

Transportation Commission Regular Meeting

April 2, 2025 | 4 p.m.

Public Works and Development Services Building
Saguaro Conference Room
215 E. Buffalo St., Chandler, AZ
or via [Webex](#) access code 2662 527 1661



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, April 2, 2025, at 4:00 p.m., at the Public Works and Development Services Building, Saguaro Conference Room, 215 E. Buffalo St., Chandler, AZ. One or more Commission Members may be attending via [Webex](#) access code 2662 527 1661 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 - April 2, 2025

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.

Action Agenda

1. **January 15, 2025, Transportation Commission Meeting Minutes**

Move Transportation Commission approve the Transportation Commission meeting minutes of the regular meeting of January 15, 2025.

Briefing

2. **Kyrene Branch/Highline Canal - Jason Crampton, Transportation Planning Manager and Anne DeBoard, Kimley-Horn.**
3. **Frye Road Protected Bike Lanes Project - Jason Crampton, Transportation Planning Manager**

Information Items

4. **April 2025 Project Status Update List**

Member Comments/Announcements

Calendar

- Boards and Commissions Appreciation Event - April 16 at 7:30 a.m.

Adjourn



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

Date: 04/02/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: January 15, 2025, Transportation Commission Meeting Minutes

Proposed Motion:

Move Transportation Commission approve the Transportation Commission meeting minutes of the regular meeting of January 15, 2025.

Attachments

January 15, 2025 Meeting Minutes

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

Wednesday, January 15, 2025, at 4:00 p.m.

CALL TO ORDER / ROLL CALL

Chair Heineking called the meeting to order at 4:01 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
Commissioner Dan Henderson
Commissioner Dean Brennan

Members Absent:

None

Staff Members Present:

Jason Crampton, Transportation Planning Manager
Nancy Jackson, Transportation Planning Program Coordinator
Hezequias Rocha, Transportation Planning Program Coordinator
Sheri Passey, Recording Secretary, Management Assistant
John Knudson, Public Works & Utilities Director
John McFarland, Transportation Manager
Raymond Huang, Traffic Studies Engineer

Webex Attendee's:

Ryan Peter, Strategic Initiatives Director
Eric Watkins
Danielle Larson, AZTEC
Grant Thompson, Chandler Chamber of Commerce
Sean Nugent

Public Attendee's:

None

SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES

None.

CONSENT AGENDA

None.

Chair Heineking: Reminded the commissioners that when to please state their name for the recording secretary. The first order is to approve the meeting minutes from July.

ACTION AGENDA

1. Approval of the Minutes of the Transportation Commission Regular Meeting of July 17, 2024.

Chair Heineking: Has everyone had an opportunity to review the minutes from the July 17, 2024, meeting?

Commissioner Repar: Moved to approve the minutes from July 17.

Vice Chair Lucas: Seconded.

Chair Heineking: 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.

2. 2025 Transportation Commission Meeting Schedule

Mr. Jason Crampton, Transportation Planning Manager: Mr. Chairman, we have a draft schedule in your packets, including today's meeting. It follows the same format used over the past several years - meeting every other month on the third Wednesday of the month at 4:00 p.m. The Commission has the opportunity to make any adjustments to the proposed schedule at this time. The 4:00 p.m. meeting time was started about six years ago and the commission has continued to give consent for that meeting time.

Vice Chair Lucas: Mr. Chair, the April meeting is out of order in terms of the cadences. Is there a reason for that?

Mr. Crampton: Mr. Chairman. Yes, the third Wednesday in March is over spring break so we pushed the meeting to April.

Sheri Passey, Management Assistant/Recording Secretary: Provided more history. In 2024 the commission made a motion to move the March meeting to a different date because of spring break. Therefore, we continued that same recommendation. It can be moved back to March if that is the commission's desire. The meeting in April is also on the first Wednesday of the month instead of the third.

Vice Chair Lucas: Mr. Chair, do the other commissioners have conflicts with the other dates?

Mr. Crampton: Mr. Chairman, I have not heard of any conflicts, but if you want to wait and get their input as they are running late, you have that discretion to act on this later in the meeting.

Vice Chair Lucas: I will move to accept the 2025 meeting schedule.

Commissioner Olsen: I second.

Chair Heineking: Any discussion? None. All in favor say aye. Any opposed? None.

The proposed 2025 Transportation Commission Meeting Schedule was passed 5-0 by **all Commissioner** members present.

3. Title VI Implementation Plan for Transit Services – 2024 Update

Chair Heineking: Next item is the Title Vi Implementation Plan Update, and I understand this is necessary for a council meeting.

Mr. Crampton: Introduced Hezequias Rocha to make the presentation on the Title VI Implementation Plan.

Mr. Hezequias Rocha, Transportation Planning Program Coordinator: Thank you Jason, and Mr. Chair. This topic has been presented in a previous meeting which discussed the different types of Title VI plans we have in the city. This is a presentation for the required update and needs city council approval.

Title VI is a Federal law from the Civil Rights Act of 1964. The law prevents discrimination based on the grounds of race, skin color or national origin, or being excluded from participation in or denied benefits of any program or activity receiving federal financial assistance.

All Federal Transit Administration (FTA) grantees must comply with Title VI. The City of Chandler is a subrecipient and must submit our Title VI Plan to our recipient, which is the City of Phoenix, every three years. Our last update was in 2021 which the City of Phoenix approved and became part of Chandler's Title VI Plan.

The first part of the Title VI Complaints and Investigation Procedures which includes the Notice to the Public, and complaint forms and logs. Any complaint received in our transit services, based on the law; we are required to report in our plan.

The plan includes efforts during the past three years of our Public Participation Plan and includes programs, activities and outreach of our transit services. Our plan also includes Limited English Proficiency Plan which is an assessment of other languages that should be included. Our plan identifies Spanish as a secondary language requirement and other language may also be supported.

The 2024 Plan Updates (changes) include updates to the Public Notice to follow the City of Phoenix, the Title VI complaint forms, which come from Valley Metro who made updates, the Public Participant plan to reflect 2022-2024 activities, Limited English Proficient Plan, new census data, and the Transportation Commission membership. Additional updates include the Service and Fare Change section with updated route changes and the new Valley Metro fare system. Our plan now requires the inclusion of Chandler Flex services due to the Federal funding in July of 2025. A separate Complaints and Investigation Procedure is required for Chandler Flex. The plan you received in your packet does not include the Chandler Flex procedures yet that was a recent change required therefore our deadline was extended by the City of Phoenix to April

and going before City Council in March. He concluded his presentation and asked if there were any questions.

Commissioner Brennan Asked: The number of complaints that have been filed in Chandler, if any? Overall, how many in the past twelve months - 2024?

Mr. Rocha Responded: I don't remember the exact number (he displayed the page in the Plan on the computer screen that reflected the complaints). There were two.

Mr. Crampton Responded: Usually there are any where from zero to two every time we update the plan, and we look back every three years.

Commissioner Brennan Asked: What type of complaint was it? Are those example (referring to what was being shown on the screen)?

Mr. Rocha Responded: Those are the actual complaints.

Commissioner Brennan Commented: I believe there was a federal law update in 1987 that expanded the types of groups that could not be discriminated against which included all the protected classes (elderly and disabled, not just race, color and national origin) do you know if that's the case?

Mr. Rocha Responded: I am not familiar with that law but the Title VI rules that we follow are from the City of Phoenix and are based only on those groups mentioned.

Commissioner Brennan Stated: That's based on the original?

Mr. Crampton Responded. Our 2021 Title VI update plan included those additional groups, and the City of Phoenix requested those groups be excluded because it is not a covered class under Title VI. It may be a protected class under a different law but not for the Title VI population which only includes race, color and national origin.

Commissioner Brennan Asked: When discussing notifications, you mentioned signs at the Park and Ride. Are there signs anywhere else?

Mr. Rocha Responded: These are the signs (displayed on the screen) posted in English and in Spanish and they are posted in the Park and Ride and the Transit Center facilities.

Chair Heineking Asked: On the buses?

Mr. Rocha Responded: There are signs posted on the buses but those are supplied and managed by Valley Metro.

Commissioner Brennan Asked: But they are not in the shelters (bus stops)?

Mr. Rocha Responded: No, they are not in the shelters.

Mr. Crampton Added. We also have posting at City Hall and signs will also be posted in Chandler Flex.

Commissioner Brennan Commented: It seems like it is difficult for people to learn what Title VI is. I know Valley Metro conducts surveys on the buses once a year but I'm wondering if it might be helpful to do a survey or include information about Title VI to help people understand it and what they need to do to educate the public.

Mr. Rocha Responded. We will take note of it and make sure that whenever we are doing survey outreach or working with Valley Metro, we keep that in mind.

Commissioner Brennan Commented: There is a minor typo on page seven (7) of the Title VI Plan, investigating your Title VI Complaint...at the end of the seven steps. Then he asked - If the complaint is denied by the City of Phoenix, who can it be referred to?

Mr. Rocha Responded. A person has 180 days from the date of the event to file a complaint. A complaint can be filed with the City of Phoenix, Valley Metro or City of Chandler. If they filed the complaint with the City of Phoenix and don't like the outcome, if they are still within the timeframe may file that same complaint with another agency. However, not sure there will be a different outcome because at that point the FTA most likely will reach out to the City of Phoenix to see what the procedure was and what was the outcome.

Chair Heineking Asked: Any other comments or questions? We are looking for a motion.

Commissioner Olsen Made a motion: I move to recommend approval of the Title VI Implementation Plan for the 2024 Update.

Commissioner Brennan: Seconded the motion.

Chair Heineking Asked: Any further discussion? All in favor say aye. Any opposed? None.

The commission recommended **approval 7-0** of Title VI Implementation Plan – 2024 Update.

BRIEFINGS

Chair Heineking: Next up on the agenda Traffic Studies Briefing.

4. Traffic Studies Briefing

Mr. Raymond Huang, Traffic Signals Engineer: I will be presenting on my teams' responsibilities. Please feel free to ask any questions during the presentation or ask at the conclusion of the presentation.

What do we do? We review all temporary traffic control, review and issue permits and inspections, conduct traffic studies, signal warrant studies and traffic calming studies. When the term warrant is used in traffic engineering it means a set of conditions need to be met.

We review all the traffic crashes for the City of Chandler and find out if there is any pattern or anything we can do to improve to reduce crashes. We are involved with development and CIP projects as part of the review team and we work with the three different school districts in Chandler (CUSD, Kyrene and Mesa), in addition to the many charter schools helping with school pick-up, drop-off and circulation. We handle special events like the Ostrich Festival and the Christmas parade, and review, process and issue block party permits.

Temporary Traffic Control is to protect construction workers by diverting traffic out of the way and protect divers alerting them they are in a construction zone.

Many questions are received regarding temporary traffic control, but one of the most frequently asked is “why is no one is working in the work zone?” There are several answers, but the top answer is it’s not a work zone. In order to move traffic away, it takes up to a half a mile. Other reasons include the work may be underground, waiting for the next phase of the project or miscommunication between the contractor and the traffic control company who sets up and removes the traffic control. Recently City Council approved a new policy, passed on January 9, implementing a Traffic Control Deposit (TCD). For any temporary traffic control permits a deposit is required when a permit is pulled. The deposit fee depends on the size of the project. If the project finishes within the timeframe stated on the application one hundred percent (100%) of the deposit is returned. However, every day after that deadline five percent (5%) of the deposit will be deducted up to twenty days. The goal is to encourage and give an incentive for the contractor to finish the job and get out of the right of way.

Traffic Studies: We conducted a lot of traffic studies. We collect data like volume and speed which is plugged into our model, and we complete warrant studies to justify any changes we might have. The most frequent study request is for a traffic signal control at an unsignalized intersection. The second most popular request is for traffic calming (mainly related to speed). Certain conditions must be met in order to implement speed humps. The most critical is the request must be for a local street. Speed humps cannot be installed on an arterial street. Our definition of a local street is it must have six driveways (connecting garage and roadway) within 500 feet and a speed of 25 miles per hour or slower. Other considerations are traffic volume and excessive speed. Definition of excessive speed is 32 miles per hour or faster. And finally, it requires the support of the speed humps by the community through a signature on a petition.

Traffic Crash Study: We get our data from ADOT and then put it in a format we can complete a systematic study for all the intersections. We do this type of study to see if there are any trends to go up and down with crashes and/or if there is a CIP project that we can make safety recommendations. For every private development or CIP project we have a process called pre-check. If a developer comes into the city before they do anything we will provide them a list of requirements they will need to complete to do their project.

School Traffic Safety: We work with a lot of schools especially at the beginning of the school year regarding traffic circulation. We have no jurisdiction over the schools, but we work with the district and/or headmaster to make

recommendations. Only the schools and PD can enforce any rules, and it is up to the school to develop a plan.

Special Events and Block Party: We issue the permits for special events to assist with circulation ensuring people have a safe path of ingress and egress. We also process block party permits. Residents can come in and apply for a block party permit to shut down a local street at no costs to them. We provide them barricades and yellow tape with the consensus from the neighbors.

That concludes my presentation. Does anyone have any questions?

Vice Chair Lucas Asked: On traffic calming - does the city not use speed cushions as opposed to speed humps? You mentioned one of the negatives of installing speed humps is they slow down emergency response, but speed cushions allow fire engines and other emergency vehicles to straddle the cushions,

Mr. Huang: Asked for clarification. When you say speed cushion, are you talking about those things that go up and then there is a flat area and then they go down?

Vice Chair Lucas Responded: No, that would be a speed table. Speed cushions are smaller segments rather than a continuous hump so the larger fire vehicles are able to straddle whereas a passenger vehicle cannot.

Mr. Huang: Responded: Those are designed for parking lots or parking structures to reduce traffic to 15 miles per hour and a lot more aggressive and does not slow down bigger vehicles. In the public right-of-way we do not use speed bumps instead we use speed humps as they are designed to be more gradual to slow traffic down to 20-25 miles per hour. We don't want to slow down to 15 miles per hour.

Commissioner Brennan: Asked. Is the annual traffic report available online?

Mr. Huang: Responded. It currently is not available online, but you may submit a public request for a copy of the report. We send a report to PD once a year. Generally, the report is available around August/September as ADOT releases the data to us during the summer. The report is always released a year behind. In May/June the 2024 report will be released.

Commissioner Brennan: Asked. Does the report include vehicle vs pedestrian crashes and vehicle vs bicycle crashes?

Mr. Huang: Responded. Any crashes within the City of Chandler and the report is comprehensive.

Commissioner Brennan: Asked. Where can I get a copy of the report?

Mr. Huang: Responded. You can make a public records request through the city clerk's portal.

Commissioner Olson: Asked. Quick question about the deposit program. Do a lot of other cities in the Valley have programs similar or we have one of the first?

Mr. Huang: Responded. We looked at other cities and most have a rental fee. Other cities don't require a deposit. They charge contractors per mile per day and those are non-refundable. The City did not want to put a burden on a contractor to do business in Chandler but to incentive them to get out of the right-a-way as soon as possible. If they do their work and are a good player, they will get their deposit back.

Mr. John Knudson, Public Works and Utilities Director: Added. This policy does not apply to our capital improvement program. We were concerned that if we did apply it to our capital improvement program, it would implement new language within our general conditions.

Chair Heineking Asked: Are there any questions or comments? Our previous meeting when we did not have a quorum, a few of us received a briefing on Prop 479 prior to it being passed.

5. Prop 479 Briefing

Mr. Crampton Presented. Thank you, Mr. Chairman. Proposition 479 passed with 59% of the vote. There was a legal challenge (lacking 60%) but was dismissed. This is a continuation of the half cent sale tax of Proposition 400 which was a continuation of Proposition 300 and has been in place for almost 40 years. Prop 479 extended it for another 20 years.

The region wide investment plan includes 330 miles of freeway, 134 lane miles of new HOV lanes, 1,000 new or improved arterial lane miles and transit operations. No sales tax will support light rail construction that will be provided by federal funding.

Prop 400 allocated approximately 33% share of the revenue collected for transit but that increased to approximately 40%. The freeways and arterial streets are still being heavily funding through this program.

Overview of the arterial and freeway program. New freeway construction is in blue and arterial streets in orange and are spread throughout the valley. A major project is SR-30 in the west valley and construction on Loop 101 and 202 including in Chandler.

The region will continue to fund bus service (current service level), but an additional formula funding is available for transit. This may be used to either expand their transit services or help cover the costs for cities paying with local funds. In Chandler we would like to use the formula funding to replace some of our local funding to free up funding and grow Chandler Flex.

Quick comparison between Prop 400 and Prop 479. Prop 400 had arterial, freeway and transit programs but also had smaller programs for bikes, competitive air quality and ITS. Prop 479 is more diverse. It has the three major programs plus more including emerging technology, safety, and arterial widening.

Reviewing the projects funded in the southeast valley by Prop 400: New Freeways/Widening: south mountain 202, SR-24, Loop 101, Loop 202, 1-10 and US-60. Arterial Streets: 99 different projects (30 were in Chandler). Transit/Bus Operations: 30 bus routes; \$800 million for East Valley (\$130 million in Chandler). And then light rail construction in Tempe and Mesa.

Impact of Prop 400 Chandler Projects: The green lines concentrated in the north and west portion of City is our funded bus service. The blue lines indicate arterial street widening project mostly in southeast portion of City.

Impact of Prop 479 Chandler Projects: Continuation of the bus service. The funding for the Ray Rd bus operations will move from local funding to the use of the formula funding. We will extend the bus route along Arizona Ave to Ocotillo Rd to serve Hamilton High School and Snedigar Park. And there are arterial

street widening projects in north Chandler, and a few in west and south Chandler.

The local funding savings being realized through the transition to the formula funding will be utilized to expand Chandler Flex. If you want more information or have any questions, I would be happy to address them.

Chair Heineking Asked. When does the funding start?

Mr. Crampton Responded. January 1, 2026.

Commissioner Heredia Asked. You mentioned a legal challenge? There was a proposition passed?

Mr. Crampton Responded. Yes. There was a proposition that was passed that requires any new tax increase must have 60% or more voter approval. Commissioner Olson do you remember when that was passed?

Commissioner Olsen Responded. I believe that proposition requiring the 60% passed in 2022. I believe it was dismissed partially because it is not a new tax and partially because it's not a statewide tax.

Commissioner Heredia Asked. Are they going to appeal?

Mr. Crampton Responded. The legal challenge was dismissed.

Chair Heineking Asked. Questions? (None).

Information Items

6. January 2025 Project Status Update List

Chair Heineking Moving to the next item – Project Status Update List.

Mr. Crampton Spoke. Mr. Chairman, I will review a few key updates. If you have questions, please let me know.

There was a public meeting for the Chandler Heights Phase Three project on Monday. We apologize for the late notice to the commission but plenty of notice

went out to the public. There were seven people who attended with mostly positive support for the project.

Frye Rd. Protected Bike Lanes Project received a successful bid from Granite Construction. It is going to council on January 23 to award a construction contract. Assuming council support will host a public meeting sometime in February.

Paseo Trail/Riggs Road we applied for a Design Assistance grant we were awarded \$60,000 grant to study. Currently the trail stops at Riggs Rd and does not continue south. Part of the challenge is that is Maricopa County jurisdiction, but we are looking into a safe crossing and then extending the trail as far as we can. We are hoping to work with the county to see if we can coordination or collaboration on this project.

Roadway Safety Action Plan. We were awarded a \$560,000 grant to complete a citywide study on a roadway safety and develop an action plan. We will work with Raymond's group, our police department as well as the other transportation group in the city. However, there is a backlog at the Highway Administration to finalize the grant agreement due to the volume of agreements. It is a waiting process. But we will involve the commission with the study which will take approximately 18 month or longer.

Chandler Flex – We are considering several different options for the future of Chandler Flex. However, we will start using federal funding so a new RFP was issued, and the new contract will begin July 1. All FTA rules regarding federal funding are required and will be followed. In addition, we are looking at possible expansion areas for Chandler Flex to serve more areas in Chandler.

Those were the key projects. If there are any questions?

Chair Heineking Commented. Chandler Flex is an amazing program and very successful. Good job bringing that to Chandler. I imagine we will see if copied from the valley, if not elsewhere.

MEMBER COMMENTS/ANNOUNCEMENTS

Chair Heineking Asked. Member Announcements?

Commissioner Brennan Announced. There is now an organized bike committee called Bike Chandler. We will be ready to provide some information on the committee in time for the Family Bike Ride (if the date is finalized) and provide more information at that time.

Mr. Crampton Asked. Nancy, do we have a date on the Family Bike Ride?

Mrs. Nancy Jackson, Transportation Planning Program Coordinator: Yes, it will be the first Saturday, April 5.

Chair Heineking Reminder. We did approve the upcoming meeting schedule. Any other comments or questions? Thank you everyone. The meeting is adjourned.

CALENDAR

Next meeting will be held on Wednesday, April 2, 2025.

Meeting was adjourned 4:58 p.m.

David Heineking, Chairman

Sheri Passey, City of Chandler



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

Date: 04/02/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Kyrene Branch/Highline Canal Project

Background/Discussion

Briefing only. Kyrene Branch/Highline Canal presentation by Jason Crampton and Anne DeBoard, Kimley-Horn.

Attachments

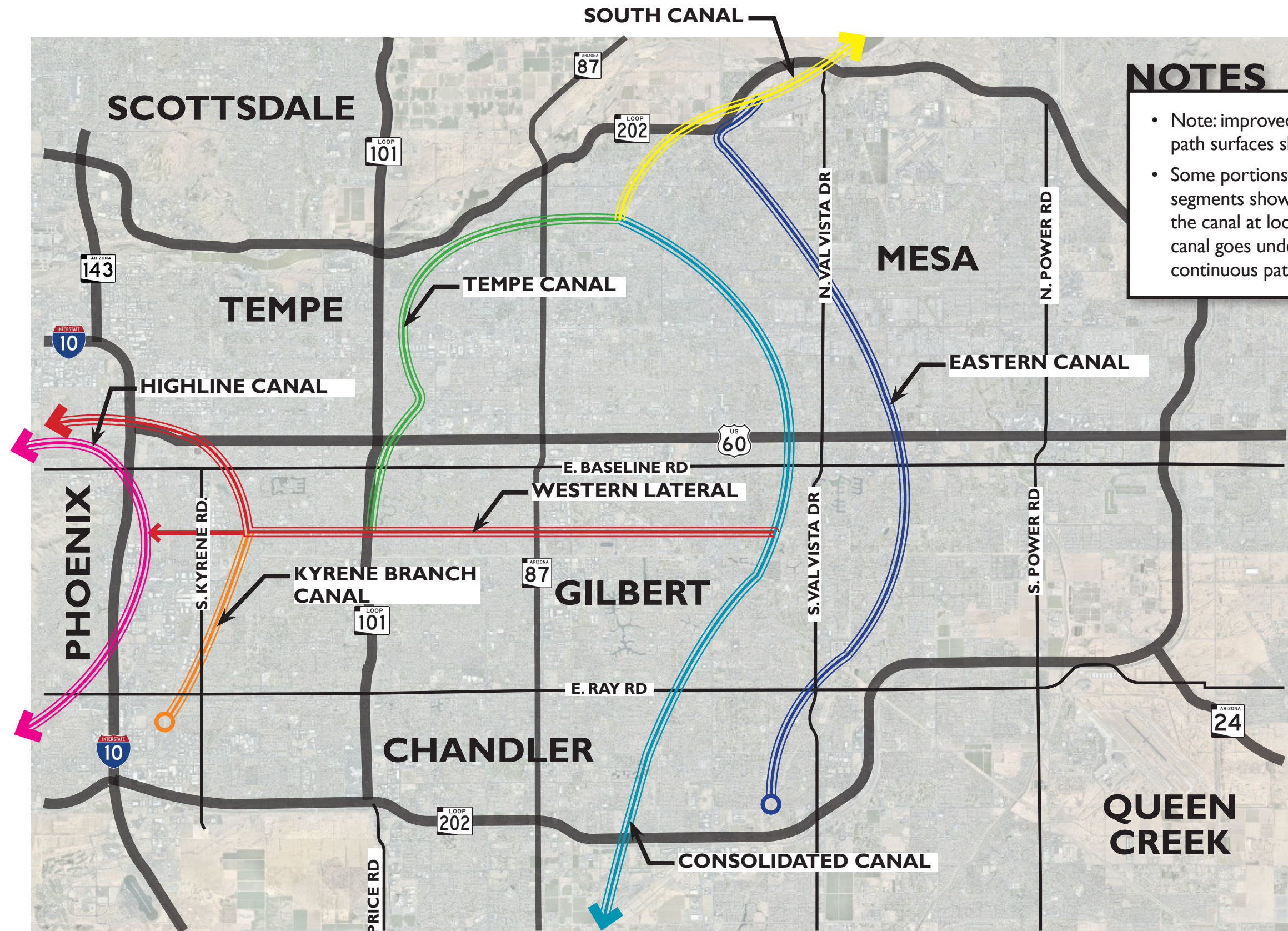
Kyrene Branch/Highline

Kyrene Branch & Highline Canal Shared-Use Path Project



Transportation Commission April 02, 2025





NOTES

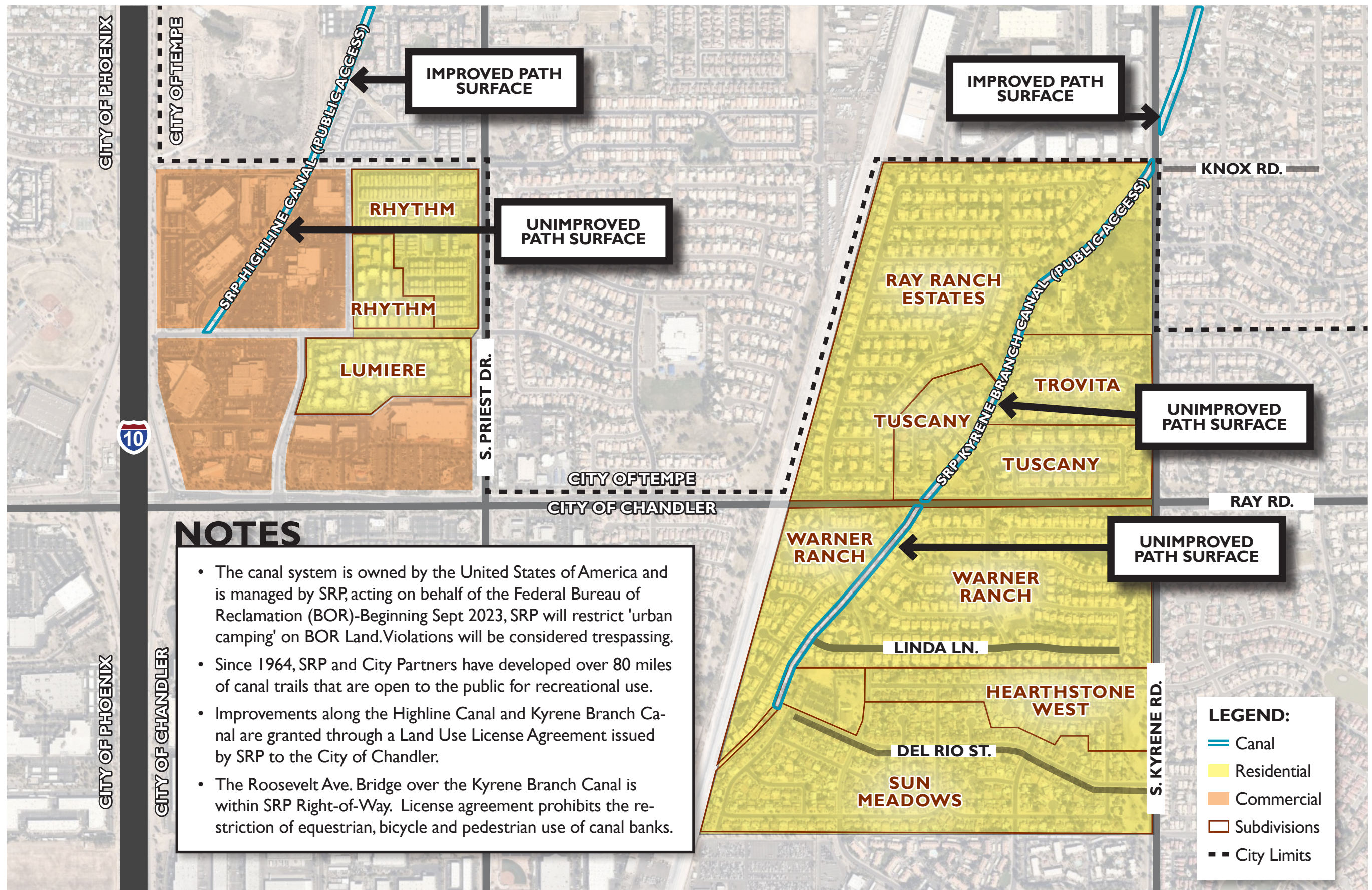
- Note: improved and unimproved path surfaces shown on the map
- Some portions of some path segments shown deviate from the canal at locations where the canal goes underground and a continuous path is not feasible

PROJECT PURPOSE AND OBJECTIVES

- Improve **aesthetics, accessibility, and safety**
- Connect to the **Regional Trail System**
- Maintain the **historic public recreational use of canals**
- Enhance crossing **safety and connectivity**
- Increase **active transportation opportunities** in Chandler



















PROJECT SCHEDULE

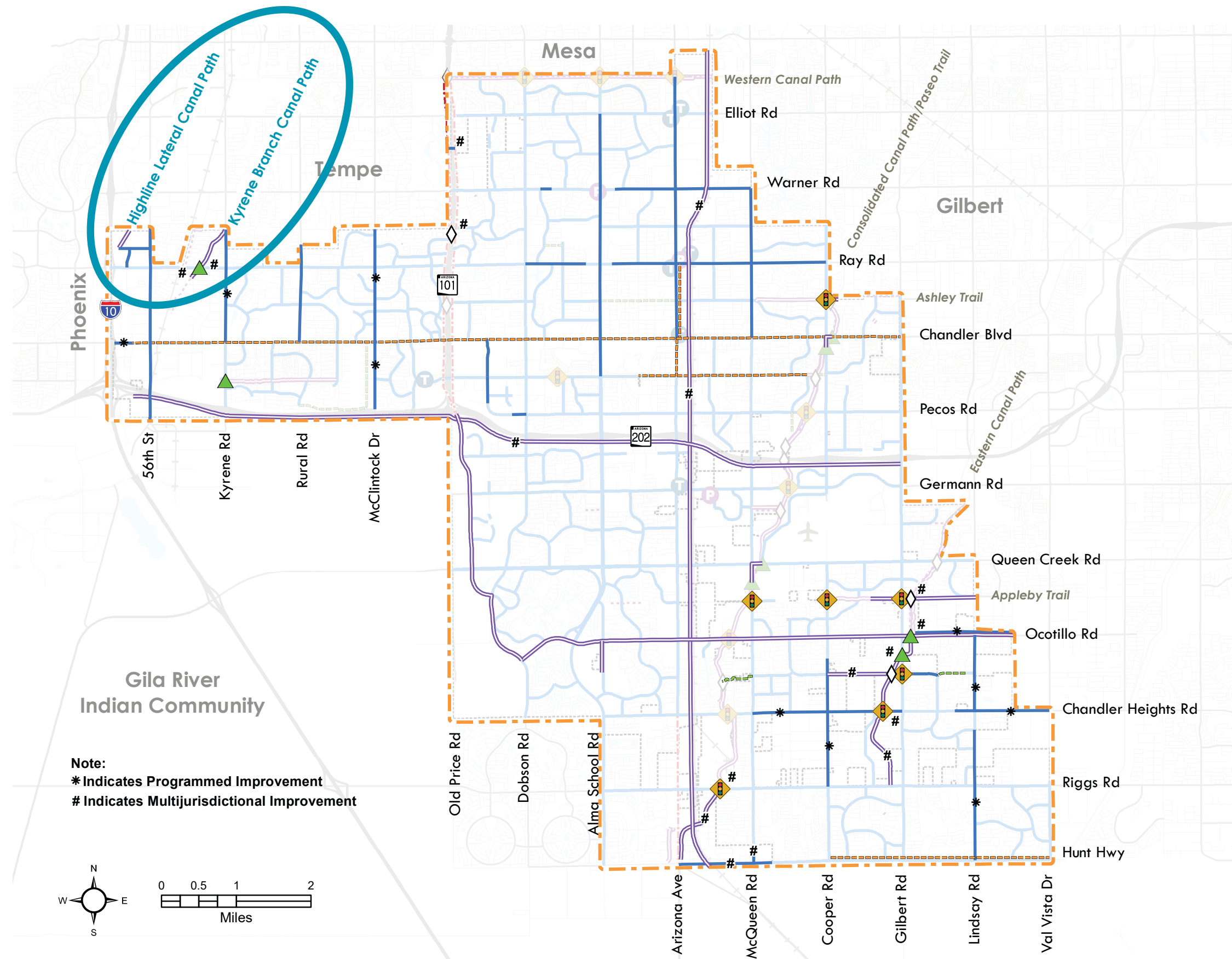
- Preliminary Planning Study Through MAG Design Assistance - Completed
- Final Design - Underway
Note: Design cannot be completed until Temporary Construction Easements have been obtained and the Environmental, Right-of-Way, and Utility Clearances have been obtained.
- Construction - Beginning in Spring/Summer 2026

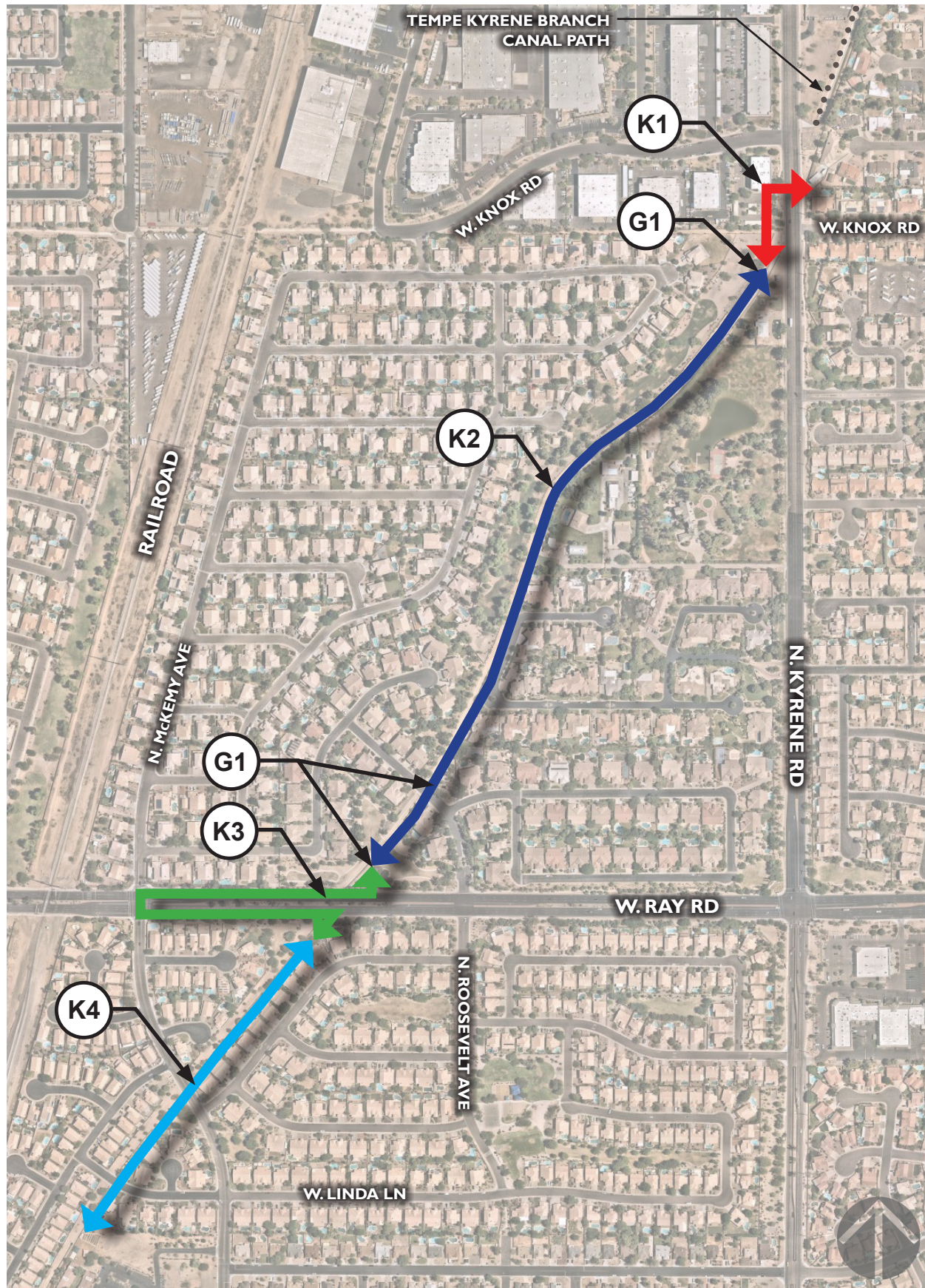


**City of Chandler
Transportation Master Plan
2019 Update**
*Bicycle/Pedestrian Recommendations
2020-2040*

Legend

-  Study Area
-  City Limits
-  Airport
-  Railroad
-  State Highway
-  Major Street
-  Local Street
- Bicycle Facilities**
-  Bike Lane
-  On-Street Separated/Buffered Bike Lane
-  Bike Route
-  Shared Use Path – Paved
-  Shared Use Path – Unpaved
-  Paved Shoulder
-  Park and Ride Facility with Enhanced Bicycle Parking
-  Transit Facility with Enhanced Bicycle Parking
-  Shared Use Path Signalized Crossing (if warranted)
-  Crossing Signage Improvement
-  Overpass/Underpass

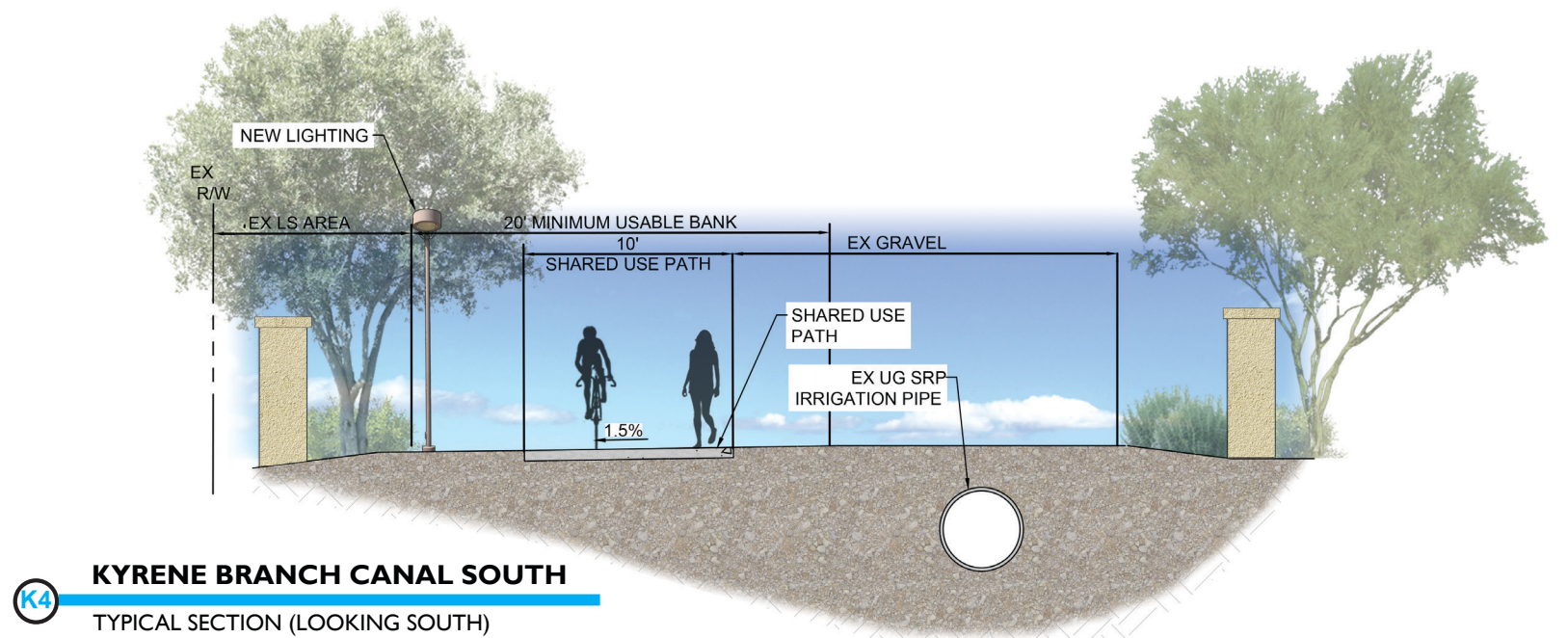
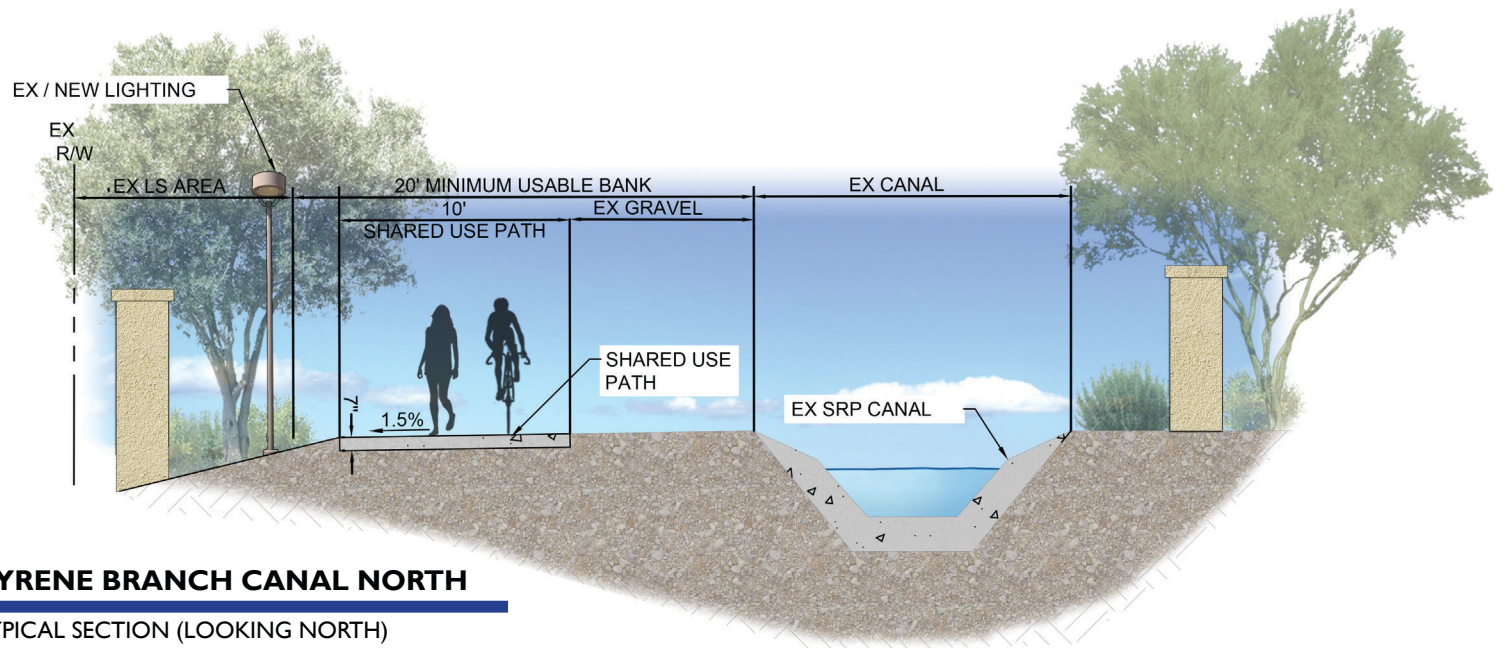




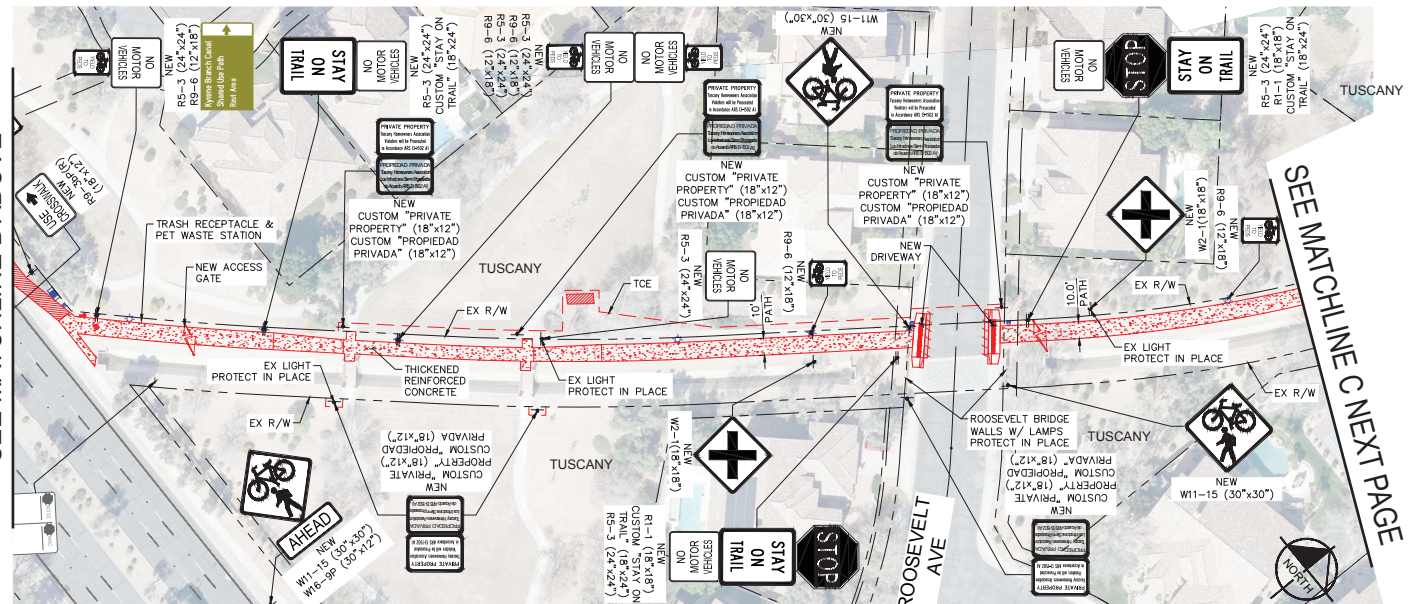
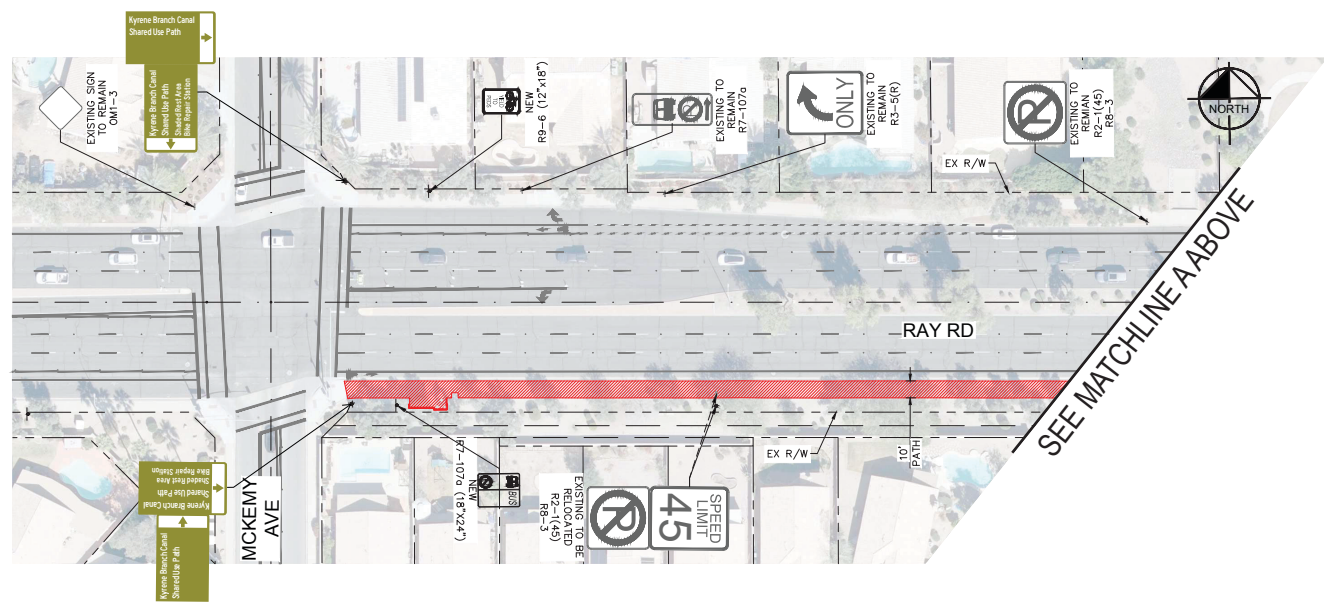
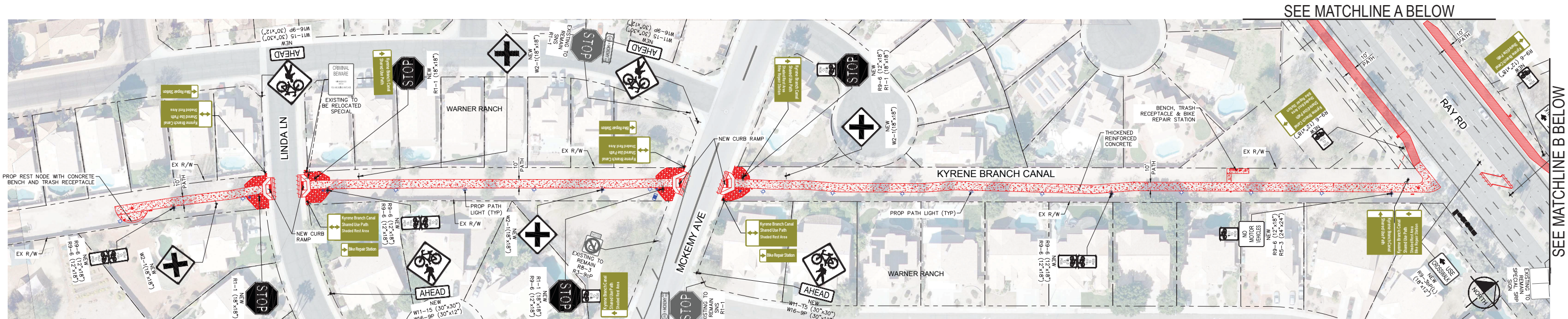
KEY MAP LEGEND

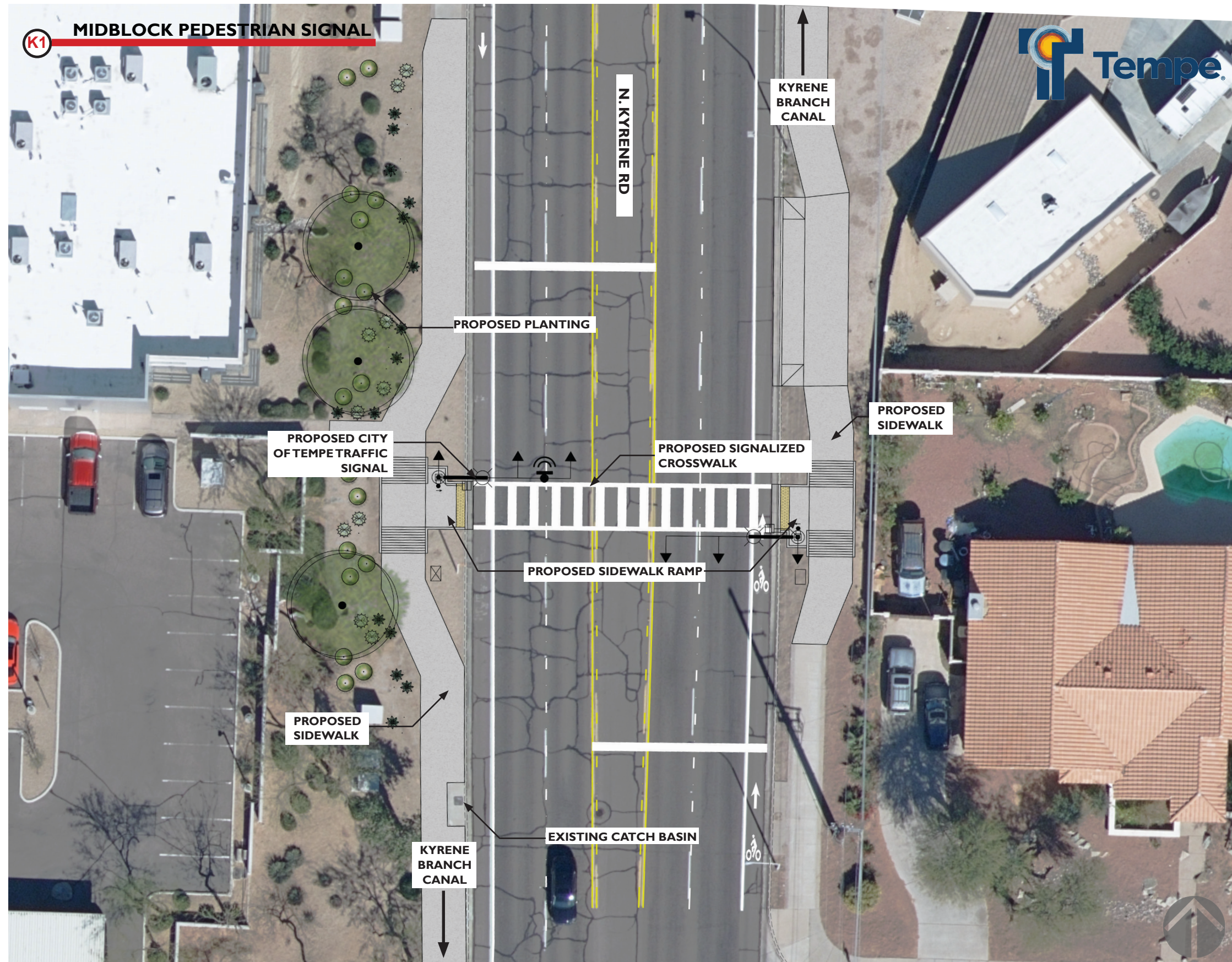
- K1** MIDBLOCK PEDESTRIAN SIGNAL
- K2** KYRENE BRANCH CANAL NORTH SHARED USE PATH
- G1** ACCESS GATE

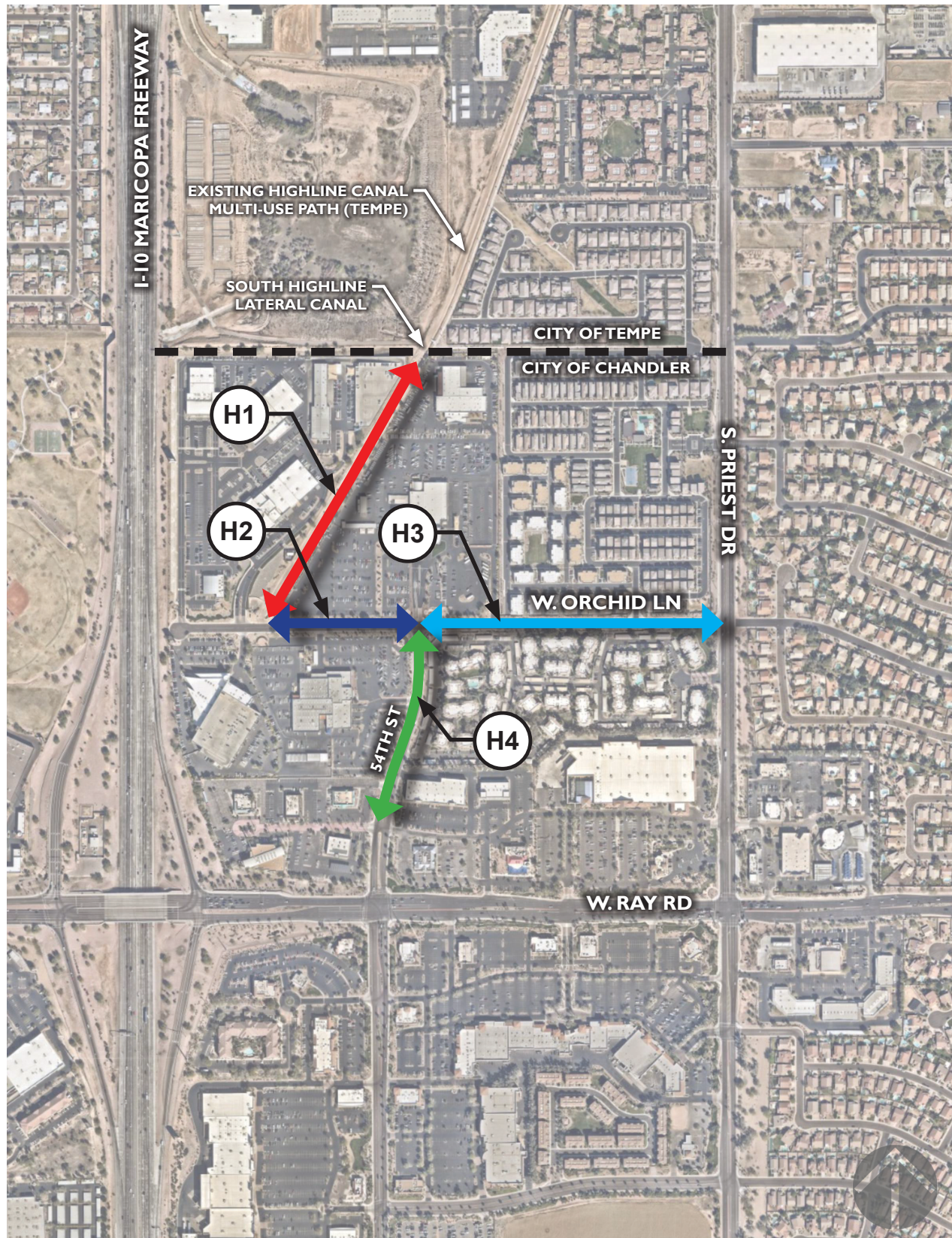
- K3** MCKEMY CROSSING
- K4** KYRENE BRANCH CANAL SOUTH SHARED USE PATH



NOTE: ALL PROPOSED IMPROVEMENTS ARE WITHIN PUBLICLY OWNED PROPERTIES THAT ARE CURRENTLY OPEN TO THE PUBLIC, INCLUDING PEDESTRIANS & BICYCLISTS.



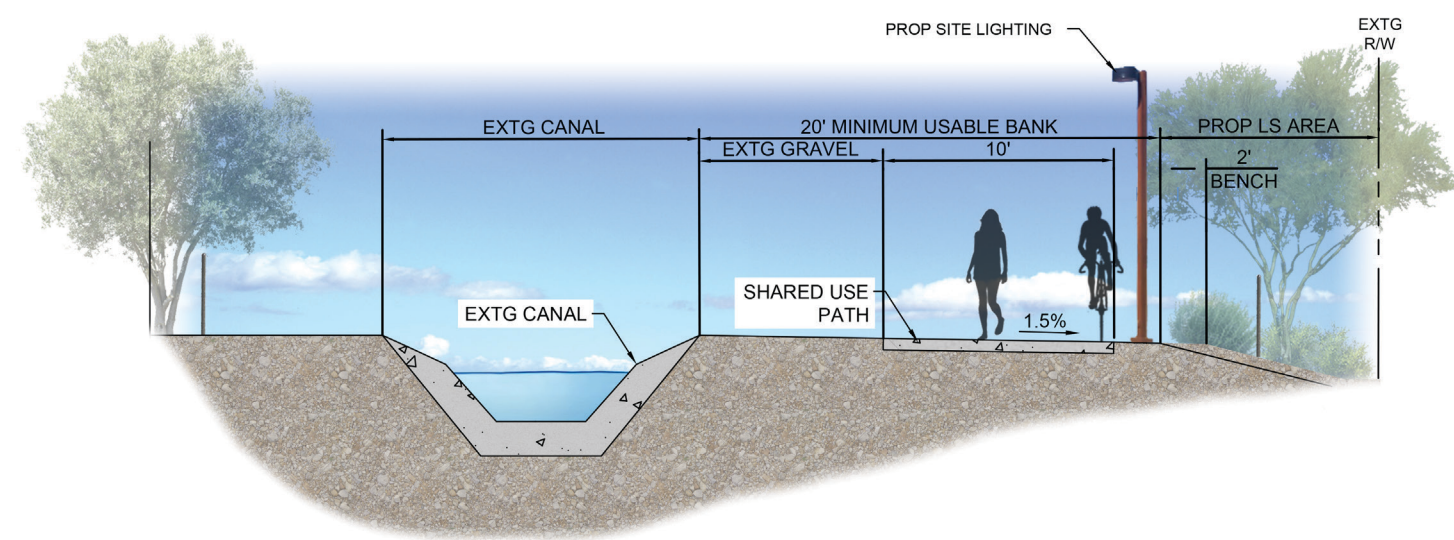




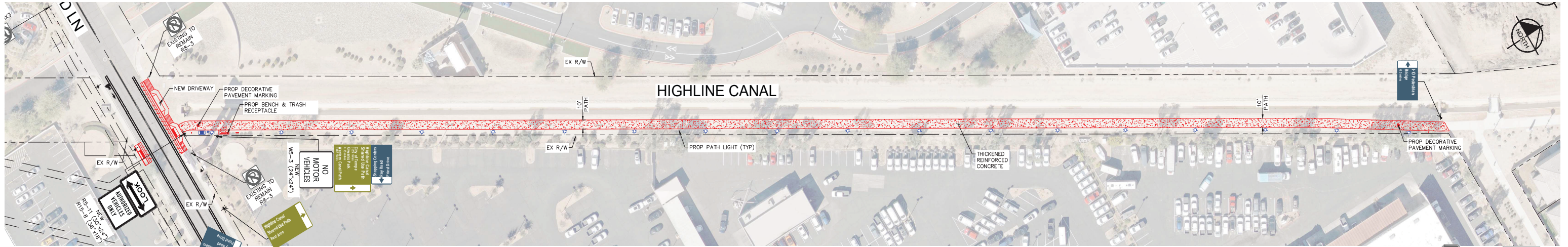
KEY MAP LEGEND

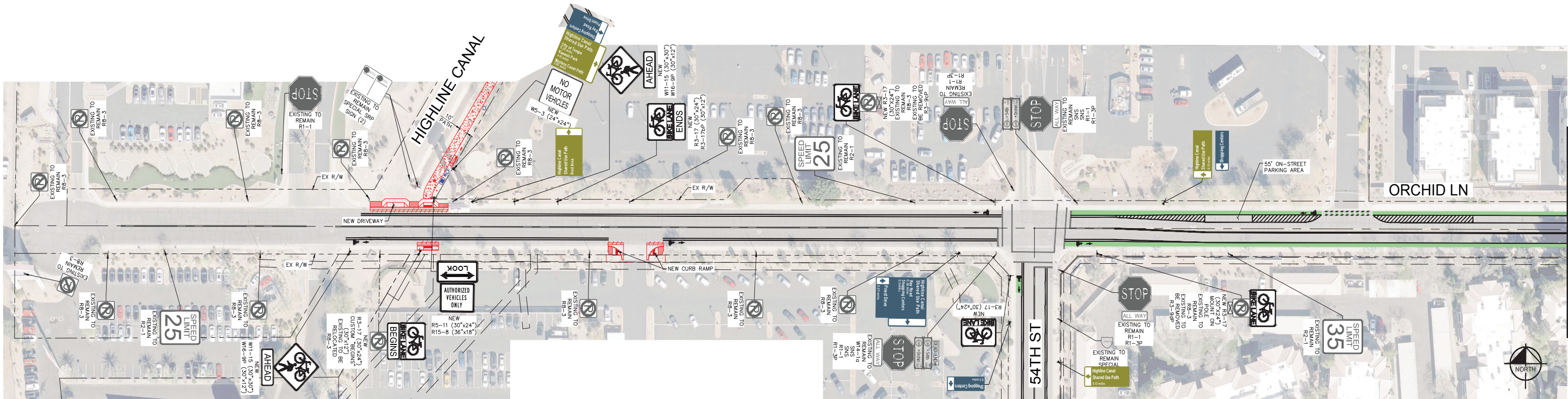
- H1** HIGHLINE CANAL SHARED USE PATH
- H2** HIGHLINE CANAL SHARED USE PATH TO 54TH ST BIKE LANES

- H3** 54TH ST TO PRIEST DR BIKE LANES
- H4** ORCHID LN TO 900' SOUTH BIKE LANES

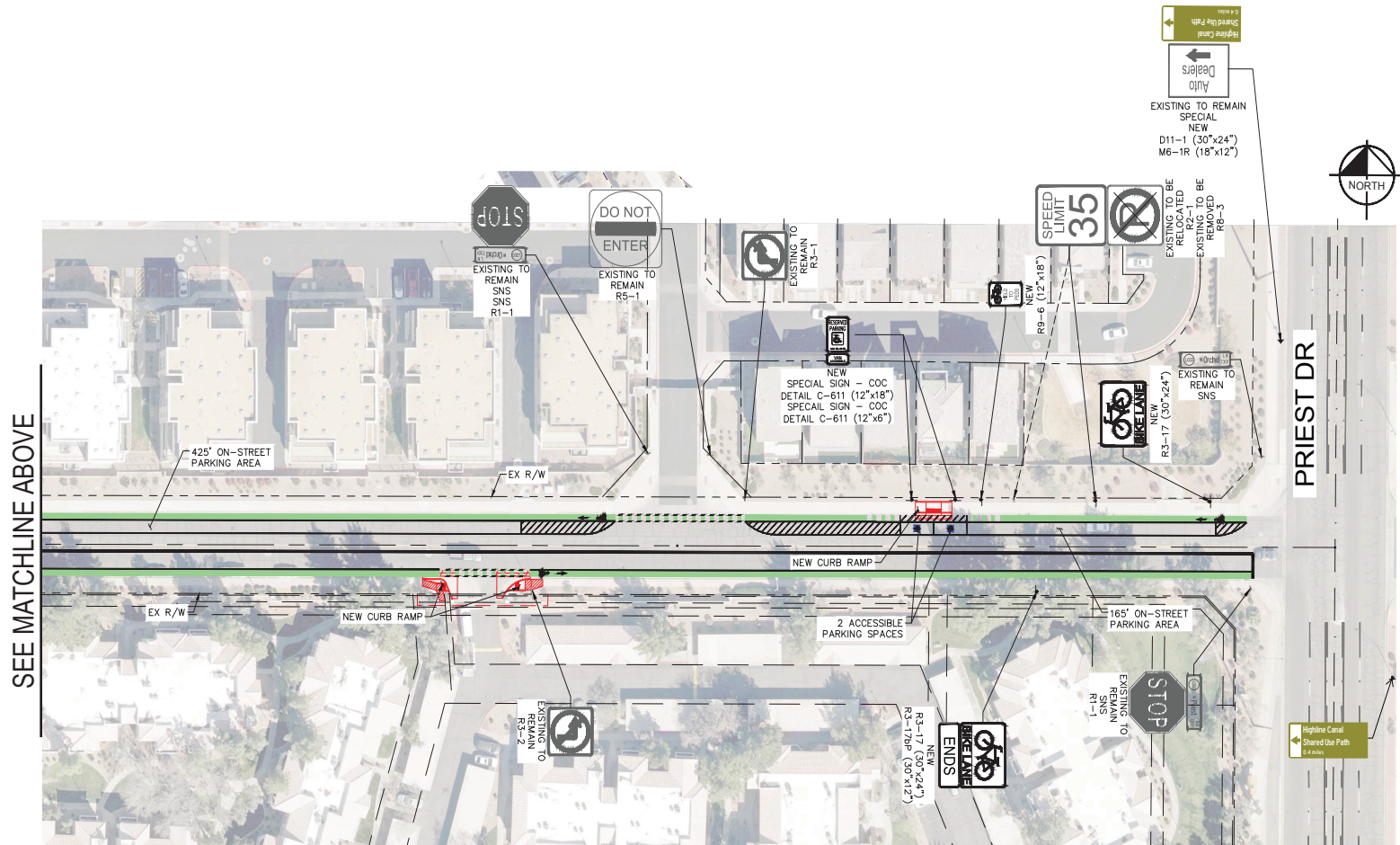


- H1** HIGHLINE CANAL SHARED USE PATH
TYPICAL SECTION (LOOKING NORTH)

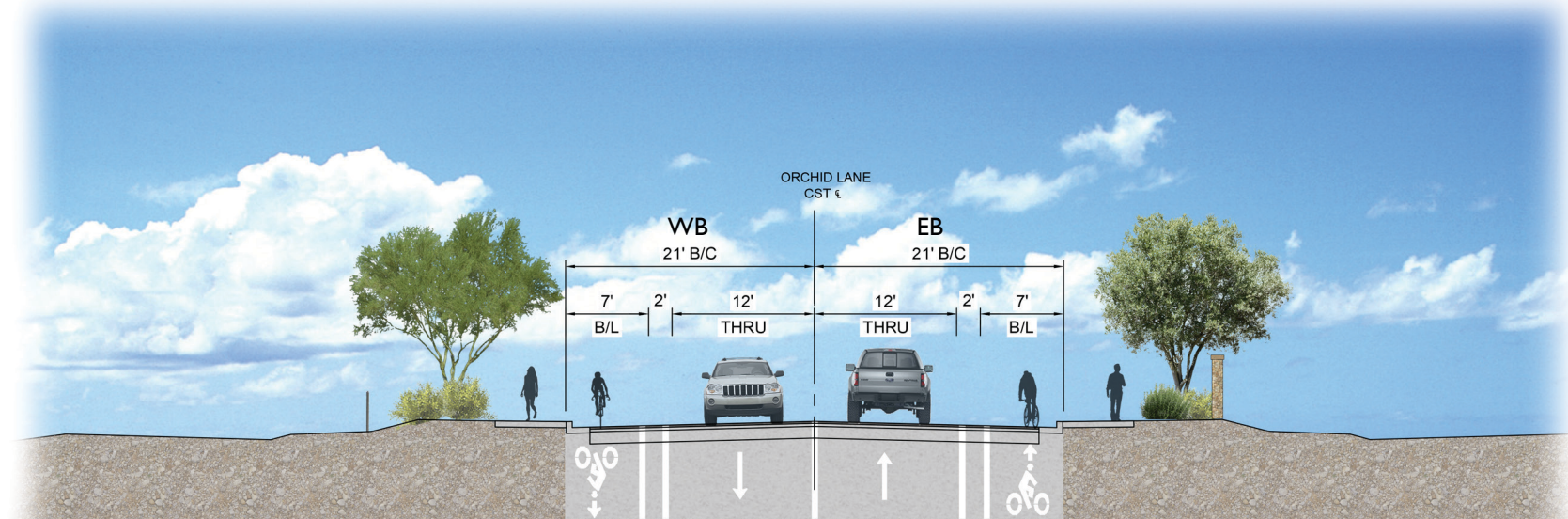




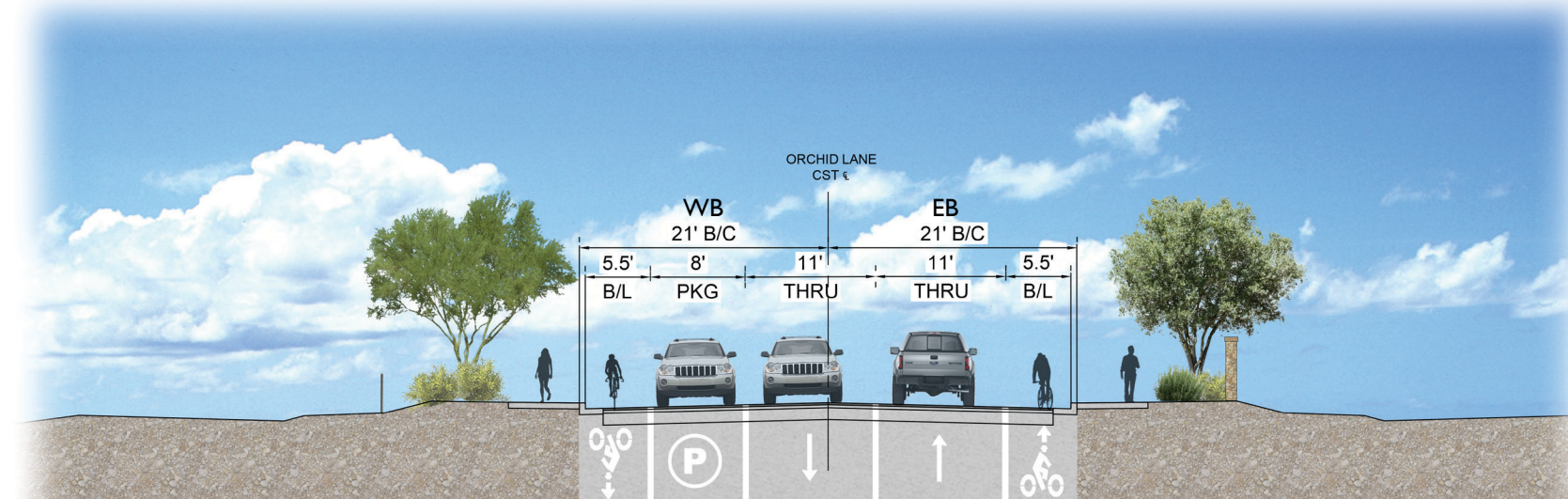
SEE MATCHLINE BELOW



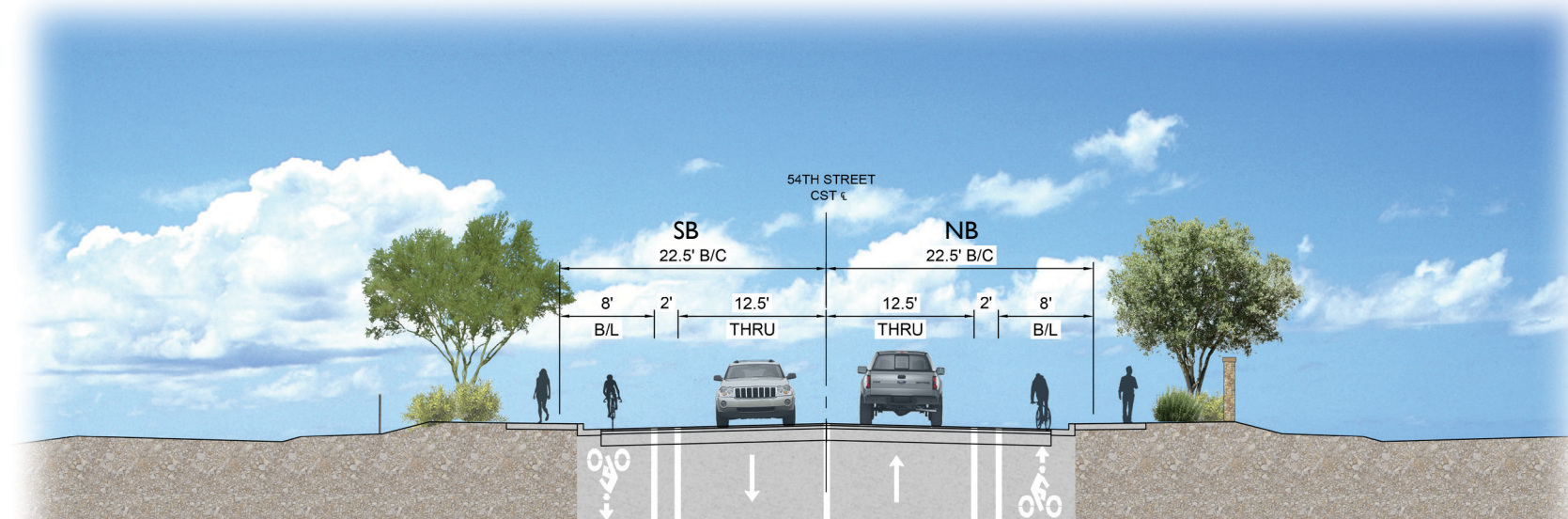
SEE MATCHLINE ABOVE



H2 HIGHLINE CANAL TO 54TH ST BIKE LANES



H3 54TH ST TO PRIEST DR BIKE LANES



H4 ORCHID LN TO 900' SOUTH BIKE LANES

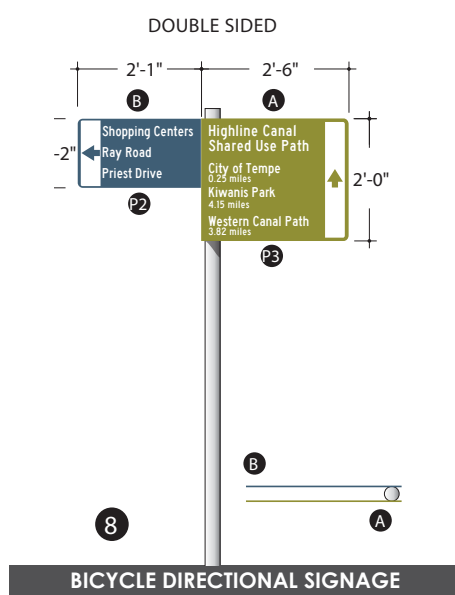
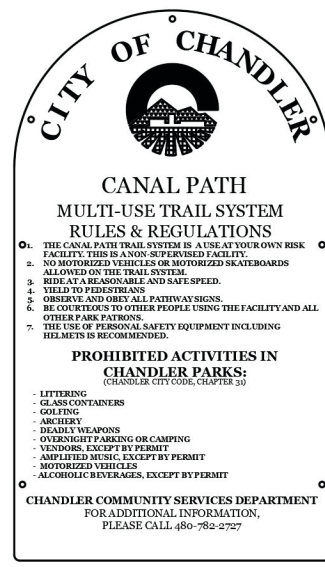
SIGNAGE AND WAYFINDING OPTIONS



VALLEY PATH WAYFINDING (KYRENE)



CUSTOM WAYFINDING (HIGHLINE)

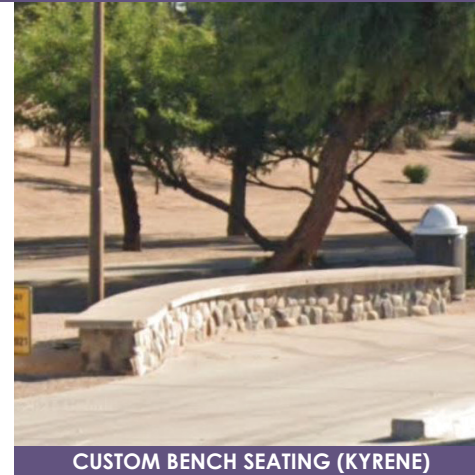


BICYCLE DIRECTIONAL SIGNAGE

SITE FURNISHINGS



TRASH RECEPTACLE



CUSTOM BENCH SEATING (KYRENE)



PRE-FABRICATED BENCH SEATING (KYRENE)

LIGHTING



PROPOSED PATH LIGHTING



ACCESS GATE (KYRENE)



BIKE REPAIR STATION
NOTE: LOCATION WILL BE ON KYRENE BRANCH CANAL, SOUTH OF RAY ROAD.



MUTT MITT DOG WASTE STATION



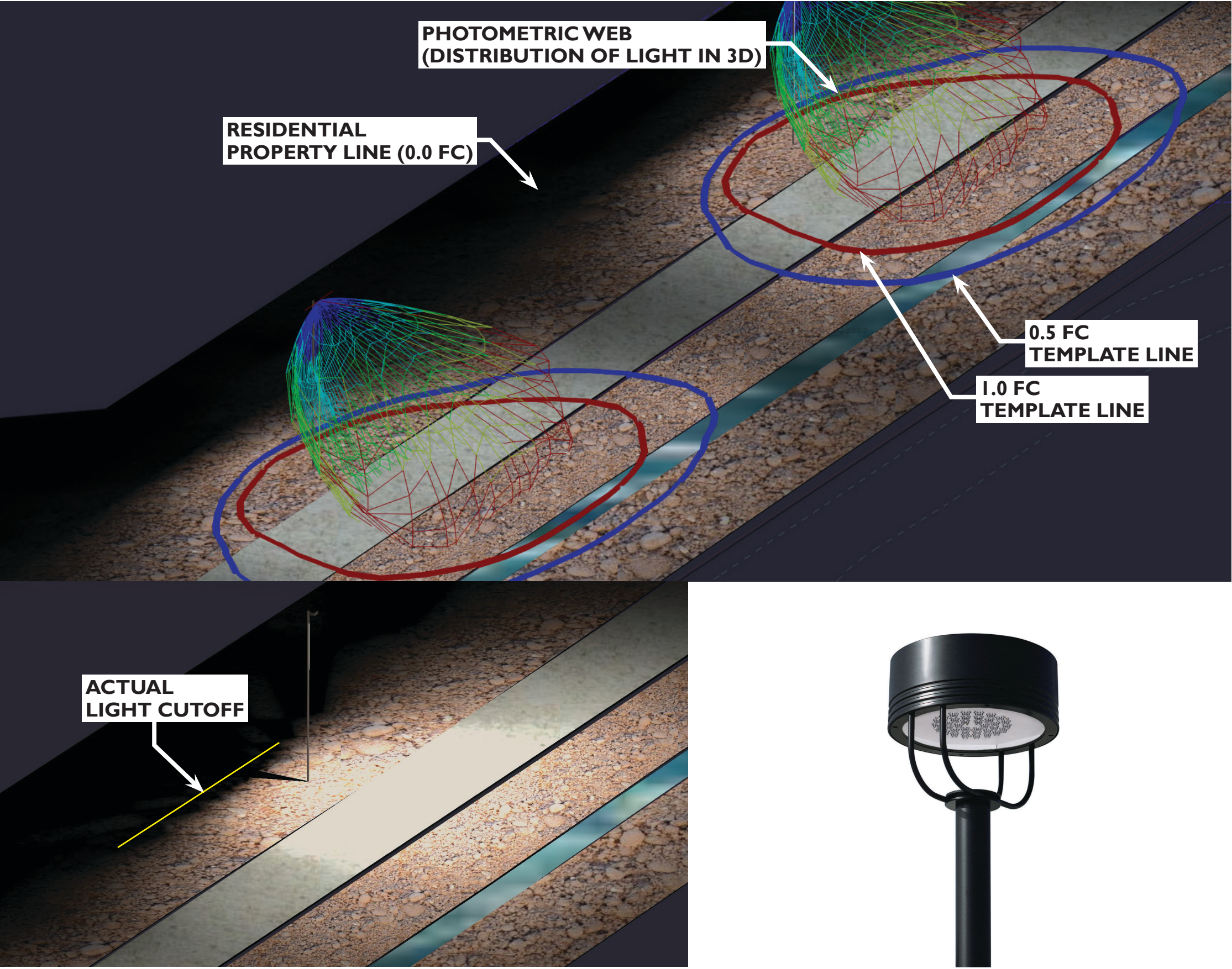
WEBCAST RINGBOLLARD

KYRENE/HIGHLINE CANAL SHARED USE PATHWAYS

CHANDLER, ARIZONA

POTENTIAL PROJECT ELEMENTS

APRIL 2025



Meeting	Date
Public Meeting #1 Preliminary Design - 30 Attendees	August 2022
Public Meeting #2 Final Design - 24 Attendees	December 2023
Stakeholder Meetings Tuscany HOA and Warner Ranch HOA	March 2024 - August 2024
Transportation Commission Meeting	April 2025

Public Concerns	Response
Restricting private vehicles from using canal	SRP provided temporary access gates to restrict vehicular access; Permanent access gates included with this project
Traffic impacts for path users crossing Roosevelt Ave and protection of private property	Design includes proposed stop and stay on trail signs for path users approaching Roosevelt Ave. private property signage can be included with adjacent property owner coordination.
Need lighting along path for safety/security but concerned with light spillage into backyards	Design includes proposed lighting along pathway utilizing a light fixture with a house side shield to prevent light spillage onto adjacent property
Maintaining cleanliness of trash, debris, and pet waste	Design includes proposed trash receptacles and pet waste stations. City will begin maintaining path after construction (currently not being regularly maintained).
Traffic impacts due to new traffic signal on Ray Road	The new pedestrian traffic signal crossing Ray Road has been omitted from design
Missing sidewalk along Kyrene Road at north end of Kyrene Branch Canal path	Design includes proposed sidewalk along Kyrene Road to complete missing sidewalk gap
Designate and show hours the shared path is open for use.	The 60% design included path hours on the multi-use path rules and regulations signs. Per comments received by SRP, the sign cannot state hours. This language has been removed from the rules and regulation signage.

Thank You!



QUESTIONS?



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

Date: 04/02/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Frye Road Protected Bike Lanes Project

Background/Discussion

Briefing only. Frye Road Protected Bike Lane Project presentation by Jason Crampton

Attachments

Frye Rd. PBL



Frye Road Protected Bike Lane Project

Transportation Commission: 4/2/2025



Project Objectives

- Add protected bike lanes for safer cycling.
- Improve access to Downtown and the Paseo Trail.
- Connect bike lanes to nearby schools and parks.
- Lower operating vehicle speeds along the corridor.
- Enhance pedestrian crossings on Frye Road.
- Include landscaping, hardscaping, and art.



Project Elements





Artwork

Professional Artwork

- Artist: Yuke Li



Student Artwork

- The city worked with students at San Marcos, Frye, and Bologna Elementary Schools to develop student artwork for display in front of each school.

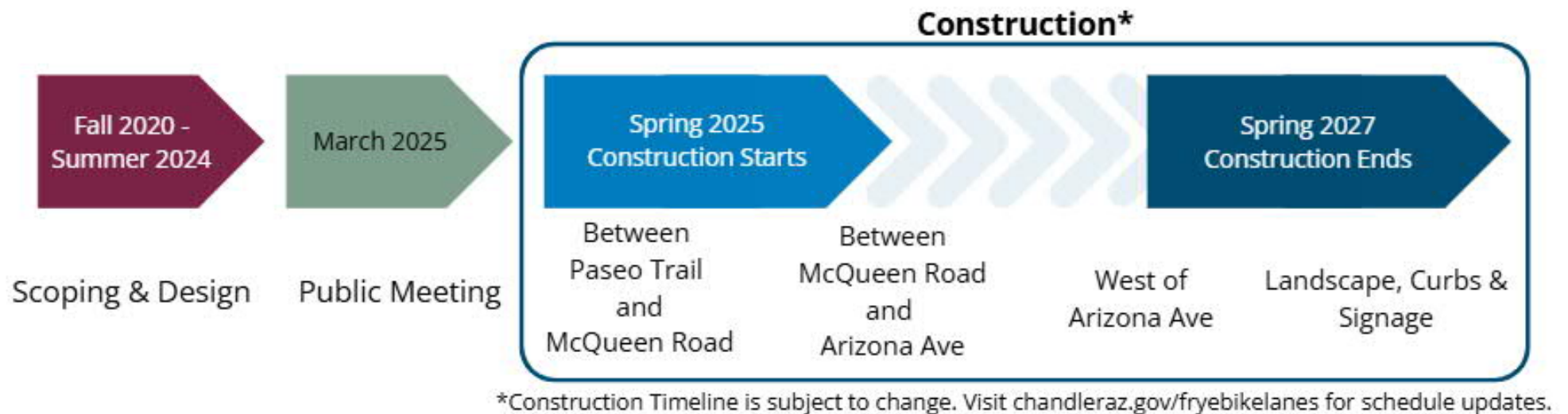


Public Meetings

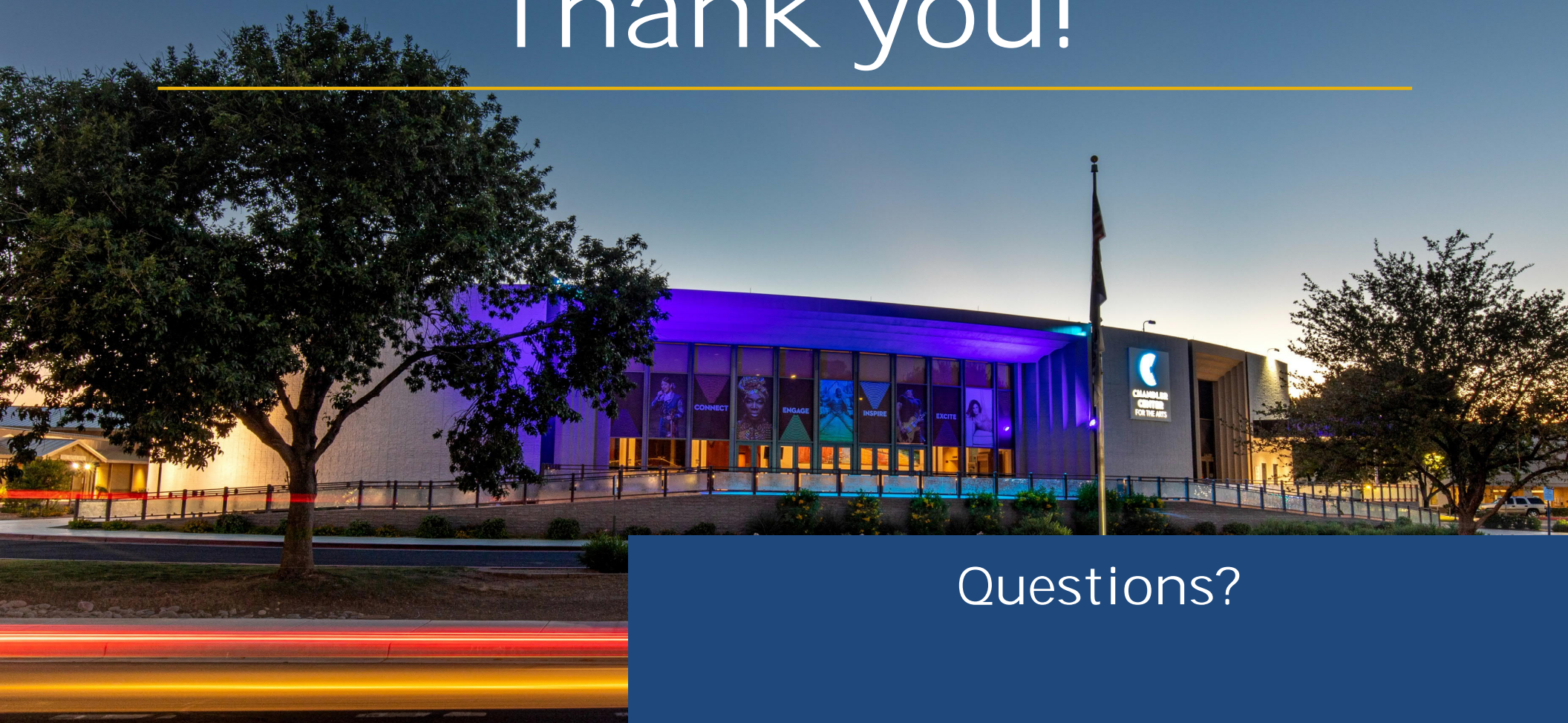
- Two Pre-Construction Public Meetings Held:
 - March 25 @ 2 p.m. and 5 p.m.
- Seven Attendees
- Feedback Summary:
 - Support for Project and More Protected Bike Lanes
 - Concern over Right-Turn Conflicts with Bikes
 - Concern for Access into Heather Place
 - Request for Regular Updates to Website



Project Timeline



Thank you!



Questions?



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

Date: 04/02/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: April 2025 Project Status Update List

Background/Discussion

Information only.

Attachments

April 2025 Project Status Update

Transportation Project Status - April 2025

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. Contractor is working on two punchlist items.	Federal funds	\$20.90
ST1804 Chandler Heights Road Improv. [Gilbert Road to Val Vista Drive for two through lanes each direction]	Kimley-Horn	Sunland Asphalt	Construction is underway.	Federal funds	\$9.80
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	Project has been closed.	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	Construction completion anticipated late to mid January 2025.	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 complete. Close out in process.	Federal funds	\$2.90
ST2110 Chandler Video Detection Cameras	Y.S. Mantri & Assoc	TCI	Construction complete. Close out in process.	Federally Funded	\$2.10
ST2209 Chandler Local Detection and Communication Systems (Replaces existing video detecting cameras with new video cameras)	Kimley-Horn and Associates	CS Construction	Project has been closed.	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	Project has been closed.	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 Winter 2025.		\$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 tro Queen Creek Road)	Olsson Associates	tbd	Design is currently ot 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	Granite Construction Co	Study completed by Y2K. Design complete. Construction starts April 7, 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	95% Design. Right-of-Way in Process. Construction in early 2026.	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. 95% Design. Right-of-Way in Process. Construction in late 2025/ early 2026.	Study was federally funded. Construction and design are locally funded.	\$1.00
Arizona Avenue Shared Use Path Study	Y2K Engineering	tbd	Study complete. Analyzes 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 complete. Creates a sidewalk inventory and develop a plan to address gaps in sidewalks.	Locally funded study.	\$0.10
Paseo Trail Riggs Road Crossing	Kimley Horn	tbd	Study to develop preliminary design for a Paseo Trail crossing of Riggs Road and construction of the path between Riggs Road and Hunt Highway.	Awarded \$60,000 federal grant for study.	\$0.06
Roadway Safety Action Plan	tbd	tbd	Comprehensive study to analyze safety for all road users and develop recommendations.	Awarded \$560,000 Safe Streets for All grant to complete study (with 20% local match).	\$0.70
Chandler Flex	NA	Via	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.	\$1.3 Annually