

Transportation Commission Regular Meeting

May 21, 2025 | 4 p.m.

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



Commission Members

Vice Chair David Heineking
Dean Brennan
Dan Henderson
Luis Heredia
Molly Olsen
Timothy Johnson
Dianne Kresich

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, May 21, 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](#).

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 - May 21, 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. **Election of Officers**
2. **April 2, 2025, Transportation Commission Meeting Minutes**
Move Transportation Commission approve the Transportation Commission meeting minutes of the regular meeting of April 2, 2025.

Briefing

3. **Bond Election Update - Presentation by Matthew Dunbar, Budget and Policy Director**
4. **Chandler Flex Update - Presentation by VIA Team via Webex**
5. **Willis Road Capital Project - Presentation by Strand Engineering and Capital Projects Staff**

Information Items

6. **May 2025 Project Status Update List**

Member Comments/Announcements

Adjourn



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

Date: 05/21/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Election of Officers



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

Date: 05/21/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: April 2, 2025, Transportation Commission Meeting Minutes

Proposed Motion:

Move Transportation Commission approve the Transportation Commission meeting minutes of the regular meeting of April 2, 2025.

Attachments

April 2, 2025, Meeting Minutes

**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 Tuscan 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



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

Date: 05/21/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Bond Election Update

Attachments

Bond Election



Fall 2025 Bond Election

Exploratory Committee Recommendations



Resident Bond Exploratory Steering Committee

Jay Tibshraeny, Chair

Garry Hays, At Large Member

Kari Zurn, At Large Member

Craig Gilbert, Facilities, Sustainability and Technology Subcommittee Chair

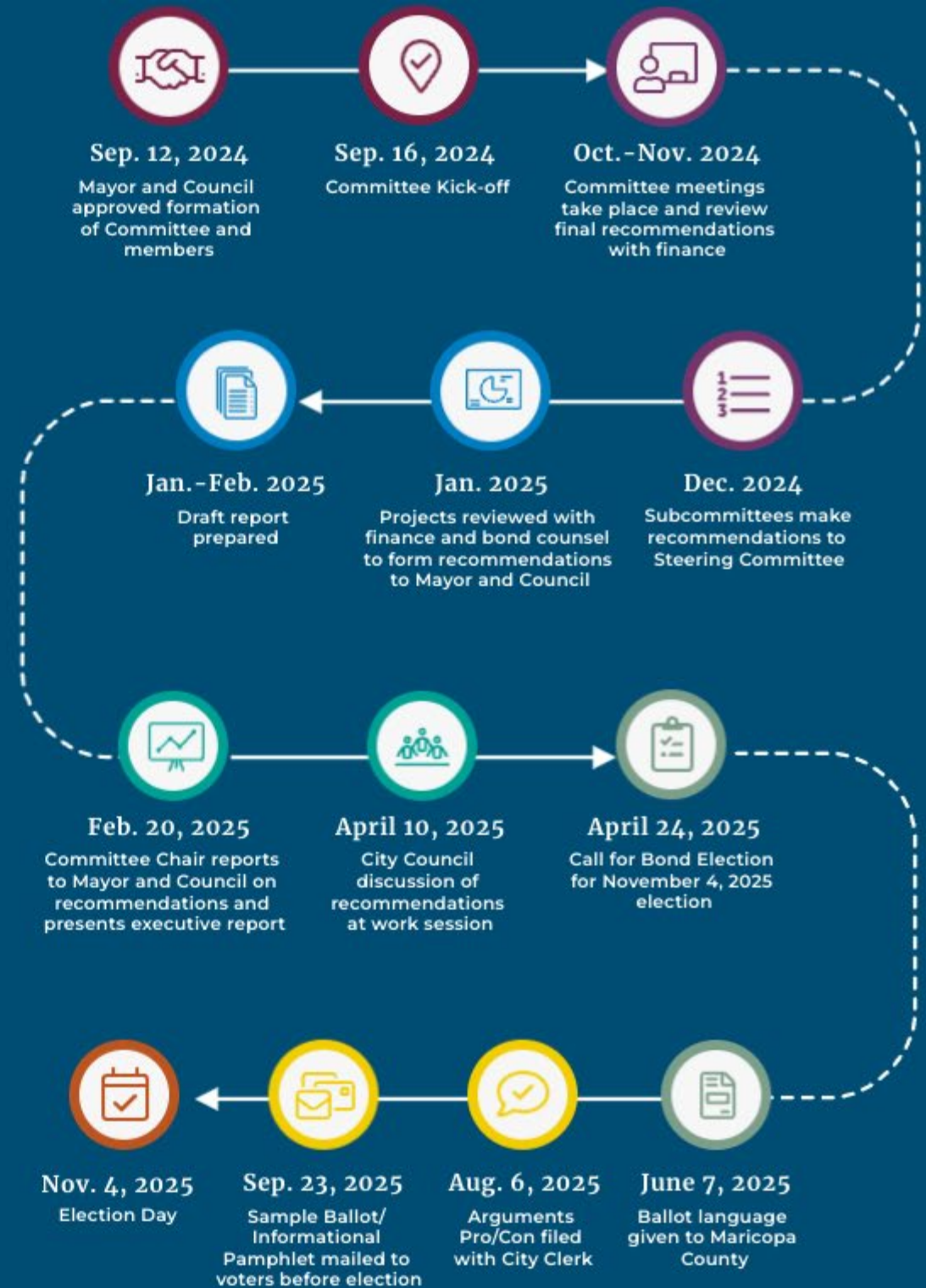
Nina Mullins, Parks & Recreation Subcommittee Chair

Rick Heumann, Public Works Subcommittee Chair

Trinity Donovan, Public Safety Subcommittee Chair




Committee Timeline



Public Communication

- Staff presented public information options in October to the Steering Committee
- Input gathered helped to create a public information campaign regarding the work of the Resident Bond Exploratory Committee.
- Bond election website created as the central source for resident information
- Social posts and articles released
- Additional public information activities will occur as the City Council receives the recommendations from the Resident Bond Exploratory Committee and determines whether to proceed with a bond election

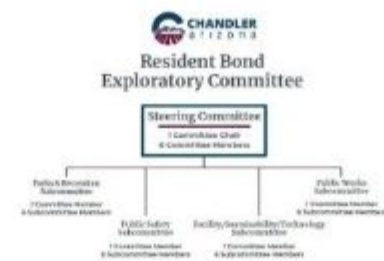


EXPLORE RESIDENTS BUSINESS GOVERNMENT

Bond Election


City of Chandler | Government | City Clerk | Bond Election

Resident Bond Committee Helps Determine Bonded Projects



Chandler is in great shape and continues its tradition of fiscal strength, and maintaining AAA bond ratings. However, when a community has a capital plan to maintain and enhance public infrastructure, it is important that we have the funding options needed to continue moving forward and improving our community.


Although we have come a long way from our days of farm fields, our community is aging and there are many needs as it has changed over time. To keep Chandler moving forward as the Community of Innovation, it is time for a Bond Exploratory Committee to review the capital and infrastructure needs to build upon our solid foundation. This will allow the city to keep its strong financial position with reserves and sustain our emphasis on reliable infrastructure, excellent public safety and an outstanding quality of life that makes us a desired destination to live, work and visit.



Bond Exploratory Committee

The Committee assesses community needs and the potential use of bond funding to support Chandler's capital improvement program.

Bond Exploratory Committee



City Council forms Bond Exploratory Committee

Chandler City Council has formed a 31-member committee of residents to evaluate potential uses of bonds in four key areas.

City Council Forms Bond Committee

Steering Committee Recommendations

- Over a period of five months, the Resident Bond Exploratory Steering Committee reviewed and evaluated 37 possible bond projects with an estimated total cost of \$728,095,600
- Prioritized fiscal conservancy by focusing on the highest-need projects
- Final recommendation of 24 projects with a \$475,000,000 bond need in the areas of Fire, Police, Streets, and Parks and Recreation for approval in the November 2025 bond election
- **If approved, this \$475 million recommendation to City Council would NOT increase primary or secondary property tax rates using current projections.**



Parks & Recreation Subcommittee

- Maintain existing parks was the top priority
- Community and recreation center repairs and improvements
- Higher priority for AJ Park renovation
- Folley Pool prioritized as high impact project for the surrounding neighborhood
- Include Phase 2 of Mesquite Groves Regional Park due to increased cost since the 2021 bond election
- Park improvements to impact all areas of Chandler
- Tumbleweed Ranch, Multi-Gen expansion, and Mesquite Groves Phase 3 pushed out to future bond election

Project Name	Bond Projected Amounts	Other Funding Source or Future Bond Election Projected Amounts
Existing Neighborhood Park Improvements/ Repairs	\$24,700,000	
Existing Community Park Improvements/ Repairs	\$8,800,000	
Existing Community/Recreation Centers Improvements/Repairs	\$5,750,000	
Existing City Building Renovations & Repairs	\$5,000,000	
Dr. AJ Chandler Park Renovation	\$10,000,000	
Folley Pool Renovation	\$37,745,000	
Mesquite Groves Park Site Phase 2	\$30,265,000	
Desert Breeze Park Renovation	\$10,000,000	
Snedigar Sports Complex Renovation	\$20,000,000	
Lantana Ranch Park Site	\$5,740,000	
Tumbleweed Ranch		\$13,240,000
Tumbleweed Multi-Gen Expansion - Phase 2 Gym Expansion		\$19,605,000
Mesquite Groves Park Site Phase 3		\$39,650,000
Total	\$158,000,000	\$72,495,000

Public Safety – Fire Subcommittee

- Prioritized facilities to meet the changing needs of Chandler
- Rebuild Fire Station #284
- Construction of new Fire Station #2812
- Fire emergency vehicle replacements
- Remodel of Public Safety Training Building A was moved to be paid by General Fund

Fire - Project Name	Bond Projected Amounts	Other Funding Source or Future Bond Election Projected Amounts
Rebuild Fire Station #284	\$11,200,000	
Fire Station #2812 (SDF Loan Bond Issuance)	\$27,125,000	
Fire Emergency Vehicle Replacements	\$13,905,000	
Remodel of Public Safety Training Bldg. A		\$2,945,000
Fire Support Fleet Facility	\$35,770,000	
Total	\$88,000,000	\$2,945,000

Public Safety – Police Subcommittee

- Prioritized facilities to meet the changing needs of Chandler
- Police Main Station renovations
- Radio communications equipment
- Police emergency vehicle replacements

Police - Project Name	Bond Projected Amounts	Other Funding Source or Future Bond Election Projected Amounts
Police Main Station Renovations	\$26,810,000	
Radio Communications Equipment	\$17,380,000	
Police Emergency Vehicle Replacements	\$1,810,000	
Total	\$46,000,000	

Public Works Subcommittee

- Maintain existing infrastructure through repaving and collector street improvements
- Placed higher priority on upcoming needed street and intersection improvements
 - Kyrene Road, Arizona Avenue and Warner Road Intersection, McQueen Road
- Additional phases for McQueen Road and Warner Road moved to a future bond election
- Ocotillo Shared Use Path moved to future bond election
- Washington Street improvements moved to be paid by General Fund

Project Name	Bond Projected Amounts	Other Funding Source or Future Bond Election Projected Amounts
Street Repaving	\$83,610,000	
Street Construction-Various Improvements	\$4,800,000	
Traffic Signal Improvements & Repairs	\$8,690,000	
Collector Street Improvements	\$1,575,000	
Kyrene Road (Chandler Blvd to San Tan 202) including intersection	\$27,020,000	
Arizona Ave./Warner Rd. Intersection	\$15,470,000	
McQueen Rd. (Warner Rd. to Ray Rd.) Phase 1	\$41,835,000	
McQueen Rd. (Ray Rd. to Chandler Blvd.) Phase 2		\$32,100,000
McQueen Rd. (Chandler Blvd. to Pecos Rd.) Phase 3		\$13,775,000
Warner Rd. (Price Rd. To Arizona Ave.)		\$63,540,000
Ray Rd./Kyrene Rd. Intersection		\$34,660,000
Ocotillo Shared Use Path		\$24,985,000
Washington St. Improvements		\$9,835,000
Total	\$183,000,000	\$178,895,000

Facility, Sustainability, & Technology Subcommittee

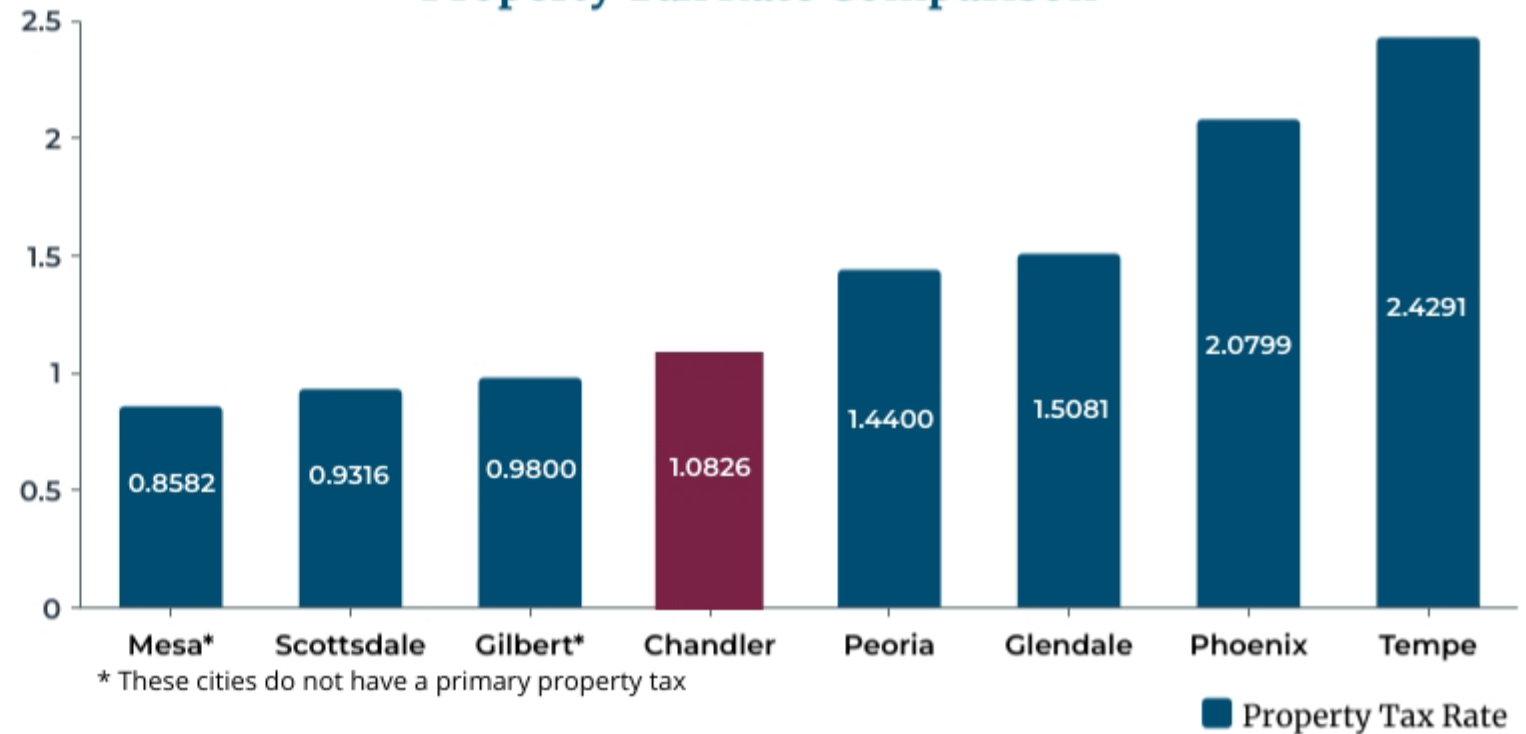
- Multiple projects reviewed overlapped with other subcommittees
 - Sports Field LED lighting, water conservation improvements, Fire Station #282 rebuild, and Police Main Station renovations
- Consensus was to shift these projects to their respective subcommittees for a more focused evaluation
- Steering committee recommended the citywide fiber upgrades and existing city building renovations & repairs be moved to be paid by General Fund

Project Name	Bond Projected Amounts	Other Funding Source or Future Bond Election Projected Amounts	Shifted to other subcommittee
Citywide Fiber Upgrades		\$10,785,000	
Existing City Building Renovations & Repairs		\$9,955,000	\$5,000,000 (Parks)
Sports Field LED Lighting Conversion			\$8,000,000 (Parks)
Irrigation System/Water Conservation Program			\$3,000,000 (Parks)
Rebuild Fire Station #284			\$11,200,000 (Fire)
Police Main Station Renovations			\$26,810,000 (Police)
Total	\$0	\$20,740,000	\$44,010,000

Financial Considerations

- City of Chandler maintains AAA bond rating
- Correlates to lower taxes and utility rates for residents
- As the city ages and gets closer to build-out, much of the infrastructure must be maintained or replaced to continue to provide a great quality of life for our residents
- Selling bonds is a common practice to fund capital/infrastructure needs in a community
- State law requires a city to obtain voter approval through bond authorization

Property Tax Rate Comparison



Financial Considerations

- The secondary tax levy funds GO bond debt, with additional capacity created by either increasing revenue or paying down debt
- Arizona law limits GO bond debt to 20% of secondary assessed value for most projects and 6% for special purpose bonds, with the city well below these limits
- Maintaining a stable tax rate requires balancing assessed values and tax rates, with state law capping assessed value growth at 6.20% for five years, then 1.22% annually
 - Recommendation caps growth at 4.50%

Where Each Cent from Every Property Tax Dollar Goes



Public Schools and
Community College
Districts
70 cents



Maricopa County
& Special Districts
19 cents



City of Chandler
11 cents

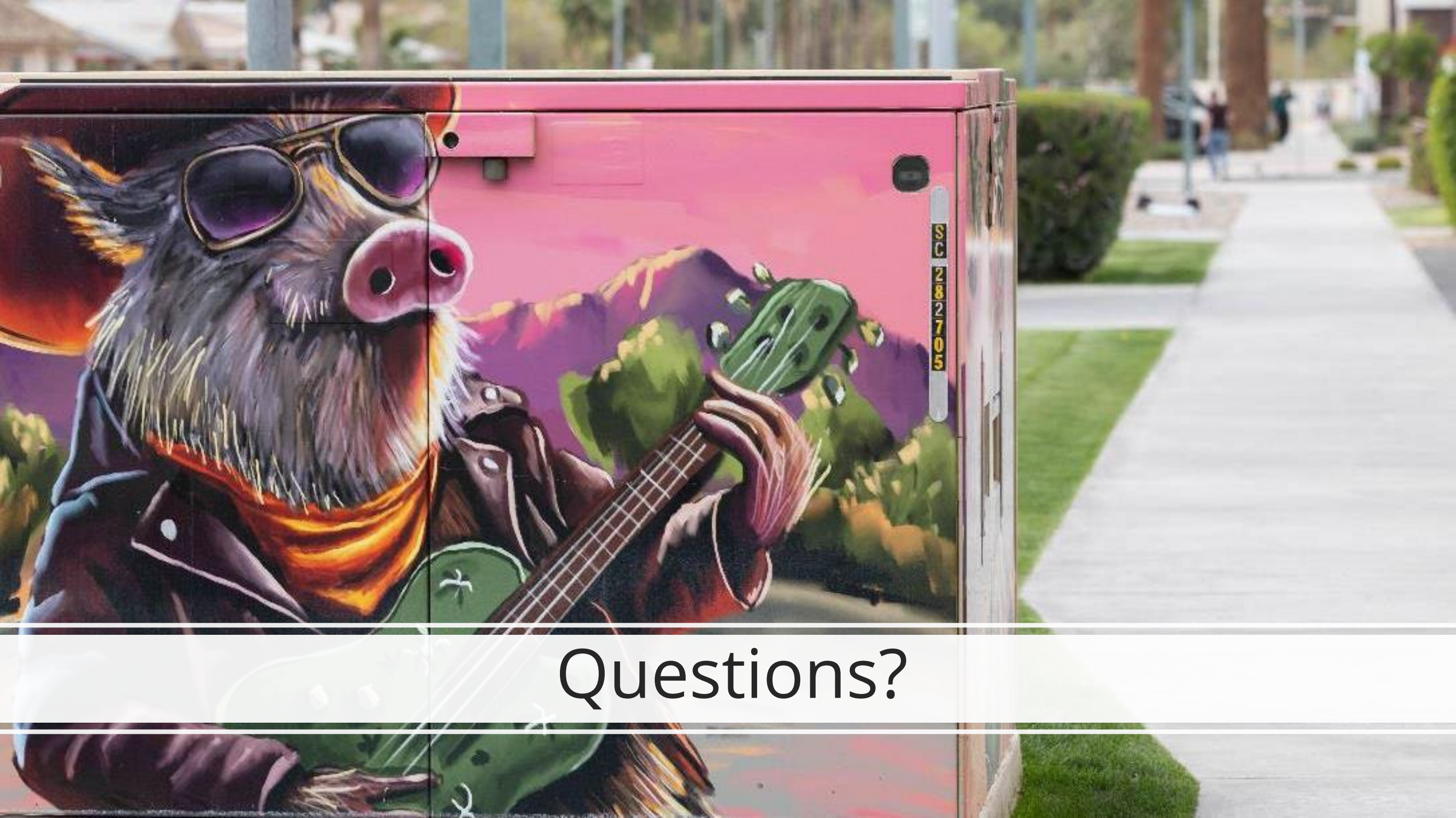


*Based on 2024 Tax Bill information. Exact split will vary depending on the school district and any other special taxing districts on the bill.

The recommended bond projects, based on current projections, will NOT increase secondary property tax rates

Next Steps

Date	Description
<input checked="" type="checkbox"/> February 20, 2025	Bond Steering Committee recommendations report finalized. Briefing to City Council by Steering Committee Chair at Work Session
<input checked="" type="checkbox"/> April 10, 2025	City Council discussion of recommendations at Work Session
<input checked="" type="checkbox"/> April 24, 2025	By resolution the City Council Calls for an Election and approves ballot language by deadline of May 8, 2025
June 7, 2025	Ballot language submitted to Maricopa County
July 7, 2025 - August 6, 2025	Arguments Pro/Con filed with City Clerk
September 23, 2025	Sample Ballot/Informational Pamphlet mailed to voters before election
October 6, 2025	Last day for voters to register for election
October 8, 2025	First day to mail out ballot
November 4, 2025	Election Day
November 24, 2025	Deadline for City Council to canvas the election



Questions?



**Transportation Commission
Policy Memo No.**

Government Relations & Transportation

Date: 05/21/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Chandler Flex Update

Attachments

Chandler Flex Presentation



Chandler Flex

Offering affordable and accessible on-demand rides for
the community

May 21, 2025



Agenda

1. Introductions
2. Recap of the last few months
3. Ideas for Success
4. Hear from you

Introductions



Ana Santos
General Manager



Dorothy Mitchell
Partner Success Principal



George Wilson
Field Manager



Joe Martin
Partner Success Director



Daniele Bourne
Territory Lead AZ



Nicolas Marin
Partner Success Manager

Via Update

Via is the world's leading provider of advanced public mobility solutions

800+

Partners

40

Countries

165M

Rides Served



We partner with dozens of cities and transit agencies across the Southwest



- More than **90** major public transit agencies, cities, universities, and corporate partners
- **8.5 M+** rides delivered, with an average ride rating of 4.8/5
- 5, soon to be 6, **microtransit & paratransit** deployments in Arizona
- **Remix** is used to plan service changes in 3 other AZ cities
- Partnerships with state-level agencies, including Caltrans, CALSTART, and California Air Resources Board

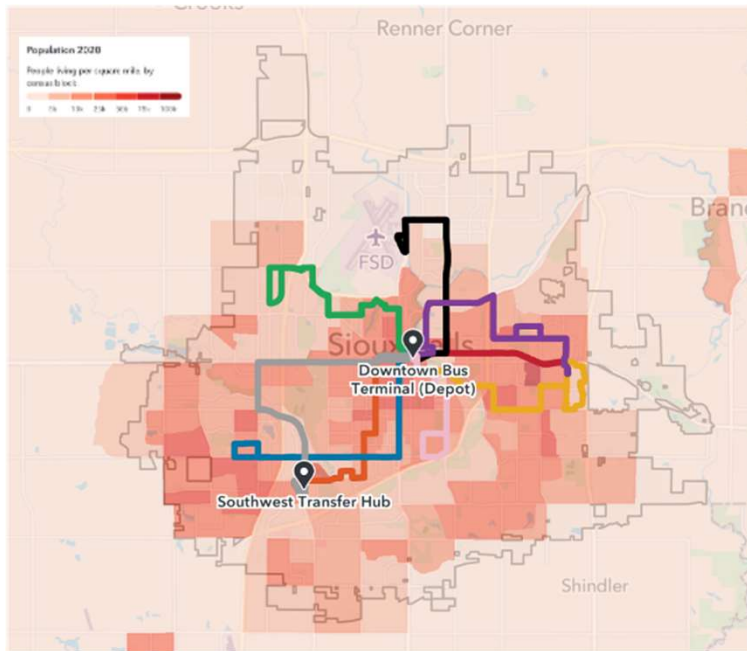
Upcoming launches:



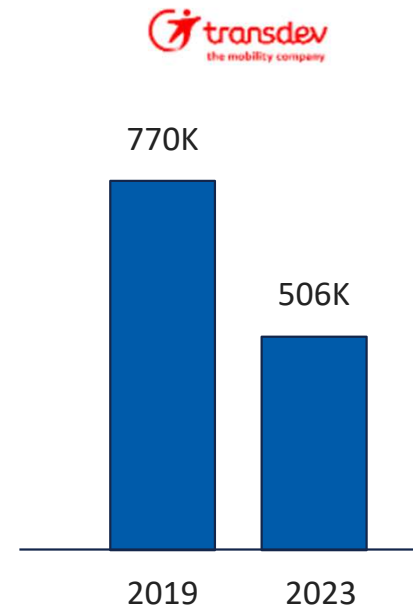
SANDAG



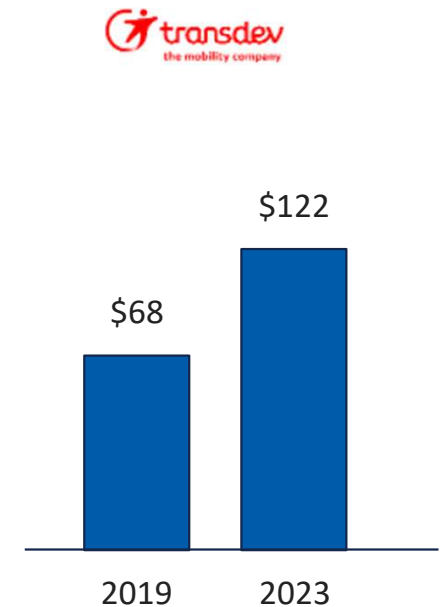
Via specializes in taking over transit networks and delivering transformative outcomes



Declining Ridership

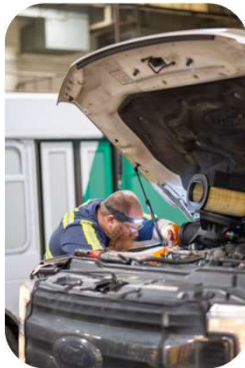


Increasing Costs

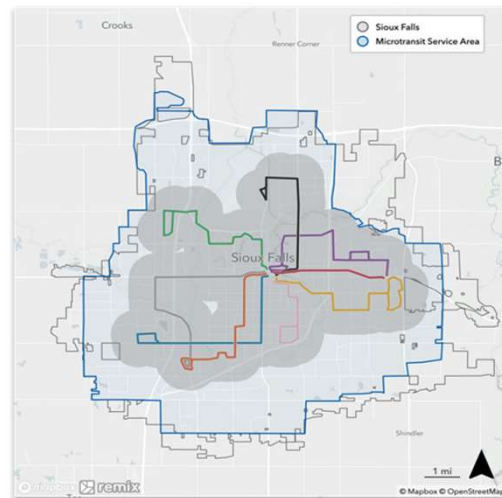


In Sioux Falls, Via assumed operations, redesigned the network, and introduced integrated transit capabilities

Fleet, Maintenance & Safety, Dispatch & Ops



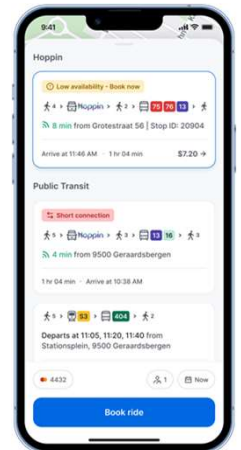
Full Network Redesign



Marketing & Community Engagement



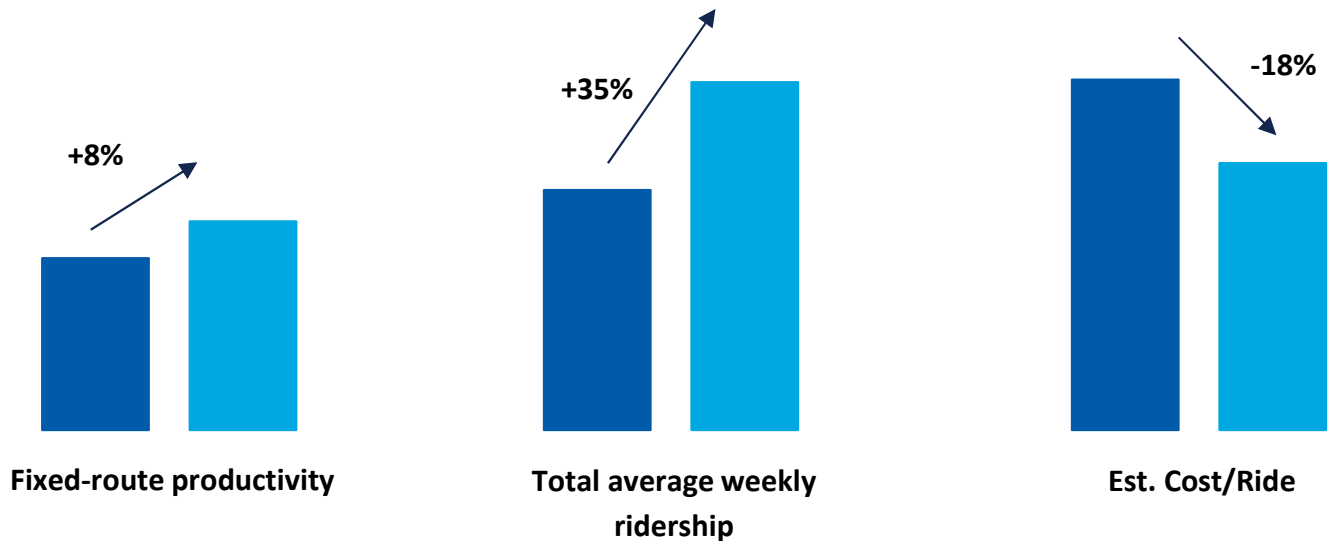
Integrated Transit Technology



Redesign of the transit system is driving meaningful impact across the community



"[Via] has been a home run partnership for our community,"
Sioux Falls Mayor TenHaken



Sept 2023



Sept 2024



Recap of the last few months

Agenda

1. Introductions
2. Recap of the last few months
 - a. Recent efforts
 - b. Service Overview
 - c. Impacts of supply adjustments
 - d. Expansions
 - e. Non-school ridership
3. Ideas for Success
4. Hear from you

Chandler's microtransit service reaches milestone with over 100,000 rides

LOCAL GOVERNMENT

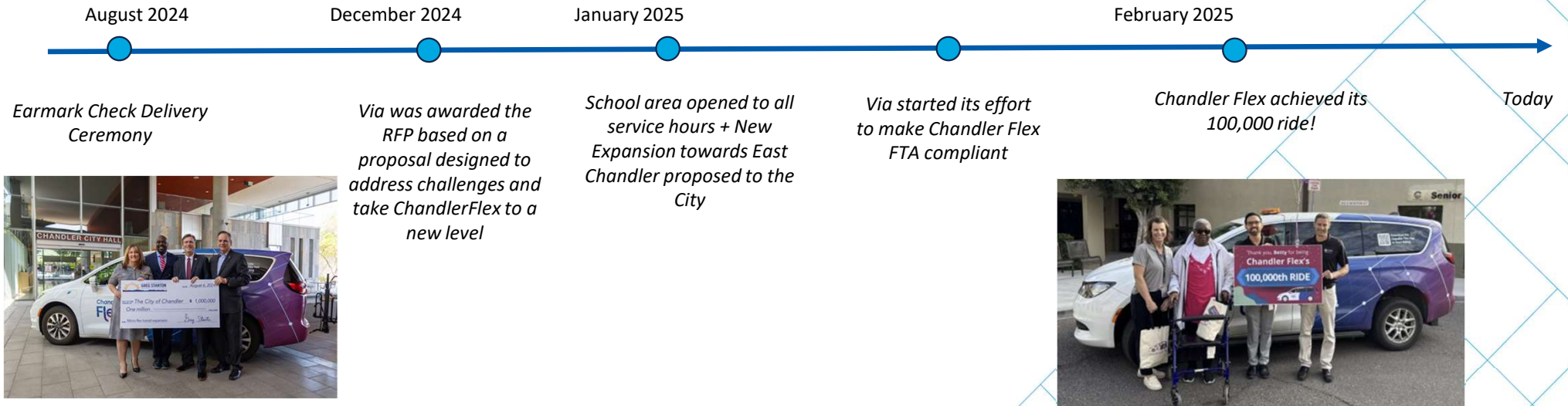
*Extracted from SE Valley Times, Feb 12, 2025

"To celebrate, city staff surprised Betty Neal, the 100,000th ride recipient, with balloons and some Chandler swag when she arrived at the Chandler Senior Center on Monday morning. Betty is a regular Chandler Flex rider that appreciates her expanded mobility and the friendliness of drivers, "I love it! They bring me [to the Senior Center]. They're so sweet." "





Recap of Recent Efforts

Via has been excited to grow and evolve Chandler Flex over the past year

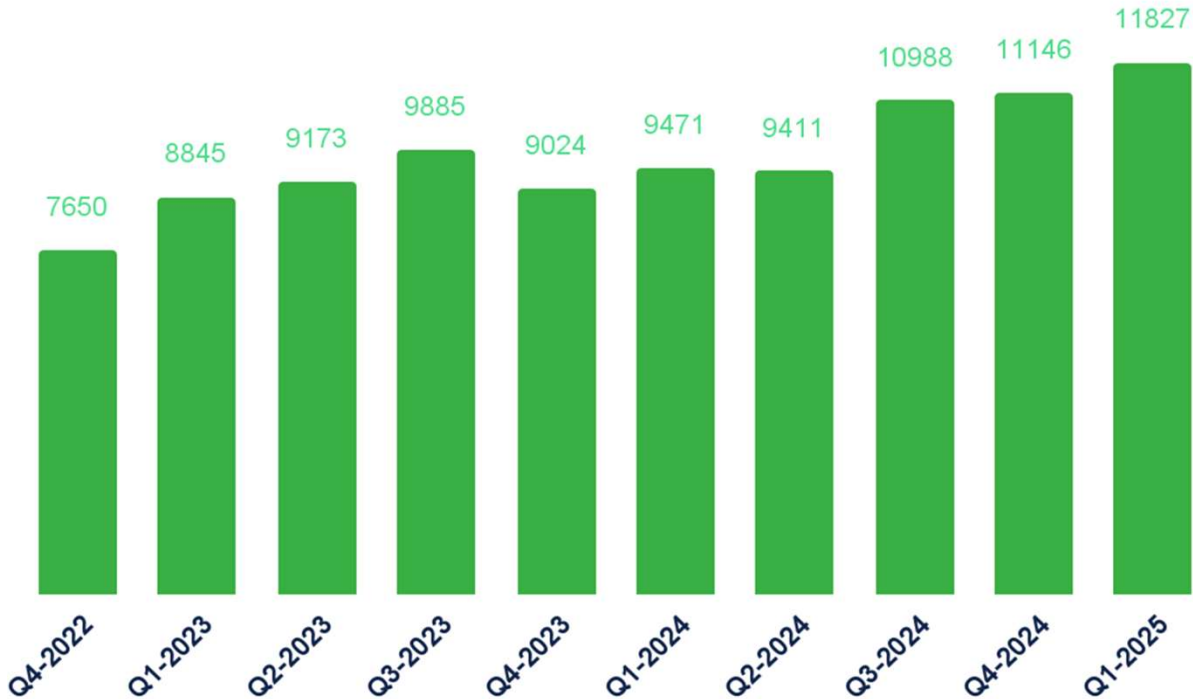


Chandler Flex ridership has grown over time, and specifically over the last quarter

 Q1-2025
Best quarter since
Launch

 4671
Monthly
ridership
record in April
2025

Ridership by quarter



+24%

Q1-2024
compared to
Q1-2025

4.9

All-time
average ride
rating

Service highlights and achievements

Chandler Flex is having a great impact on the community, and riders love the service!

4.9

average ride rating

95%

of riders would be **Very or Somewhat Disappointed** if they couldn't use this service

63%

of riders **do not have access to a personal car**

Chandler Flex has a **rigorous driver process** that includes **hours of behind the wheel and classroom training**.



"Your drivers are always so courteous and pleasant and positive, they get me to where I need to go in a timely manner"

"[Flex is] the easiest and cheapest way for me to get to my destinations"

"Excellent driver. Always friendly and accommodating. Drivers like this are why I really enjoy using Flex over everything else"

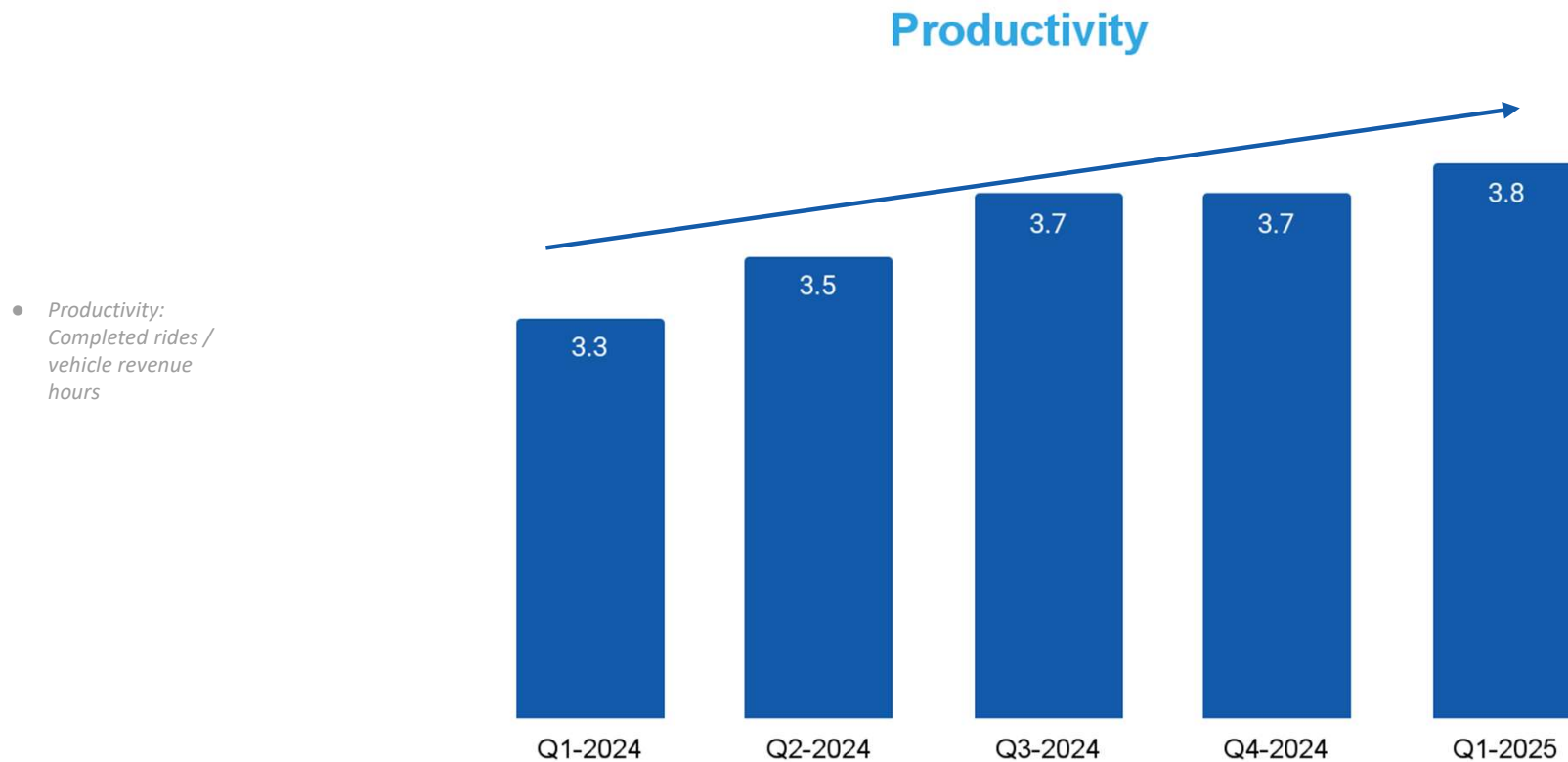
Recent efforts

Via and Chandler have been working together to identify strategies to grow demand and increase efficiency...

Measure	Purpose	Progress
Expand service zone (adding new high-traffic POIs)	Increase demand	<ul style="list-style-type: none">• 1 expansion launched in July 2024• 1 expansion analysis completed
Remove AM and PM booking limitation for school trips	Improve demand patterns	<ul style="list-style-type: none">• Completed
Open the “school-only” zone to all riders	Improve demand patterns	<ul style="list-style-type: none">• Completed

Service Overview

...and these strategies have driven clear results



Recent growth has been enabled by supply plan adjustments

3.4 → 3.7

Productivity in H1 to H2
2024

- Supply adjustments have helped to **respond better to demand peaks** and **increasing efficiency**, despite significant **increases in demand**
- This chart shows an example taken from a normal school day in Chandler where **demand was efficiently addressed with smart supply management**

Hourly Supply vs Demand (04-02-2025)



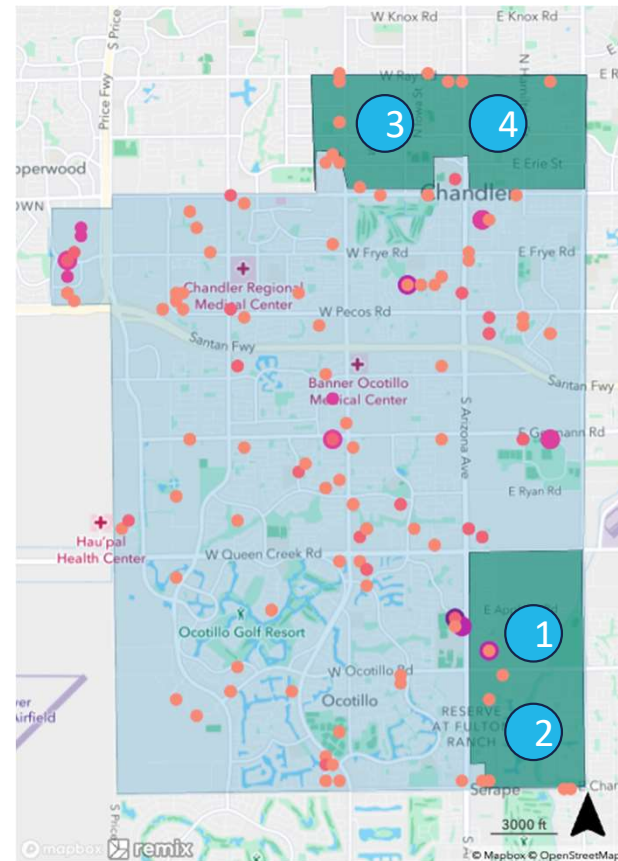
The July 2024 expansion introduced more non-student use cases and increased demand

+25%

Growth in ridership comparing
Q2-2024 to Q1-2025 (after
expansion)

9.1%

% of demand from the newly
expanded zones



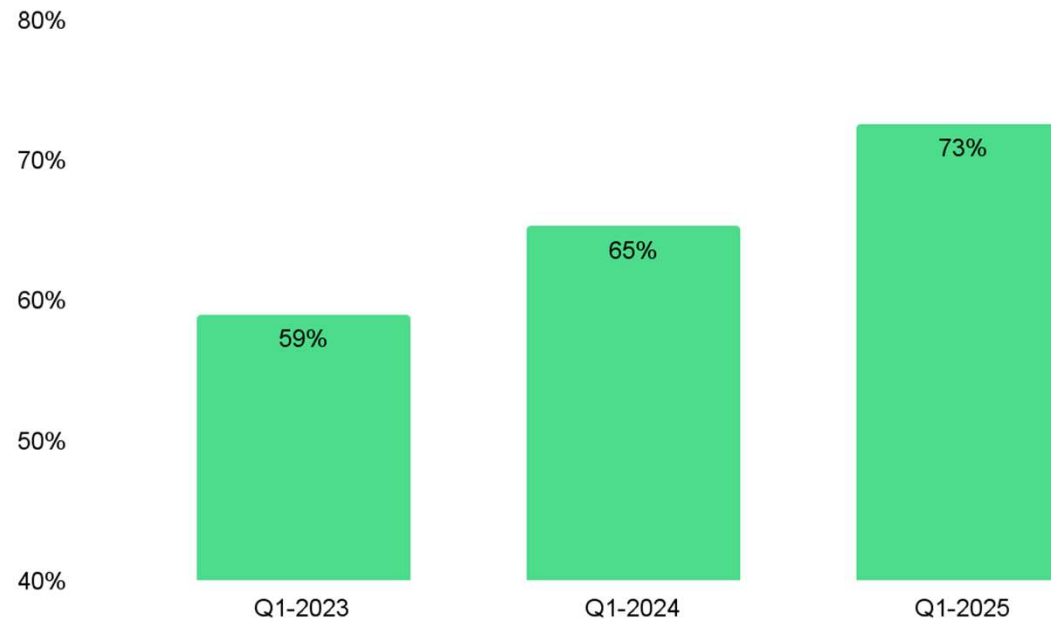
New use cases:

- 1 Shopping (Target)
Entertainment
- 2 (Cinema)
Leisure & Church
- 3 Food
- 4

Non-Student Ridership

Non-student ridership has grown steadily over time

Non-student demand in Q1



+9.2%

Average quarterly growth compared to same period last year

*Number of monthly bookings excluding rides with discounts for students

Process of becoming FTA Compliant

With the city receiving federal funding, Via is implementing processes to be fully FTA Compliant by July 1, 2025

Milestone*	Required for FTA Compliance?	Delivery
Define Title VI process	Yes	Completed
Transition to new call center	No	Completed
Access to real-time data	No	Completed
Access to NTD reporting	Yes	Completed
Fingerprint clearance	No	7/1
Implement cash as payment method	Yes	7/1
New vehicles	No	6/10
Implement new driver training/hiring process	Yes	6/27-7/1
Hire-on-site operations manager	No	6/2

*This table contains only a sample list of milestones for full FTA Compliance or our new contract

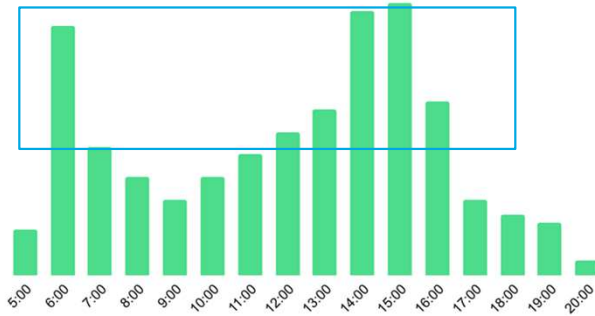
Ideas for success

Agenda

1. Introductions
2. Recap of the last few months
3. Ideas for Success
 - a. Overflow management
 - b. Zone expansion
4. Hear from you

Via is also working to implement overflow services to meet peak demand

Currently demand peaks are managed through fleet supply management



We could send overflow during peaks to other mobility providers to make sure no request is left without a ride proposal

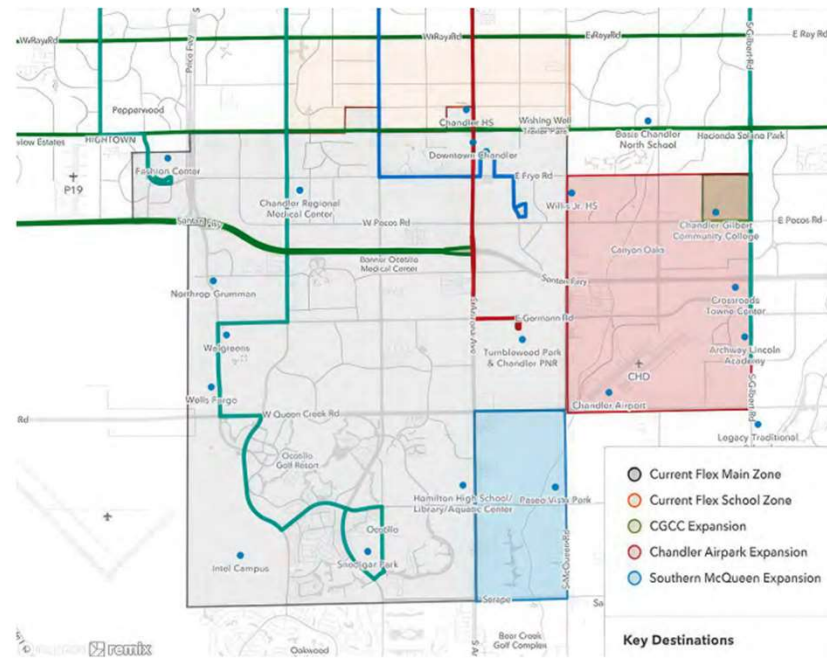


In the future, we will manage overflow with autonomous vehicles



Further Expansion

Chandler Airpark Flexible Transit Study showed expansion options to the East to drive ridership and find new use cases

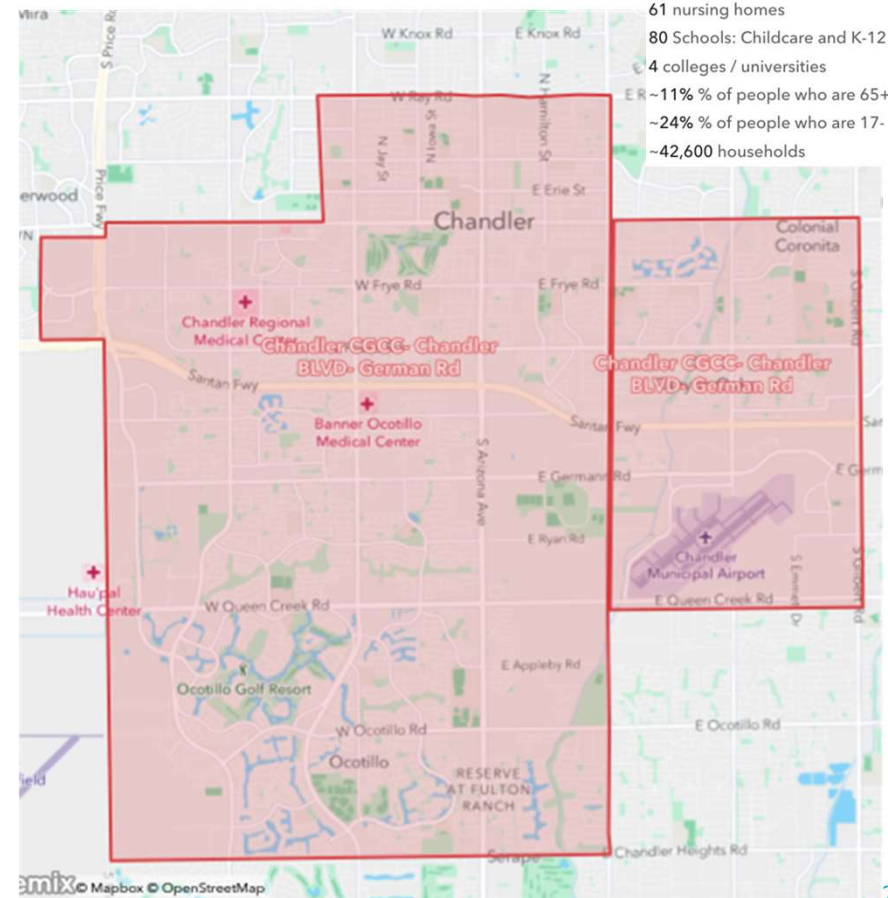


Expansions

The City of Chandler is considering an expansion proposal made by Via

- **Current area + Area within Chandler Blvd - Gilbert Rd - German Rd (4.2 sq miles)**
 - 16800 population
 - 7,400 jobs
 - 5,000 CGCC students
- **POI**
 - 25 Educational/Care POI
 - 15 nursing homes
 - 8 schools (childcare-K12)
 - 2 colleges
 - Entertainment (Theatre)
 - Walmart
 - Airport Center

~109,300 population (Census 2020)
 ~109,900 population
 ~65,800 jobs (work)
 ~10% % of people in poverty
 4 hospitals
 61 nursing homes
 80 Schools: Childcare and K-12
 4 colleges / universities
 ER ~11% % of people who are 65+
 ~24% % of people who are 17-
 ~42,600 households



Agenda

1. Introductions
2. KPI Review
3. Ideas for Success
4. Hear from you

Hear from you

Thank you!



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

Date: 05/21/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: Willis Road Capital Project

Attachments

Willis Road Presentation

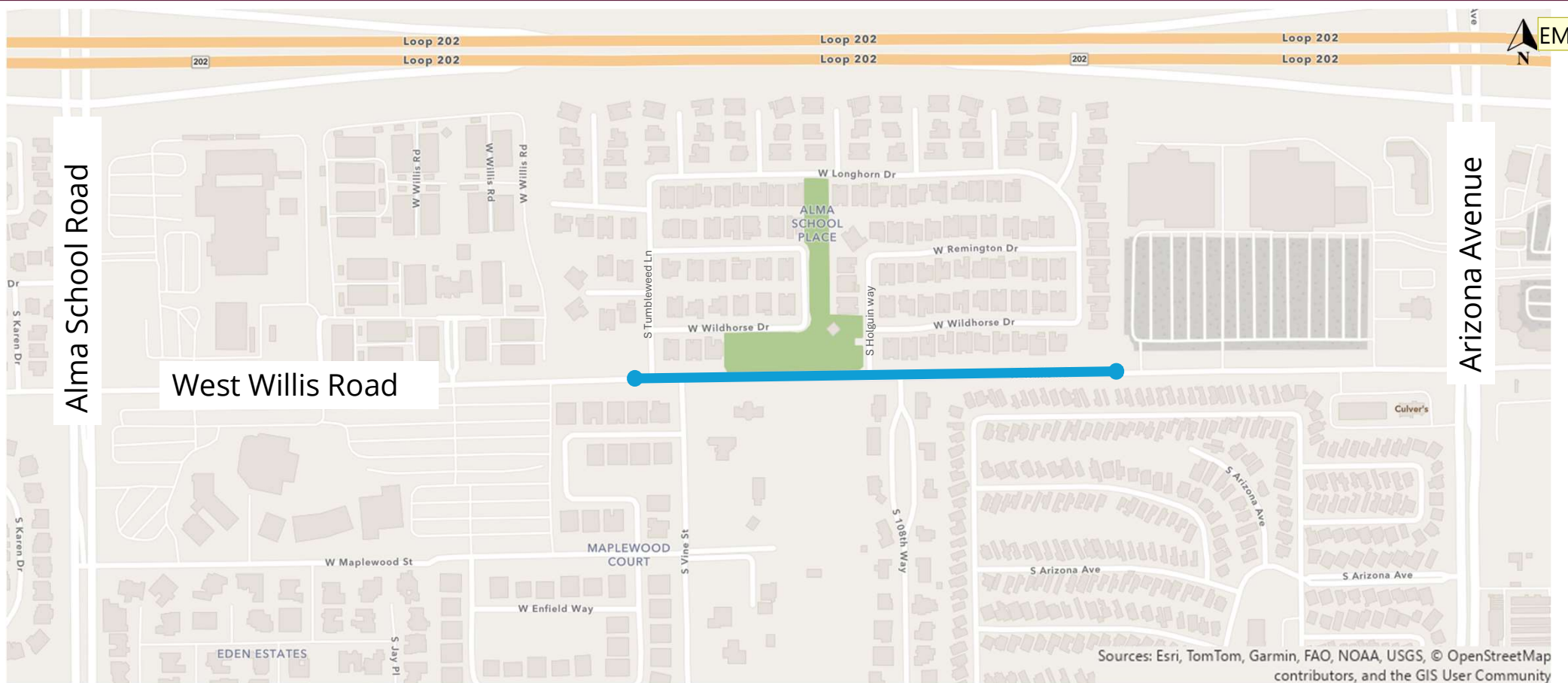
Willis Road Improvements



Transportation Commission

May 21, 2025

Project Limits



Slide 2

EM0 Spelled out West, Road, and Avenue
Mireles, Estefany, 2025-05-14T16:41:33.454

EM1 North arrow needed, please confirm direction
Mireles, Estefany, 2025-05-14T16:43:37.802

AP2 Cite source of map
Pridemore, Ashley, 2025-05-14T18:23:21.962

Project Funding and Timeline

- Transportation Master Plan Update – 2019^{EM0}
- Design (\$204,262)
 - Council Award – February 8, 2024
 - Design currently at 90% stage
- Construction (\$2.0 to 2.4 million estimate)
 - Construction bid anticipated for late 2025

Slide 3

EM0

Replaced with long dash

Mireles, Estefany, 2025-05-14T16:42:29.533

EM1

Revised text size so they are the same on next two slides

Mireles, Estefany, 2025-05-14T16:47:49.936

Design Elements

- Completing south half AP0 of Willis Road to include:
 - Widened asphalt pavement
 - Curb and gutter
 - Sidewalk
 - Signing and striping
 - Utility relocations



Proposed Typical Section

Slide 4

AP0 Will your audience understand the limits of the project this includes

Pridemore, Ashley, 2025-05-14T18:24:25.086

AP1 Consider adding caption "Proposed Typical Section" with limits

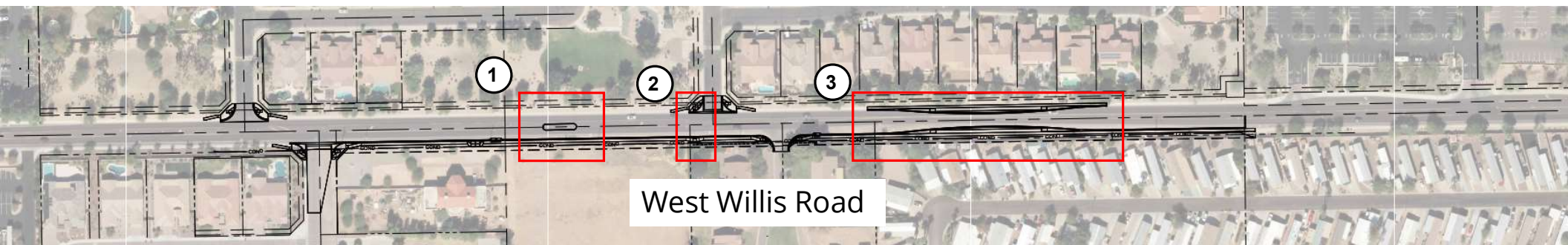
Pridemore, Ashley, 2025-05-14T18:25:23.713

Added Features

1. Median island
2. Pedestrian crossing
3. Chicane



Proposed Chicane Section



Slide 5

AP0

Consider adding caption "Proposed Typical Section" with limits since none of the bullets are shown on this graphic

Pridemore, Ashley, 2025-05-14T18:25:51.326

Planned Public Outreach

- Project Info Website
- Outreach to Nearby residents/Businesses
- Website setup to allow accept comments
- Potential return to Commission after Public Outreach

Questions and Comments



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

Date: 05/21/2025
To: Transportation Commission
From: Sheri Passey, Management Assistant
Subject: May 2025 Project Status Update List

Attachments

May 2025 Project Status Update

Transportation Project Status - May 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	Project in closeout.	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. Preparing to submit for Obligation. Project scheduled to go out to bid in June 2025.	Federal funds	\$27.20
ST2007 Hamilton Street Improv. [Appleby Road to Carob Drive]	Nfra Consultants	Redpoint	Construction has reached Substantial Completion.		\$5.20
ST2103 Intersection Improv. at Ray Road and Dobson Road	Kimley Horn	tbd	Design is currently at 95%. Project needs ROW, and anticipates going out to bid Fall 2026.	Grant funds & local funds	\$11.85
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 is currently at 90%. Project needs ROW, and anticipates going out to bid Summer 2026.		\$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 90%. Construction tentatively scheduled for bid in Fall 2025.		\$11.30
ST2310 Alley Rehab PM10 Dust Emissions Reduction Phase 3 (FMA Areas 6, 24, 26, 27)	Premier / Olsson	tbd	Design is at 100%. Federal Funds available in October 2025.	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
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

