, Last Mile

Ridership

- 10,700 trips in past 12 months
- 27,500 total completed trips
- 420 total unique riders

Fast Facts

- Addresses the lack of public transit in South Chandler
- Inexpensive city cost per trip
- City pays other 50% trip cost



First Mile, Last Mile

Riders receive a 50% discount on Lyft trips to and from designated bus stops within the service area (south of Pecos Road).

First mile, last mile was created to help riders who live a sizable distance from the closest bus stop making it difficult to access transit. FMLM offers an affordable way to connect to the regional transit system.

Service Details:

- Lyft operates 24/7 365 days a year
- Availability dependent on independent contractor driver availability
- Curb-to-curb service

Fare:

- Average trip cost \$5.47

Ridership:

- 7,000 annual trips
- Over 22,000 trips taken since implementation
- 40% of FMLM trips were located within the Chandler flex area



Key Highlights of First Mile, Last Mile:

- Cost-effective connections to bus routes with 50% off Lyft rides
- Enhances access to public transit in south Chandler, where bus availability is limited
- Designed for convenience with easy transfer to major bus lines

To activate your Chandler & Lyft: First-Mile, Last-Mile Program pass, please follow these steps:

Open the Lyft app on your mobile device.

Tap the menu icon ☰

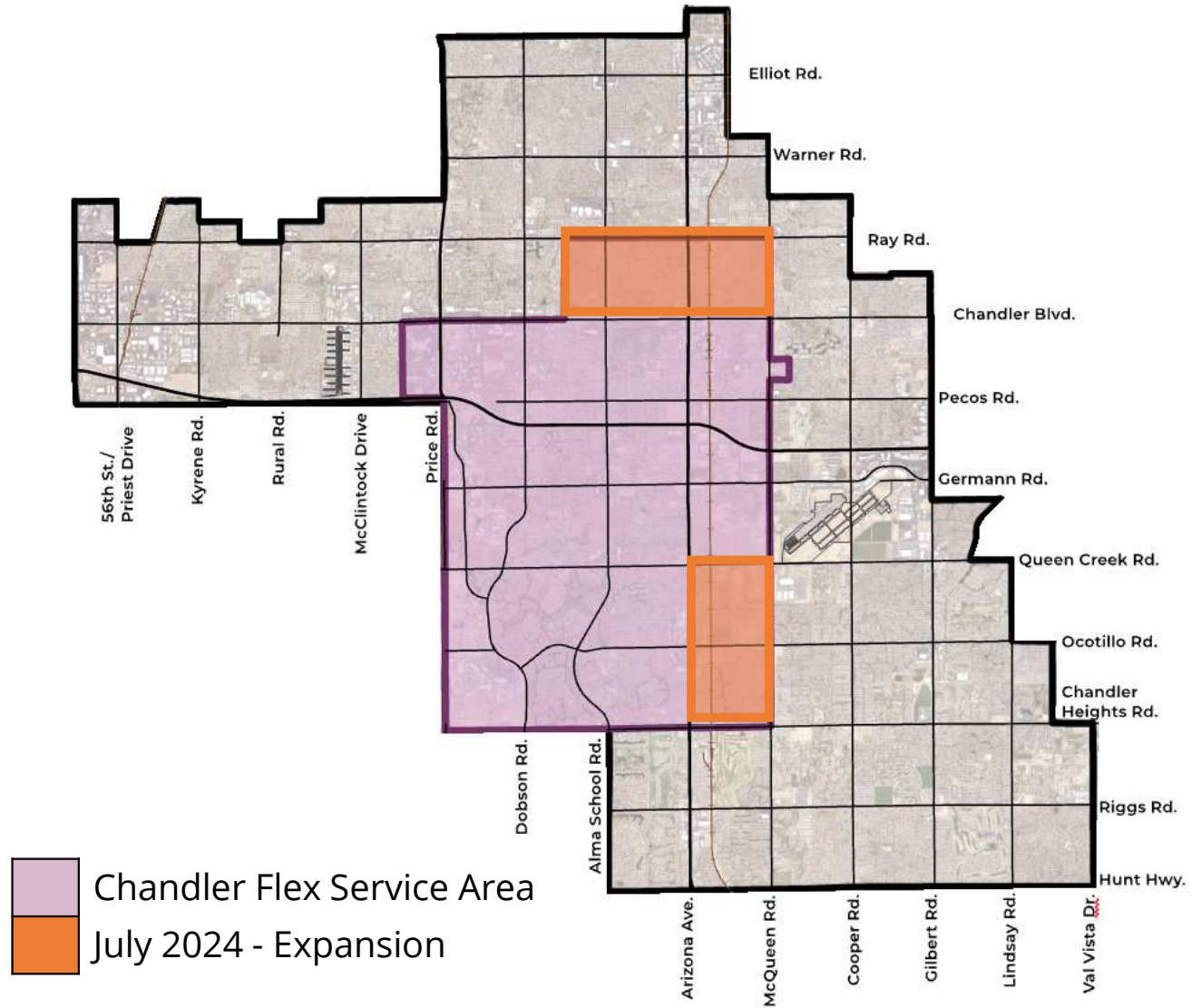
Select Payment

Scroll down and select Add Lyft Pass

Enter the code: ChandlerTransit



Chandler Flex



Chandler Flex

Ridership

- 36,000 annual trips
- 5,300 total unique riders
- 145 average daily riders
- 31% of trips begin or end at school

Fast Facts

- On-demand micro transit
- Second-highest annual ridership



Chandler Flex

Chandler Flex was launched in July of 2022 and is the city's on-demand shared ride service. Chandler Flex aims to bridge a gap between other public services such as the local bus, paratransit, and ride choice. It achieves this by providing a quick and affordable public transportation alternative.

Service Details:

- Monday – Friday 5:30 am to 9:00 pm
- 15-minute average wait time

Fare:

- \$2.00 per ride
- Free for students (to and from school)

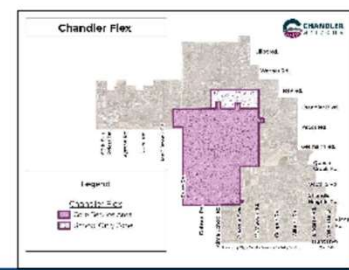
Ridership:

- 36,000 annual trips
- 22,000 total unique riders
- 167 average daily riders
- 43% of trips begin or end at school



Key Highlights of Chandler Flex:

- On-demand shared public transportation service.
- Book rides via mobile app or phone call.
- Ideal for commuting and accessing activities within the service zone.



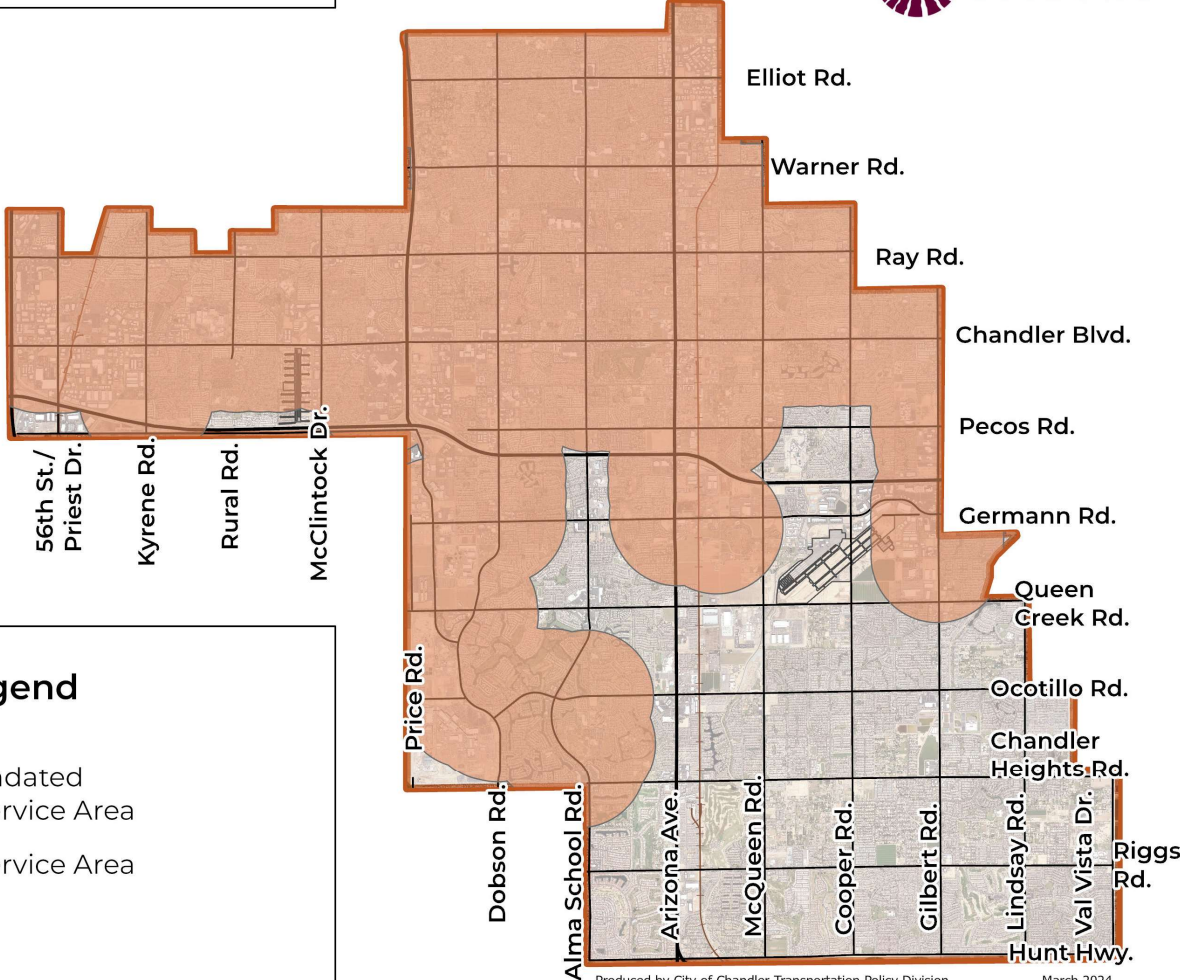
Scan to Download the Mobile app:



Or Call 602-932-0291 to book a ride!



Paratransit



Legend

- Federally Mandated Paratransit Service Area
- Paratransit Service Area

Paratransit

Ridership

- 23,500 annual trips
- 128 unique riders per month
- ADA Certification Required

Fast Facts

- Federally mandated within $\frac{3}{4}$ mile of all fixed-route bus service
- Serves people with disabilities
- Highest city cost per trip



Paratransit

ADA Paratransit is a shared ride, door-to-door service. This service is provided to people with disabilities who are unable to use fixed-route buses.

ADA Paratransit is federally mandated within $\frac{3}{4}$ mile of fixed bus routes. Chandler goes beyond this requirement by providing citywide service.

Service Details:

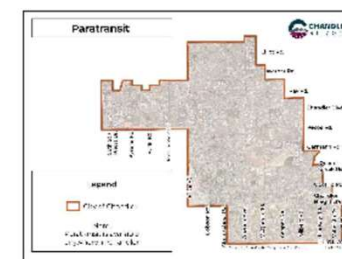
- Monday-Sunday 4:00 am to 1:00 am
- Door-to-door service
- Shared rides
- Reservations must be booked 1 to 14 days in advance

Fare:

- \$4.00 per trip

Ridership:

- 25,000 annual trips
- 145 unique riders per month
- These riders are required to go through Valley Metro's process for determining ADA eligibility.



Key Highlights of Paratransit:

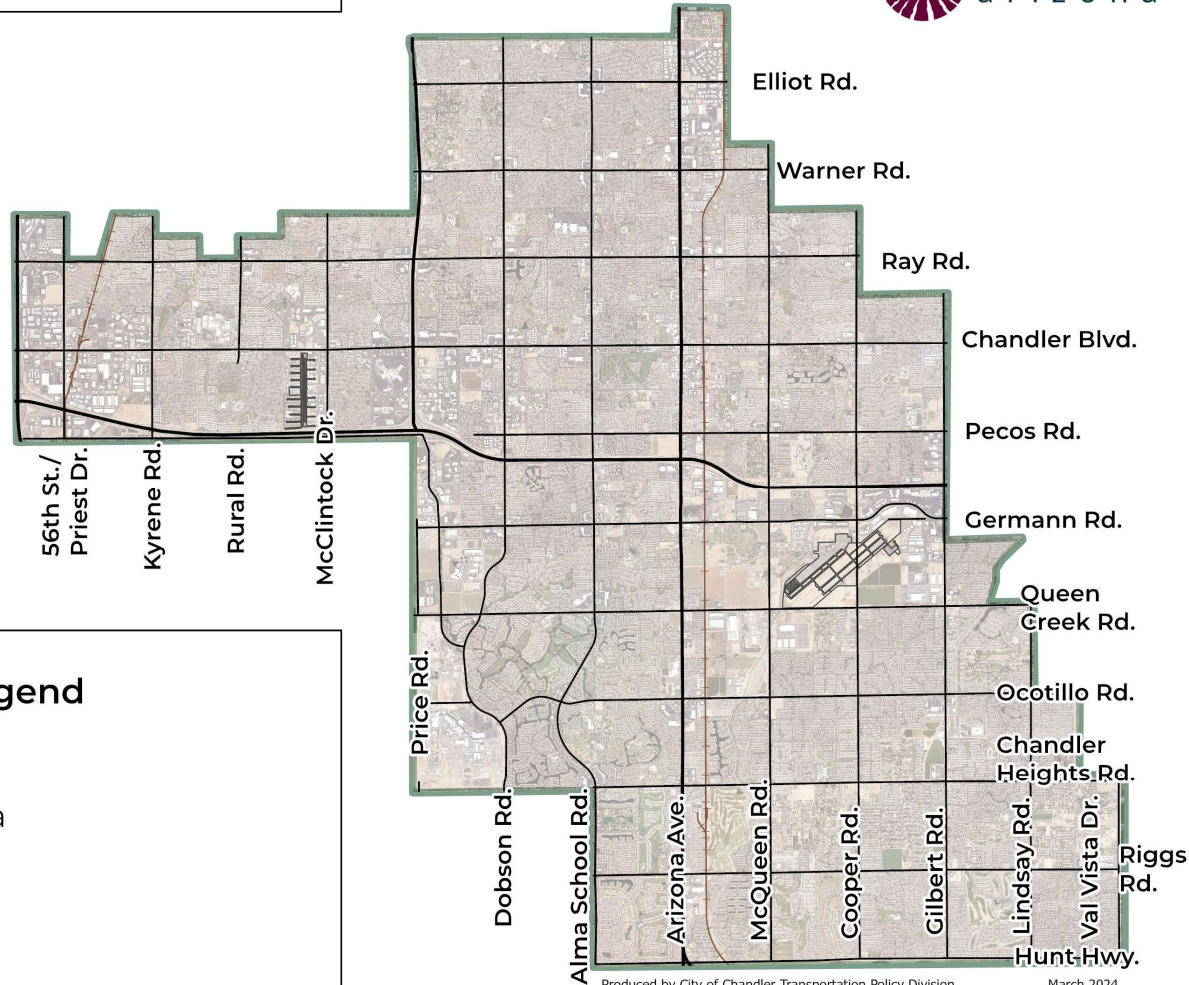
- Door-to-door service for individuals with disabilities
- ADA-compliant; ensures accessibility
- Requires eligibility verification
- Flexible scheduling within service areas

Eligibility application process:


1. Fill out an ADA Paratransit application found on <https://www.valleymetro.org/accessibility/ada-paratransit/eligibility> or call (602) 716-2100 to request an application.
2. Complete the application and mail it with the signed Release of Information form, using the provided envelope.
3. Valley Metro will verify your disability with the listed professional(s).
4. Upon verification, you'll be contacted to schedule an in-person evaluation.
5. Free round-trip transportation to the evaluation is available if needed.



RideChoice



Legend

 RideChoice Service Area

RideChoice

Ridership

- 31,300 trips annually
- 198 unique riders per month
- Service is available to:
 - ADA Certified people with disabilities (78% of users)
 - Seniors age 65+ (22% of users)

Fast Facts

- 43% ridership growth from previous year
- Lower cost per trip than Paratransit



RideChoice

RideChoice is for residents of Chandler who are ADA Paratransit certified with disabilities that prevent them from using fixed-route services and seniors age 65+.

RideChoice provides trips through providers such as Uber, Lyft, taxicabs, and wheelchair-accessible vehicles.

Service Details:

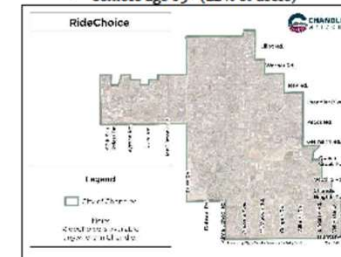
- 24 hours / 365 days a year
- Curb-to-curb service
- Non shared rides
- Same-day reservations accepted

Fare:

- \$3.00 for each trip up to 8 miles
- \$2.00 for any additional miles

Ridership:

- 24,000 trips annually
- 170 unique riders per month
- Service is available to:
 - ADA Certified people with disabilities (78% of users)
 - Seniors age 65+ (22% of users)



Key Highlights of RideChoice:

- Door-to-Door Service
- For ADA-certified residents and seniors 65+
- Direct trips on providers such as Uber
- 24/7 service, flexible booking, up to 20 trips/month.

Once you are eligible, call (602) 716-2111

for all your RideChoice needs. The RideChoice Call Center and service are available 24 hours per day, every day of the year, including holidays.

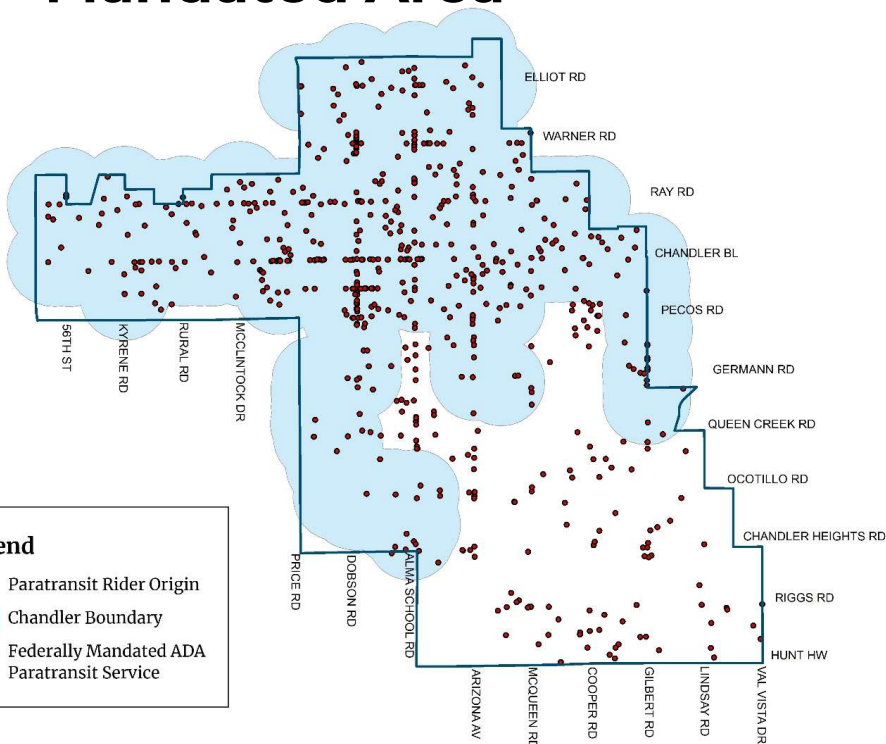


Transit Funding with Prop 479

	Local Funding	Regional Prop. 479 Funding
Local Bus	?	Yes
Express Bus	No	Yes
First-Mile, Last-Mile	Yes	No
Chandler Flex	Yes	?
Paratransit	?	Yes
RideChoice	Yes	Yes

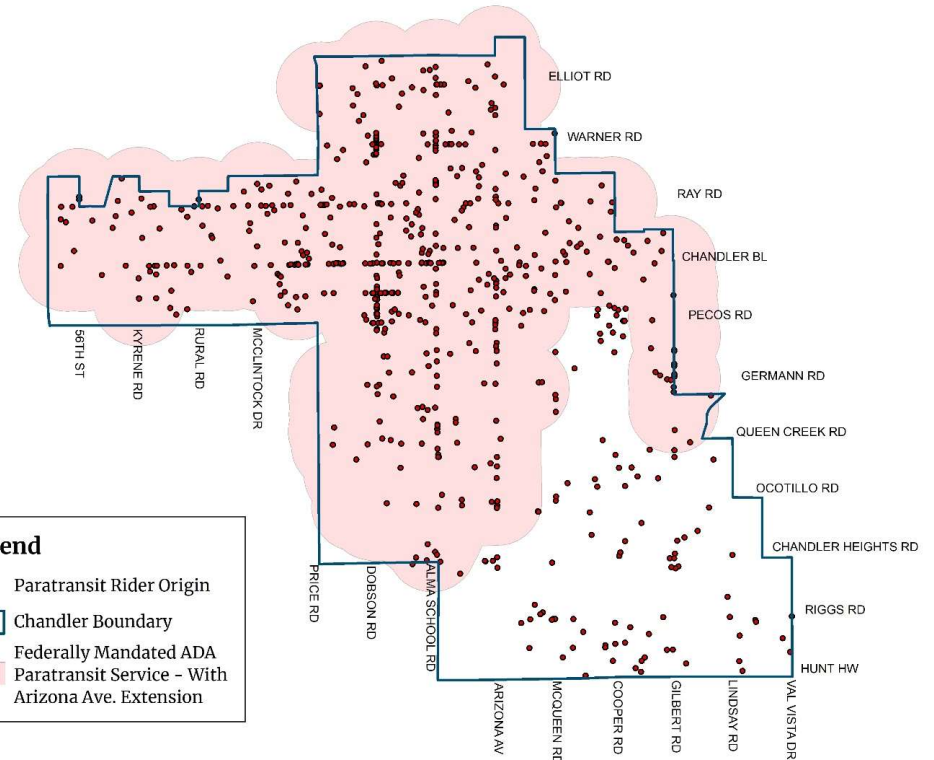
Paratransit

Current Federally-Mandated Area



**7,600 Annual Trips (\$575,000 City Cost)
Outside Federally-Mandated Area**

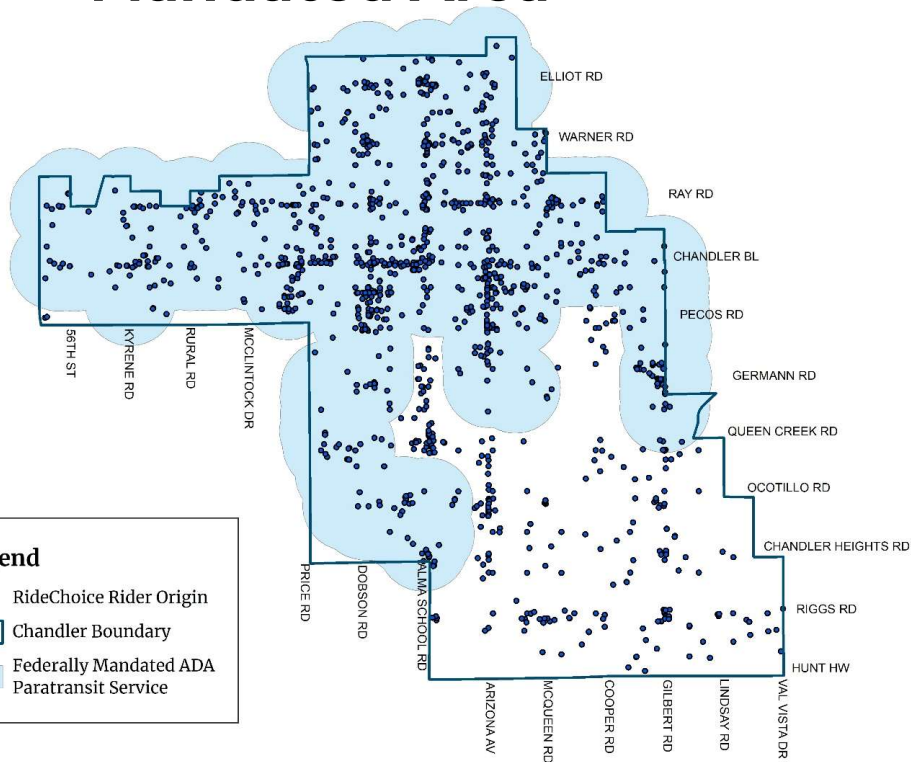
Anticipated Federally-Mandated Area



**4,200 Annual Trips (\$320,000 City Cost)
Outside Federally-Mandated Area**

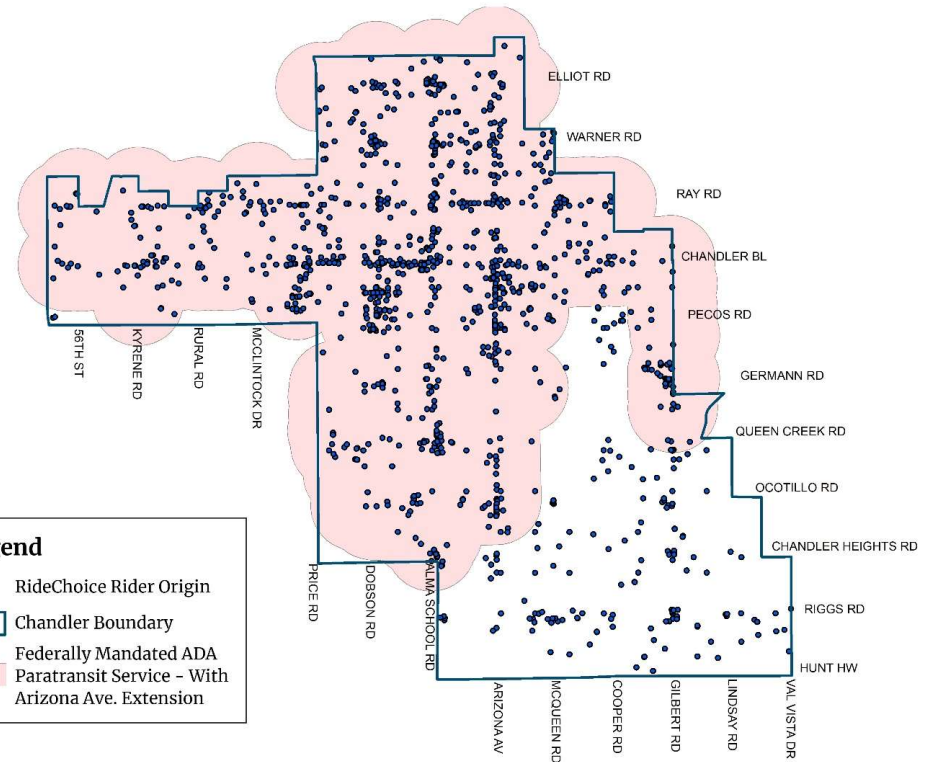
RideChoice

Current Federally-Mandated Area



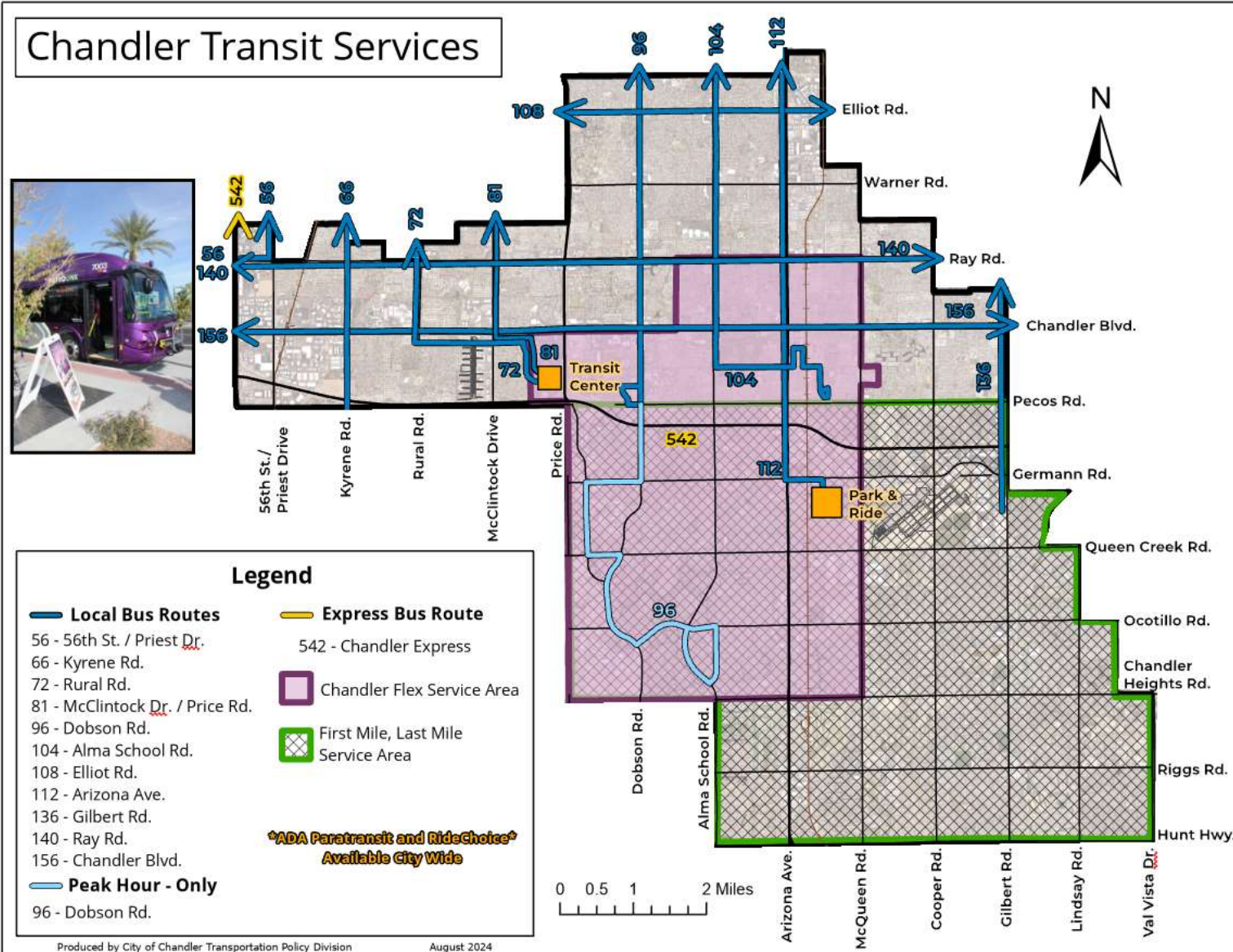
**8,200 Annual Trips (\$300,000 City Cost)
Outside Federally-Mandated Area**

Anticipated Federally-Mandated Area



**5,000 Annual Trips (\$180,000 City Cost)
Outside Federally-Mandated Area**

Questions?





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

Date: 09/18/2024
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: September 2024 Project Status Update

Background/Discussion

Information only.

Attachments

Transportation Project Status Update - Sept. 2024

Transportation Project Status -September 2024

ROADWAY AND TRAFFIC PROJECTS	Designer	Contractor	Status	Comments	PROJECT COST ESTIMATE (\$MILLIONS)
ST1614 Chandler Heights Road Improv. [McQueen Road to Gilbert Road for two through lanes each direction]	Kimley-Horn	Granite Construction Co	Construction underway. Completion scheduled for Fall 2024.	Federal funds	\$20.90
ST1804 Chandler Heights Road Improv. [Gilbert Road to Val Vista Drive for two through lanes each direction]	Kimley-Horn	tbd	Project is moving forward to construction	Federal funds	\$12.50
ST2001 Lindsay Road Improv. [Ocotillo Road to Hunt Highway for two through lanes in each direction]	Kimley-Horn	tbd	Design in progress. Bid scheduled for Spring 2025.	Federal funds	\$27.20
ST2007 Hamilton Street Improv. [Appleby Road to Carob Drive]	Nfra Consultants	Redpoint	Construction underway.		\$5.20
ST2009 Dobson Road Improv. at Intel Driveways #1 and #4 [Price Rd / Market Pl to Chaparral Way]	Premier	DCS Contracting	Construction complete. Close out in process.	Funded by 20% from Intel and 80% from State TPT per ARS 42-5032.02	\$0 City Cost (Intel Funded)
ST2012 Arterial Congestion Monitoring [Install data collection devices at major intersections, and use data to map traffic congestion and mobility.]	Y.S. Mantri & Assoc.	CS Construction	Project to be complete end of July 2024.	Grant funds	\$1.30
ST2103 Intersection Improv. at Ray Road and Dobson Road	Kimley Horn	tbd	Design underway. Construction anticipated Fall 2026.	Grant funds & local funds	\$11.85
ST2112 Alley Rehab PM10 Dust Emissions Reduction 2 (FMA Areas 16, 25,39, and 40)	Premier / Olsson	Cactus Asphalt	Construction underway.	Federal funds	\$2.4 (tbc)
ST2110 Chandler Video Detection Cameras	Y.S. Mantri & Assoc	TCI	Construction complete. Close out in process.	Federally Funded	\$1.7(tbc)
ST2209 Chandler Local Detection and Communication Systems (Replaces existing video detecting cameras with new video cameras)	Kimley-Horn and Associates	CS Construction	Construction complete. Close out in process.	Federally Funded	\$0.50
ST2210 Chandler ICM Detection and Communication Systems (Replaces existing video detecting cameras near freeways with new video cameras)	Kimley-Horn and Associates	CS Construction	Construction complete. Close out in process.	Federally Funded	\$0.60
ST2301 Armstrong Way and Hamilton Street Improvement (Improves the south half of Armstrong Way and the west half of Hamilton Street)	EPS Group, Inc.	tbd	Design underway. Construction tentatively scheduled Summer/Fall 2024.		\$2.00
ST2303 Cooper Road - Insight Loop Extension (Connects Cooper Road to Insight Way & Emmett Dr intersection)	Aztec	tbd	Design underway.		\$9.30
ST2309 Alma School Road Germann Rd to Queen Creek Rd (widening Alma School Road from Germann Road to Queen Creek Road)	Olsson Associates	tbd	Design is currently at 60%		\$11.30
ST2310 Alley Rehab PM10 Dust Emissions Reduction Phase 3 (FMA Areas 6, 24, 26, 27)	Premier / Olsson	tbd	Design underway.	Federally Funded	\$3.50
ST2403 McQueen Road Improvements - Warner Road to Pecos Road Study (Study to widen McQueen Road in three phases from Warner Road to Pecos Road)	Kimley-Horn and Associates	tbd	Design Study only	Study is Locally Funded, Project will be Federally Funded and Design starts in FY 27-28	\$84.00
PEDESTRIAN, BICYCLE, AND TRANSIT PROJECTS	Designer	Contractor	Status	Comments	PROJECT COST ESTIMATE
ST2106 Frye Road Protected Bike Lanes [Paseo Trail to San Marcos Elementary School]	TY Lin	tbd	Study completed by Y2K. Redesign underway. Construction in early 2025.	\$13.5 Million grant awarded for construction and \$650,000 for design.	\$14.00
TP2202 Kyrene Branch and Highline Canal Shared Use Paths	Kimley-Horn	tbd	Study completed by Kimley-Horn. Design underway. Construction in mid-late 2025.	Federal grants have been awarded to fund study, design and construction.	\$4.50
Ashley and Paseo Trails Connection	Y2K Engineering	tbd	Study completed by Y2K. Design underway. Construction in 2025.	Study was federally funded. Construction and design are locally funded.	\$1.00
Hunt Highway Bicycle Improvements and Traffic Calming Study	Rick Engineering	tbd	Study complete.	Federally funded study, looking at a potential shared use path or separated bike lanes along with recommendations for traffic calming between Cooper Rd. and Val Vista Dr.	\$0.10
Arizona Avenue Shared Use Path Study	Y2K Engineering	tbd	Study analyzing feasibility of expanding 4'-6' sidewalks to a 10'-12' shared use path on Arizona Avenue between Ray Road and the Western Canal.	Federally funded study.	\$0.10
Pedestrian Connectivity Study	Y2K Engineering	tbd	Study to create a sidewalk inventory and develop a plan to address gaps in sidewalks.	Locally funded study.	\$0.10
Chandler Flex	NA	Via	Initial study completed in collaboration with Valley Metro - operations began July 11, 2022. Completed Airpark Area Flexible Transit Study. Began minor implementation of study recommendations through a two square-mile expansion between Arizona Ave. and McQueen Rd. and Queen Creek Rd. and Chandler Height Rd. and opened the school-only zone (north of Chandler Blvd.) to all trip types.	Awarded \$2 Million grant for project startup and two years of operations. Awarded \$1 Million congressionally-directed spending grant to continue operations	\$2.10

