

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

Wednesday, April 2, 2025, 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 John Repar
Commissioner Dan Henderson
Commissioner Dean Brennan

Members Absent:

Commissioner Molly Olsen

Staff Members Present:

Jason Crampton, Transportation Planning Manager
Nancy Jackson, Transportation Planning Program Coordinator
Sheri Passey, Recording Secretary, Management Assistant
John McFarland, Transportation Manager
Daniel Haskins, Capital Projects Manager
Alyssa Siqueiros, Construction/Design Project Manager

Webex Attendee's:

Commissioner Luis Heredia

Public Attendee's:

Anne DeBoard, Kimley-Horn Engineering Consultant
Paul Vidmar, Consultant Engineering, Inc.
Will Strauss

Chair Heineking: Asked – Do we have anyone from the public? (No one at that time.)

SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES

None.

CONSENT AGENDA

None.

Chair Heineking: Commissioners, when speaking please state your name for the recording secretary. The first order is to approve the meeting minutes from January.

ACTION AGENDA

1. Approval of the Minutes of the Transportation Commission Regular Meeting of January 15, 2025.

Chair Heineking: Has everyone had an opportunity to review the minutes from the January 15, 2025, meeting?

Commissioner Brennan: Complimented and thanked Sheri for the minutes, they were very good. I move to approve the minutes.

Vice Chair Lucas: Seconded.

Chair Heineking: Asked if there was any discussion. None. I have a motion to approve. All in favor say aye. Any opposed? None. Minutes approved.

Motion passed 5-0 by **all Commissioner** members present at the time of the vote.

BRIEFINGS

Chair Heineking: Next up are the briefings. I will turn the time over to Mr. Jason Crampton.

2. Kyrene Branch/Highline Canal Briefing

Mr. Jason Crampton, Transportation Planning Manager - Presented. Mr. Chairman members of the commission. We have a guest presenter Anne DeBoard from Kimley-Horn. She's our project manager design consultant on this project. I want to provide an update on the project and then turn the time over to Anne.

It's been some time since we have discussed this project with the commission. We have received a lot of public feedback on this project both positive enthusiasms, as well as a lot of concern. The project is currently on a pause waiting for the right-a-way process to be complete.

We sent notices out to stakeholders that have been involved with the public process and invited them to attend this meeting to provide another opportunity to hear about the project and make comments.

The path is currently open to the public. The project's purpose and objectives include improving the aesthetic, accessibility and safety, connecting to the Regional Trail System, enhancing crossing safety and connectivity and increase active transportation opportunities in Chandler.

The Project Schedule: The preliminary planning study is complete. Final design is underway, and we are hoping for construction in the spring/summer of 2026.

The improvements will add a connection to the regional system. Trail users can map out a bike ride to Tempe, change to the Western Canal or go to Mesa.

The Highline Canal on the western side is surrounded by mostly commercial land use (car dealerships). The eastern side of the canal is predominately residential with a number of different subdivisions adjacent to this path. These two projects are included in the Transportation Master Plan approved by city council back in 2020. Mr. Crampton then turned the time over to Anne.

Ms. Anne DeBoard, Kimley-Horn: Presented project specifics, starting with the Kyrene Branch Canal Shared Use Path. The northern terminus is a connection to an existing shared use path improved within the City of Tempe.

Improvements include the crossing at Kyrene Road and along the west side of the Kyrene Branch Canal. Trail user crossing at Ray Road will be directed to an existing signal at McKemy Ave. Continuing in a southwest direction, just south of Linda Lane we have a terminist there because slightly south we hit a UPR right-a-way, so this was a good point to end the path.

The condition of the path north of Ray Road is an open canal. The path will be on the west side with a ten (10') foot wide concrete shared use path. South of Ray Road the canal goes underground but will maintain the ten (10') foot wide

concrete path, with lighting on both north and south sides. Specific project improvements, based on the plans to date. There is a rest node at the south end with a custom concrete bench, trash receptacle, a bike rack, and a multi-use path rules and regulations sign. Continuing north, it crosses Linda Lane, McKemy Ave. and Ray Road. This section of the path is located adjacent to Warner Ranch Estates. We have worked with the HOA and were informed the HOA has an existing agreement with SRP and previously made some improvements (gate and irrigation). We are taking advantage of and protecting the existing mature trees along this segment as well as the existing landscaping.

Traveling north towards Ray Road, still on the south side, there is another small rest node, which is adjacent to an existing drainage basin. It has a bench, trash receptacle, bike rack and a bike repair station. Approaching Ray Road is a median break. Initially we proposed a signalized crossing here but after further discussion and public feedback it was eliminated. Directionally we are taking people over to McKemy Ave as the official route. On the north side, traveling east we decided not to widen the existing sidewalk for a certain length here. There are mature trees providing shade to that sidewalk and after an analysis we decided we wouldn't begin the widening until a little further south of the Tuscany neighborhood. This is where we re-enter the canal property, adjacent to the Tuscany subdivision. Tuscany has some existing pedestrian bridges which will be protected and retained. We have an existing sidewalk that goes around their open space.

Heading north across Roosevelt Ave. in the preliminary design process Tuscany residents raised concerns about unauthorized vehicle access to the canal. SRP installed temporary gates, one north of Ray and one just north of Roosevelt Ave. In the final design we are installing permanent decorative gates.

Along the path adjacent to the Ray Ranch Estates there is proposed path lighting along this entire segment. There are a few existing path lights near the Tuscany neighborhood so we will match those fixtures for a consistent lighting theme until we connect to Kyrene Road where the path crosses into the City of Tempe. Based on public comments a small gap of missing sidewalk just south of that crossing will be replaced. The path alignment continues north on the west side of Kyrene Road with a new pedestrian signal being proposed. Before I go on to the other segment are there any questions?

Commissioner Brennan: Asked. You mentioned the existing sidewalk is not going to be widened because of the mature trees. How wide is the existing sidewalk?

Ms. DeBoard: Responded. Six (6) feet.

Commissioner Henderson: Asked. Is this a component of the regional connective trail?

Ms. DeBoard: Responded. Yes.

Mr. Crampton: Added. Commissioner Brennan, the original plan was to widen that segment of sidewalk to ten (10) feet, but when we walked the site, we realized there was no way to widen the sidewalk and keep the mature trees. Our options were to widen the sidewalk and have no shade or keep the existing sidewalk and maintain the tree canopy. We thought that would be more desirable than a wider trail/sidewalk.

Commissioner Brennan: Commented. I appreciate the retention of the trees. I think they are far more valuable.

Ms. DeBoard: Continued her presentation. The proposed signalized crosswalk at Kyrene Road was coordinated with the City of Tempe because that crossing is located in Tempe. Initially, the City of Tempe preferred a full signal at Knox Road, which is offset to the north and south segments. But through the public outreach process some of the adjacent residents were concerned about that full signal. The city met with those residents and decided to move forward with this mid-block signal.

The Highline Canal is our next segment. The project limits begin at the north end of Chandler city limits and connects to the City of Tempe. It's about a quarter mile section down to Orchid Lane. Along Orchid Lane bicycle improvements are being provided over to Priest Drive and down 54th Street. There are existing bike lanes on Ray Road but no bike lanes on Priest Drive. The City of Tempe is considering that as a future project. An impact design assistant study has been completed.

Our path is on the east side of the canal with a ten (10') foot concrete path and path lighting matching most of the aesthetic already established in the Tempe. We customized some things to make it reflective of Chandler.

Mr. Will Strauss, Resident: Asked. How does the Town of Guadalupe fit into the left side of that canal? I ride this all the time.

Chair Heineking: Addressed. Sir, are you a member of the public and would like to comment on this project? We will continue with the presentation followed by discussions/comments by the commission. Once the commissioners complete their discussion, I will ask you to comment.

Ms. DeBoard: Continued her presentation. Our northern terminus connects with the Tempe path. We have a small rest node at the south end where it connects to Orchid Lane with a small bench and trash receptacle, wayfinding signs and some decorative pavement markings. Both projects will incorporate identification and branding pavement markings/patterns. Other improvements include ramps and driveways to safely funnel bicyclists onto Orchid Lane. Again, both projects will incorporate custom wayfinding signs.

Along Orchid Lane from Highline connects to 54th Street while providing buffered bike lanes. The adjacent land use for that segment is mostly auto dealerships. From 54th Street to Priest Drive parallel parking will be provided on the north side. So, there is parking protection on the north side and a standard bike lane on the south side with additional green paint and periodic ramps and curbs improvements. Down 54th the buffered bike lane tapers out and at the south end we have some right-a-way constraints the property owners on either corner were not willing to do any kind of Temporary Construction Easement or right-a-way. Bikers will share the road closer to the intersection and then transition onto the existing bike lanes.

On the connection between Orchid Lane to 54th Street there is a two (2') foot buffer and two 12-foot wide through travel lanes. From 54th Street to Priest there is the parallel parking on the north side with two 11-foot wide through travel lanes. There is a standard bike lane on the south side of Orchid Lane with two-foot buffered bike lanes and two lanes of travel.

Project elements include wayfinding signage, path branding, standard rules and regulation signs in periodic locations. Also included will be site furnishing (trash

receptable, custom bench seating, light fixtures, bike repair station and decorative access gate along Kyrene Canal).

Concerns and feedback received from the public meetings related to the path lighting. They wanted the path to be well lit for safety, but they did not want the path lighting to spill into their backyards. (A slide showing the lighting on the path, where the property line and the actual illumination cutoff is was presented.) All fixtures will be shielded eliminating any spillage or adverse light on private property.

Summarizing the public meetings. The first public meeting was held in August 2022 with 30 attendees. Public meeting number two was held in December 2023 on final design with 24 attendees. A stakeholders meeting was conducted with Tuscany HOA and a separate meeting with the Warner Ranch HOA, between March and August of 2024. And then today's Transportation Commission Meeting. A couple of other HOA's were contacted but declined to meet because they were happy with the improvements being recommended. In addition, a number of comments or questions came in through the project website and hotline. All those comments/questions were responded to and addressed. She reviewed the most common public concerns, and the responses provided to those concerns. Any questions?

Commissioner Brennan: Asked. The amenities being provided along the canal are there design standards that identify where you will have rest areas, scenic areas, percentage of shade that might be provided along the canal?

Ms. DeBoard: Responded. We looked for major entry points, turns in the path alignment, and areas of substantial amount of vegetation.

Commissioner Brennan: Asked. But is there no specific standard?

Ms. DeBoard: Responded. Generally, we like to design them every quarter of a mile.

Commissioner Brennan: Asked. What about hydration stations and bike fixing stations? Are there any provided along these paths?

Ms. DeBoard: Responded. No, we do not have any drinking fountains, but we do have one bike repair station along Kyrene Branch.

Mr. Strauss: Commented. I have a couple of observations.

Chair Heineking: Responded. Can you state your name sir?

Mr. Strauss: Responded. My name is Will Strauss. I live within a quarter of a mile of this point right here. I regularly ride this path. The description online said the surface was gravel. It is not – it is dirt all the way. That's gravel on either side but is not on the roadway. Secondly, that goes through private property. I presume there is some way to take care of that.

Mr. Crampton: Responded. The canal is public property owned by the Federal Bureau of Reclamation. SRP manages and maintains it. It does go in between private property. The HOA's have landscaping on either side of the canal that does need to be maintained. I think that is what you are referring to. That has been a concern we have heard from some HOA's about their inability to access that landscaping with their landscaping vehicles. Unfortunately, federal regulations prohibit unauthorized vehicles, including landscaping maintenance vehicles. SRP after hearing the public feedback from some of the homes along that canal about unauthorized vehicles using the canal decided to install gates now rather than waiting for this project to be designed and constructed. It is gated and there are pro's and con's to those gates.

Mr. Strauss: Asked. As you cross Ray Road you travel about a block and then there is a steep drop off to a road and it keeps going to another road. Can something be done about that too?

Ms. Deboard: Responded. Yes, we are completing ramp improvements at each of those locations which will create a gentler slope.

Mr. Strauss: Asked. Down to Orchid Lane as well?

Ms. DeBoard: Responded. Yes, we are doing the replacement there along highline.

Mr. Strauss: Commented. My observations on the other canal. I mentioned Guadalupe earlier because at the northern end after you get into Tempe territory on the left is all Guadalupe. It's still Tempe property, I guess, but all the overhead lights have been completely trashed. They go down to the ground and all the

wiring has been ripped out all the way along Guadalupe Road and holes in the gates and fence along the Guadalupe property. You mentioned the City of Tempe is considering improvements?

Mr. Crampton: Responded. Tempe does have more projects coming out although I don't think it's on Highline but other projects in this area are being worked on. I am not sure if it's the Town of Guadalupe or the City of Tempe that is responsible for that, but I do have a counterpart at the City of Tempe that I can reach out to and let them know of your comments and see if they can do anything. The Town of Guadalupe has limited resources, but I can reach out to them as well.

Mr. Strauss: Commented. I take the path further north as far as it will go. If you go south there are signs, but we can only go about halfway then the path goes underground briefly and then emerges at Elliot Road. Your diagram shows it going further south. How will you do that?

Mr. Crampton: Responded. That diagram is a map of the canal network and not everywhere along the canal network is a rideable trail. Yes, there are gaps.

Chair Heineking: Commented. Thank you, sir.

Commissioner Brennan: Commented. I attended meetings number one and number two. They were very well attended as you can see by the number of attendees on the list. They were really informative, and I thought there were a lot of good discussions, a lot of input from the neighbors and adjacent property owners. Thanks to staff and Kimley-Horn for conducting those meetings. Just an observation, which relates more to the next project than this project, but this area, to my understanding (familiar with) is fairly affluent neighborhoods and newer houses in regard to some other areas in Chandler. I wanted to make the point and will follow up after the next presentation.

Chair Heineking: Item number three is next up.

3. Frye Road Protected Bike Lanes Project

Mr. Crampton: Presented Frye Protected Bike Lanes. The project has transitioned from design into construction. We have a couple of members of the project team here today. The project manager is Alyssa Siqueiros who has been instrumental in getting this project designed for the construction phase. Paul Vidmar is our

construction manager who oversees the construction process and makes sure everything goes smoothly there.

A quick background review and the project objectives. The project will separate bike lanes from vehicular lanes adding vertical elements to create a safer, more comfortable environment for bicycling along the corridor. Improving access to downtown, the Paseo Trail as well as our parks and schools. Lower vehicular speeds along the corridor after project is complete. The speed limit will be lowered from 35 mph to 30 mph and narrower lanes will reduce speeding throughout the corridor. Enhanced pedestrian crossing on Frye Road will incorporate landscaping, hardscaping and artwork along the corridor.

(Videos of the Project Elements were played as Mr. Crampton continued his presentation.) These videos are currently on the project website and will be sent out through social media. There are six different video segments collected by drone footage of the existing conditions and then transition to consultant developed graphics showing future conditions (what it will look like).

On the west end of project there are medians, a grand entrance into the corridor with a monument sign, middle center lanes and curbs consistently lining the separation of the bike lanes and vehicles (typical amenities for this segment). Approaching Arizona Ave there are a lot of driveways so there are many gaps with green paint. Closer to Arizona Ave there is a raised bike lane in both directions. The segment at Hamilton Road and Folley Park (south side) there is a three-way stop allowing crossing opportunities. A hydration station and bike repair station will be added near that crossing in the park (Commissioner Brennan was thanked for his feedback resulting in that addition). On the north side there will be artwork. Moving east past McQueen Road we have intermittent curbing with the dots which are raised pavement markers. Those were added to the project to give vehicles a chance to pull out of the way for emergency vehicles. Again, green paint in this segment identifies gaps.

The end of Frye Road will be cleaned up with a new connection to the Paseo Trail and artwork on the north and east side with landscaping. As a side project, green paint was added to the bike lanes along Lakeview Boulevard (just north of Frye Road) about a quarter of a mile to the Paseo Trail to make a good connection where the collector street connects to Frye Rd. We needed to evaluate the different paint materials, how they perform under wet conditions, how the different materials look and how the paint will hold up over time.

Professional artwork will be added throughout the corridor along with the student artwork. After the meeting you may view all the professional artwork on the posters in the back with about half the renderings of the student artwork. Staff worked with the schools to develop the artwork.

Two public meetings were held on March 25, 2025. Seven people attended. Mailers (over 1,000) were sent to residents within a half mile radius of the project. Good feedback was received. People who attended were supportive of the project and want more protected bike lanes in the city. One person who attended expressed concern over right turn conflicts. Drivers turning right whether on Arizona Ave or McQueen at the stoplight might be afraid that e-bikes or other fast bikes might try to zip past the cars and the driver wouldn't see the expected bikes so there is a conflict there. Signage is planned to make people more aware and look out for that situation. Another concern was expressed by a HOA board member about access into one of the HOA's in the neighborhood. There is no access from any other street other than Frye Road for this particular subdivision, so we need to maintain full access to that neighborhood during construction. There is a need to keep information up to date on the website so people can follow along.

The project has been in the works for a while. Back in 2020 we kicked off scoping for the project and moved into design. We are in the construction phase. Contractor, Granite Construction is on board and planning to start construction on April 21, 2025. Phasing will be used for the construction schedule. Phase 1 - Construction will start on the eastern segment with concrete work and move east from Hamilton Street. After the concrete work they will move onto repaving. Hoping to complete repaving on that segment while school is out for summer break. There are two schools along that segment of work (Hamilton St to the canal). Phase 2 - is west of Hamilton St to Arizona Ave. Challenges on this segment include traffic control because of the narrowing of roadway. Phases 3 and 4 will move west of Arizona Ave. These two phases will also include traffic control challenges during construction and constructability with all the different medians. Project completion - worst case is spring of 2027, but hoping to have project wrapped up in fall of 2026.

Paul or Alyssa do you have anything to add, or did I miss anything?

Ms. Alyssa Siqueiros, Project Manager: Added. The Pacific Railroad on Frye Road will be done separately outside the phasing because it's a little bit more involved with the coordination with the railroad. We will work with them to find the right time to do that work.

Mr. Paul Vidmar, Construction Manager: Added. It's going to be a good project with Granite Construction. They are trying to do the phasing well to keep the public safe and make sure the work is done properly.

Mr. Crampton: Added. That concludes the presentation. Are there any questions?

Commissioner Brennan: Commented. I think it's a very exciting project and bicyclists were challenged by getting involved and providing options. I'm sorry the project hasn't gone further. I've heard some council members refer to this as a marquee project because it is a protected bike lane and over the long term will set the idea of what we want to see. I believe it is a wonderful project, but I have some concerns. One has to do with the lack of shade. As I understand it, there will be no new shade trees installed along the corridor. It doesn't sound like a good example of what Chandler should be doing as far as providing shade. We all know it's getting hotter. Last summer NASA did some temperature reading on the streets in Phoenix and the temperatures were like 160 degrees. This impacts vehicles, people walking and people riding bikes. We are missing an opportunity to set an example. This is particularly a concern in the area and the neighborhood directly west of Arizona Ave. These are older neighborhoods, less affluent. There are absolutely no trees along Frye Road until you get to the area that's adjacent to the golf course on the north side of the road. There is a real contrast between the older, less affluent neighborhoods and the newer neighborhoods with more affluent neighborhoods.

I think there should be more hydration stations. Jason mentioned a new one that will be installed in Folley Park. Once you get west of Arizona Ave, there is a water fountain in San Marcos Park, which is on the south side of Frye Road. The drinking fountain is probably 300 or 400 ft. south so if you are riding on Frye Road, you probably wouldn't even see it. If you are on the north side of Frye Road and you want to go to the drinking fountain you have to cross Frye Road to the south side. There is an opportunity to have a hydration station at Arizona Ave and Frye Road. That's the entry into downtown for people coming off the Frye Road bike lane and would be a good opportunity for people to stop, to drink and maybe even a rest

area or seating area there. Do a pleasant entry into downtown. Encourage people to move downtown, we should provide these kind of amenities.

Another concern is the public meetings held last week. The project's been designed and ready to be built. To me that seems a little late in the process as far as getting public input. Providing people the opportunity to make comments about this particular project is even more important because it is considered a marquee project and there should have been an opportunity for the meetings not only for residents in the general area, but actually for people throughout Chandler to come in and take a look at what the plans are and make some comments about what should be provided. On the one hand we are moving forward with the protected bike lanes but on the other hand we are missing a great opportunity to really set an example for what would be a marquee project. One that would be an example for other cities and towns in the valley.

Mr. Crampton: Mr. Chairman. Thank you, appreciate the comments. I want to clarify a couple of things with the public outreach. A public meeting was held during the design phase and there was public outreach during the scoping phase as well during the COVID pandemic. That was online and a lot of surveys. We received a lot of feedback through that effort and in the public meeting during the design phase. It was not as much feedback as received with the online feedback. There were some people who attended so we were able to utilize that in developing the project. These most recent public meetings were for construction to inform the public what is going to be happening and what to expect during construction and allow them to see the final project. You commented about crossing over by San Marcos Park, this project will add a crosswalk at that location.

Commissioner Brennan: Commented. I did attend the public meeting in the design phase, which was in November 2023. That was the original design. It is not the design that is going to be built. I think eight or nine people attended so it wasn't a big crowd. In my opinion that was a much better design than what we ended up with due to a lot of cost issues.

Mr. Crampton: Responded. Yes, there were a number of issues that had to be addressed. I agree it was a good design, but it just was not feasible for a number of reasons.

Commissioner Brennan: Commented. I do appreciate the clean-up at the end of Frye Road. I cannot believe that it has been like that for so long.

Chair Heineking: Asked. How is the artwork going to be displayed? I missed it on the video. It is along the path, is it on the schools, or billboards?

Mr. Crampton: Responded. The artwork will be on rail screens. These rail screens will also be used as vertical elements separating the bike lanes and vehicle lanes. For example, on the north side these stands are four panels that fit together to create one. These examples are behind the sidewalk. We have several other locations where they will be the median between the bike lane and the vehicle lanes, especially at the schools.

Commissioner Henderson: Commented. I have some of the same comments that Commissioner Brennan had made, but as a marquee project and as a project that leads into downtown, I think this is a really exciting project. There have been some other things discussed about previous design. I think, the community should be commended for continuing to move forward with this. The design concepts have taken a minute, but we understand why. That said, it's a really exciting project and I appreciate the briefing today. Thank you

Information Items

4. January 2025 Project Status Update List

Chair Heineking: Thank you. Project Status Update. We are back to Jason.

Mr. Crampton: The Project Status Update is included in the commissioner packet. I don't have an update on any specific project, but if anybody has questions, I'm happy to answer them. We also have Dan Haskins, Capital Projects Manager, to answer any questions.

Mr. Strauss: Commented. On the Highline Canal lighting. The lighting in the illustrated photographs looks like there is nothing between the light and the ground because if anything is exposed it will be exposed (vandalized).

Mr. Crampton: Responded. Thank you for the comment. We tried to keep those out of reach. These won't be solar but part of the grid. Part of the reason is the animals and maintenance is an issue.

Chair Heineking: Asked. Any comments or questions?

Commissioner Brennan: Asked. Is the Pedestrian Connectivity Study available online?

Mr. Crampton: Responded. I believe it is. But I will double check and make sure it is.

Vice Chair Lucas: Asked. The Roadway Safety Action Plan. I believe the Safe Streets for All grant just opened again with a new opportunity. What is the status on the Roadway Safety Action Plan since that is a requirement to follow up with the implementation?

Mr. Crampton: Responded. We were awarded the grant. We have been working with FHWA for a long time. We started discussions with them last summer and we had a grant agreement that we worked through with them. They were making some final updates to it and were supposed to get it out to us. We last spoke with them in October. It's taking them some time to get through that and then the federal administration happened. I think it is on hold for a little bit. But what I have been hearing is we should still be ok to receive our grants. We are kind of waiting and hoping that is the case. Once we do get the grant agreement from the Federal Highway Administration we will move forward with the project.

Commissioner Brennan: Asked. Has a consultant been selected?

Mr. Crampton: Responded. No, a consultant has not been selected.

Commissioner Henderson: Commented. Paseo Trail/Riggs Road Crossing I'm excited to see this crossing. We have talked about that a number of times. That's an exciting one to see that being completed all the way down.

Mr. Crampton: Responded. Hopefully, we will be able to work through a lot of the different jurisdictions involved but at least this is a starting point.

Commissioner Repar: Commented: I am glad to see the Lindsay Road project. Finally looks like there's some activity at the bottleneck.

Commissioner Brennan: Commented. The Western Canal Jason mentioned earlier is also the Sun Circle Trail. That trail, particularly in Maricopa, goes all the way around the metro area and accesses all the county regional parks. It is a well-connected trail and provides a lot of access for individuals who may be more ambitious for a long ride. It's cool that we have that kind of system in place. I'm not sure everybody understands the extent.

Vice Chair Lucas: Commented. Following up on Commissioner Brennan's comments. My daughter and I are actually hiking that. We are about two thirds of the way. We are up by Lake Pleasant. And following up on the member of the public comments. It was disappointing going through the sections in Guadalupe and seeing the state of the lighting and the pathway through that section. When you have a conversation with your counterpart, perhaps you can reflect that because it is a great trail. I have walked all the way to Buckeye Park, all the way from San Tan. Now we are at Lake Pleasant and will be coming around the other side. It's a great amenity we have in the region. I think it's important for all the different constituent groups to maintain their sections of it and make sure it is available.

Commissioner Brennan: Commented. I agree with Dan that it's an exciting project. I feel it could be a little more exciting.

MEMBER COMMENTS/ANNOUNCEMENTS

Chair Heineking: Asked. Member comments/announcements?

Mr. Crampton: Announced. This is John Repar's last meeting. He completed his second term for a total of six years. He's been a valuable member of the commission and has provided a lot of good feedback over the years. We thank you for your time on the commission and we have a personalized gift for you.

Commissioner Repar: Spoke. It's been my pleasure to be here. Hopefully it's been constructive. I enjoy the progress I have seen over the years. I have been in Chandler for almost ten years and the amount of expansion that has been made to walkways, bikeways, and things added in the community has been really amazing. It's quite a network. I'm very, very happy and It's a very nice community. You and the entire staff are doing an excellent job. So, thank you very much.

CALENDAR

Chair Heineking: There is an upcoming event unless anybody else has anything else. There is the Boards and Commissions appreciation event. Please let Sheri or the City Clerk's office know. Do we know when the next meeting will be?

Ms. Sheri Passey, Recording Secretary: Responded. May 21.

Chair Heineking: Asked. Is there anything else? Okay. Thank you. Meeting adjourned.

Meeting was adjourned 5:05 p.m.



David Heineking, Chairman



Sheri Passey, City of Chandler