

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

Wednesday, February 18, 2026, at 5:30 p.m.

CALL TO ORDER / ROLL CALL

Chair Heineking called the meeting to order at 5:30 p.m. and announced the first item on the agenda is to review the November meeting minutes.

Ms. Sheri Passey: Mr. Chairman, we need to complete a roll call before we move to the first agenda item. Roll call was taken. Quorum present.

Members in Attendance:

Chair David Heineking
Vice Chair Molly Olsen
Commissioner Dan Henderson
Commissioner Timothy Johnson
Commissioner Dianne Kresich
Commissioner Dean Brennan
Commissioner Luis Heredia – (Webex)

Members Absent:

None

Staff Members Present:

Jason Crampton, Transportation Planning Manager
Hezequias Rocha, Senior Transportation Planning Program Coordinator
Sheri Passey, Recording Secretary, Management Assistant
Nancy Jackson, Senior Transportation Planning Program Coordinator
Daniel Haskins, Capital Projects Manager
Brittany Barba, Government Relations Program Manager

Webex Attendees:

John McFarland, Transportation Manager
Alyssa Siqueiros, Construction/Design Project Manager
Chelsea Heinz-Brown

Public Attendees:

Anne DeBoard, Kimley-Horn, Consultant
Brook Beall - Resident
Cody Hopkins, Entellus Inc.
Siddarth Ramkumur, Mayor's Youth Commission

SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES

CONSENT AGENDA

None.

ACTION AGENDA

1. Approval of Minutes – November 19, 2025, Transportation Commission Meeting

Chair Heineking: First item is the review of the last meeting minutes. Has everybody had a chance to review them?

Commissioner Brennan: I have one correction; on page nine the fifth line down regarding the general plan. I said, “I live in North Chandler”, which is true - “I’m guessing that I maybe the only person in Chandler paying attention to what is going on as far as the general plan.” That’s hyperbole, and I don’t think I said I was the only person – just change it to maybe the only person in North Chandler. I know there are other people paying attention.

Ms. Passey: Asked for further clarification – you would like me to add “North” in front of Chandler? (Commissioner Brennan acknowledged).

Chair Heineking: Are there any other corrections?

Commissioner Kresich: On page twelve, my second comment. This is probably exactly what I said, but it doesn’t sound very clear. If I may, just clarify, “it appears that the green spots are very, very close in these two maps” and what I am saying is it appears that the green spots signifying parks in the existing and proposed maps are very similar. So, I was trying to say that I saw almost NO change in the park plan from the existing to proposed. If it’s not permitted to make that clarification, I am fine, but I didn’t particularly make much of a point.

Ms. Passey: Asked for further clarification. You want to change it to read how?

Commissioner Kresich: “The green spots which designate parks are very similar.” Close makes it sound they are physically close together. I am trying to say they are very similar in the two maps and then I don’t clarify what the maps are, but it was the existing verses the future.

Chair Heineking: Thank you, any other changes? Can I get a motion for approval?

Commissioner Johnson: Motioned to accept the previous minutes with the changes.

Commissioner Brennan: I second.

Chair Heineking: All in favor? 7 ayes. Any opposed? None.

Ms. Passey: Motion passed unanimously, 7-0.

2. SRP License Agreement for Kyrene Branch and Highline Canal Paths

Chair Heineking: Second item on the agenda is the SPR license agreement for the Kyrene Branch and Highline Canal Paths. We will let the commissioners speak and then we will open it to the public.

Mr. Brook Beal, Resident: There were actually supposed to be general unscheduled comments first - Call to Order and then Unscheduled Public Appearance.

Chair Heineking: (Referring to his completed comment card) - items two, three and six are listed.

Mr. Beal: Did I not check the one above it?

Chair Heineking: No, you did not.

Mr. Beal: I apologize. I meant to check that also. Okay.

Chair Heineking: We will get to you as we move forward with the agenda.

Mr. Beal: Okay, yes.

Mr. Crampton: Mr. Chairman, members of the commission, tonight we are asking the Commission to recommend approval of a license agreement with SRP. This agreement would authorize the City of Chandler to access SRP-managed property in order to construct, maintain, and operate a shared-use path along the Kyrene Branch and Highline Canals.

We first presented this project in April of last year and have discussed it with the Commission several times since. The license agreement is a required step before we can complete right-of-way clearance and move into the next phase, which is construction.

Approval of this agreement does not authorize construction. It simply allows us to keep the project moving forward. The next step, after the agreement is in place, would be to solicit bids for a contractor. Formal approval to proceed with construction would come later, through City Council authorization of a construction contract.

I'll briefly review the project. This project is focused on improving accessibility, aesthetics, safety, and connectivity, while supporting active transportation. It will extend existing canal paths that are already built in the City of Tempe and currently terminate at the Chandler border. Our goal is to continue those trails into Chandler and connect them to the regional trail system.

- Project Purpose and Objectives/Project Schedule
- Existing Canal Path Network
- Kyrene Branch Canal & Highline Canal Shared Use Path – Land Use and Rights-of-Way

- City of Chandler – Transportation Master Plan (2019 Update) Bicycle & Pedestrian Recommendations 2020-2040
- Kyrene Branch Canal – Project Area Key Map & Proposed Improvements
- Highline Canal – Project Area Key Map & Proposed Improvements
- Potential Project Elements
- Public Meeting Schedule

To move forward, we need this agreement with SRP to complete right-of-way clearance. Design is essentially complete, and the project is ready for the construction phase. Construction is now more likely to begin in summer 2026.

The project includes improvements along two canal segments. The Highline Canal is approximately a quarter mile of project improvements along the canal in northwest Chandler, primarily through a commercial area. The Kyrene Branch Canal is about one mile length of project improvements which will connect from Knox Road and Kyrene Road intersections southwest past Ray Road and Linda Lane to its termination point.

Both segments are identified in the City's Transportation Master Plan, which was previously approved by Council.

Commissioner Johnson: (Asked Mr. Crampton to go back) – I would like to see the loops once more. Right now, we are looking at the orange and the pink. The sections in Chandler are not there, but the ones in Tempe are.

Mr. Crampton: Yes. Currently in Tempe paths are paved and lit along with other improvements and then in Chandler there is an unimproved path that people can still ride a bike or walk along. We are looking at adding or continuing the paved concrete path and lighting as well as other improvements.

Commissioner Johnson: Asked. And the western lateral?

Mr. Crampton: Yes, that one is in the City of Chandler for about three and a half miles. We have improvements on that path, and it continues west into Tempe. (He continued his presentation).

The improvements include a pedestrian signal to allow people to get across Kyrene Road safely. That will continue down connecting the path to the railroad. At the railroad, people can go west to McKemy Road to use the existing traffic signal before they make their way back to the trail at the canal, south of Ray. The Highline path is a much shorter path (about a quarter mile), but we will also be adding bike lanes on Orchid Lane and 54th Street. Some additional amenities include lighting, monument signs, wayfinding signage, trash receptacles, bike repair station, and gates to restrict vehicle access.

Chair Heineking: We will open discussion with the commissioners and then we will go to Mr. Beal.

Commissioner Johnson: The crossing on Ray Road - does it require someone to go down around and back? Was there any conversation about putting a light there like the one on Chandler Heights?

Mr. Crampton: Yes. The initial plan set did include a traffic signal or a pedestrian signal. However, it's about 700 feet or so from the existing traffic signal at McKemy Road and there were concerns from Chandler's traffic engineering staff that it was a little too close to McKemy creating confusion for vehicles. In addition, the neighborhood was not in favor of it. As a result, the signal was removed from the project.

Chair Heineking: Called on Mr. Beal.

Mr. Beal: Thank you. What I meant to talk about in the unscheduled appearance was your traffic signals. My next project is going to try to convince you to synchronize at least two traffic signals within the city. I don't think that has happened yet. You are putting in more signals here; there's talk about one on Riggs Road. You guys can't synchronize lights as it is. We don't need more lights. At least put in a traffic signal that allows you to proceed when clear. That would be the far more acceptable. I think you should replace all of them on the canal like that. That will be the next time.

I am opposed to this. I have started an email trail conversation with the Bureau of Reclamation regional director, the assistant regional director, plus the two district managers here in town, specifically to have them withhold your approval.

I do not want to have any of this moving forward any further than it is today. That includes the 5 of April or the 11 of April bike ride. I'm going to ask they withhold permission for that (event). You misspoke last time. There were half a dozen police officers who were there who allowed the crimes to occur. The mayor allowed that to occur. Everybody should have known better, but you allowed that to go on. I'm going to ask them to withhold your permit this year as punishment for what you did wrong last year. This was not unintentional. You did this on purpose. I'm going to ask that this be withhold. The police chief refuses to enforce the law. It is against the law, federal law and state law, to ride a motorized vehicle on the canal. That includes any e-bike in any condition, any state. Officers say they aren't going to enforce the law. This attitude needs to change. There's a law. SRP and the Bureau of Reclamation have told me specifically in an email they want this law enforced. This isn't a joke to them; it may be to your police chief. It's not a joke to the Bureau of Reclamation. I'm going to do what I can to get all your permits withheld to you get your police chief to address this problem.

Commissioner Johnson: Made a motion. I move that the Transportation Commission recommend that City Council authorize the execution of license agreement with Salt River Project granting the city access to construct, maintain and operate the Kyrene Branch and Highline Canal Shared Use Paths.

Chair Heineking: Thank you, Commissioner Johnson. Do I have a second?

Vice Chair Olsen: Second.

Chair Heineking: Thank you, Vice Chair Olsen. Any other comments? All in favor? Aye. Any opposed? Aye

Motion passed 6-1.

BRIEFINGS

Chair Heineking: Next item is the briefing. I will pass it over to Mr. Crampton.

3. Paseo Trail – Queen Creek/McQueen Road Briefing

Mr. Crampton: Thank you, Mr. Chairman. We have our project consultant Ms. Anne DeBoard, from Kimely-Horn who has been working on this project. She will be presenting.

Ms. Anne DeBoard, Consultant, Kimely-Horn: Thank you, Jason. Thank you, commission members. This is the Paseo Trail Crossing Improvements Project. The project is located on the east side of the Consolidated Canal, bordered by McQueen and Queen Creek Roads.

In 2022, the city received a grant through the Maricopa Association of Governments (MAG) Active Transportation Design Assistance Program for a study. The purpose of the study was to evaluate safer crossing alternatives and trail improvements along Ashley Trail and Paseo Trail.

In 2024, the City funded the final design of two key segments, including portions along Queen Creek Road and McQueen Road. The current project focuses specifically on improvements along McQueen Road and Queen Creek Road to enhance connectivity within the Town of Gilbert's trail system and provide better regional connections.

Presentation:

- **Need for Project**
 - Overall improved Paseo Trail system filling in missing links promoting safer, continuous pedestrian and bicycle travel.
- **Project Improvements**
 - Minimum 10-foot-wide concrete shared-use path
 - Pedestrian-scale lighting consistent with other trail segments
 - Signalized crossing improvements at key intersections
 - Enhanced safety and continuous bicycle and pedestrian travel
 - Wayfinding signage, landscaping, irrigation, and site amenities
- **McQueen Road Improvements - intersection of McQueen Road and Chandler Airport Business Park access drive:**
 - Widen the east side sidewalk to create a 10-foot shared-use path
 - Maintain existing traffic signals
 - Upgrade pedestrian crossings with restriping, push buttons, and ADA-compliant improvements
 - Add a new east-west crossing to connect to the existing canal path
- **Queen Creek Road Improvements - intersection of Queen Creek Road and Airport Boulevard:**
 - Provide a connection from the improved path to an existing signalized intersection
 - Add a splitter connection to enhance safe access to the crossing
 - Rest node amenity space
- **Project Schedule**
 - 30% submittal (8-29-25); 60% submittal (12-16-25); 95% submittal (target date 3-31-26)
 - R/W / TCE Acquisition
 - Final submittals Summer/Fall 2026
 - Begin Construction early 2027

Overall, the project is designed to create a safer, more connected, and accessible trail system for pedestrians and cyclists.

Commissioner Johnson: Asked. What is TCE?

Ms. DeBoard: A Temporary Construction Easement. It allows temporary access to private property when improvements are required during construction. No permanent right-a-way is needed on this project.

Commissioner Kresich: To increase my knowledge about these trails - to what extent had data been collected on the existing trails in terms of mode choice – walking, non-motorized bikes, motorized bikes? What do we know about who uses the trails?

Ms. DeBoard: There is some existing count data the city has. At the beginning of this project segment, we did some bicycle/pedestrian counts to understand where and how the path is being used.

Commissioner Kresich: What is the breakdown? Just roughly.

Mr. Crampton: Mr. Chairman, commissioners; We have done counts in the past. I don't know off the top of my head what the breakdown is between bicyclists and pedestrians. The data did not look at the type of bicycle; it only distinguished between somebody on a bicycle versus somebody walking. That is about as far as the breakdown would have detailed but we can gather that information.

Commissioner Kresich: What is a bike repair station?

Ms. DeBoard: A repair stand has various tools and an air pump that allows cyclists to perform minor repairs, such as fixing a flat tire.

Commissioner Brennan: Are the improvements just paving and some lighting? No rest areas or landscaping?

Ms. DeBoard: There is one rest area.

Commissioner Brennan: That's the only one? There's nothing south?

Ms. DeBoard: There is also an existing seat wall and where the paths join the existing Paseo Trail on the west side of the McQueen Rd you can see here.

Commissioner Brennan: Once the path reaches the Gila River Indian Community, does it end or continue south into the (Indian) community?

Ms. DeBoard: It currently terminates at Hunt Highway. There is an unimproved segment between Riggs Road and Hunt Highway that is currently undergoing a study....

Commissioner Brennan: I'm just curious. But once you get south of Hunt Highway it continues?

Mr. Crampton: It does, but only the canal continues once it reaches Gila River Indian Community.

Commissioner Johnson: I love it. Crossing on your bike sucks. Trying to look over your shoulders and it's very busy. Having to go up to McQueen or Queen Creek and then go over is inconvenient as well. This will be awesome.

Commissioner Henderson: Through the chair. I presume the trail will remain open during construction.

Ms. DeBoard: I believe so, yes.

Commissioner Johnson: There will be one side that would be open because its on both sides – making sure that people can continue to ride?

Mr. Crampton: We will keep that in mind as we develop the construction plan to make sure there is a way for cyclists and pedestrians to get around during construction.

Commissioner Kresich: Is the city responsible for maintaining the landscaping, benches and all the improvements?

Mr. Crampton: Yes. Anything we install we must maintain.

Chair Heineking: Any further comments or questions? Mr. Beal.

Mr. Beal: Again, I am opposed to this for the same reasons as before. We don't have a police department doing their job. And my guess on the breakdown of usage is 33%, 33%, 33%, roughly. I can have a day where I will see ten or more motorized vehicles go by the canal. I might see one or two bicycles, and I might see a few pedestrians. I see joggers occasionally.

Today I saw one bicycle, couple of pedestrians and no electric bikes. I would say it is evenly split in the one-mile segment between Chandler Heights and Ocotillo. A lot of them continue on and they turn on that signal so they can cross the street. Everyone waits for 30 to 40 seconds even 50 seconds even though it took them two seconds. Again, I would love to see those changed to a when clear. Especially on the weekend they go off every two minutes. That happens all the time. I regularly see it. Again, I am going to ask that NO permits be issued for this work. It sounds like that TCE would be where this would be affected. I am going to ask that until we get a little bit more cooperation from the city that will be denied.

Commissioner Kresich: Asked. I might have been assuming that these pedestrian crossings were like what the City of Tempe has - you can proceed when it is clear. Please help me understand the nature of these signals.

Mr. Crampton: Through the Chair, Commissioner Kresich...these are full traffic signals already in place at Amazon Drive and Airport Boulevard. The previous agenda item that would have been a pedestrian signal and that is in the City of Tempe. That would be a signal like we have on Paseo Trail where that is not where it is a proceed when it's clear. It turns red for vehicles as long as the timing is required for people to get across. Whether or not the person takes 3 seconds or 30 seconds it will remain red for 30 seconds.

Chair Heineking: Okay. That was not an action item so thank you for the information. Moving to the next item.

4. February 2026 Project Status Update List

Mr. Crampton: Thank you, Mr. Chairman. Dan, I don't know if you wanted to update any of your roadway projects or not. There are a few projects that I am going to touch on and if the commission has any questions on any of the projects, we can field them.

There are a couple of new projects on the list. The Jacaranda Parkway Protected Bike Lanes project is in south Chandler. This project will introduce a quick-build protected bike lane using vertical separation elements such as posts and intermittent precast curbs. The goal is to create a lower-cost, replicable design that can be implemented more broadly across the city. This item will be brought to the commission later this year.

Commissioner Brennan: Asked. Is that similar to Smith Road in Tempe? Are you familiar with that?

Mr. Crampton: Yes, but that one has some constructive median. That one is closer to our Frye Road project in cost and scale. I believe our Frye Road project goes above and beyond that project.

Commissioner Brennan: Asked. Why was Jacaranda selected as the street that receives the improvements?

Mr. Crampton: This was selected because there is already a buffered bike lane in place. There is existing horizontal space available to quickly build the vertical elements.

Next is the Roadway Safety Action Plan. Hezequias was able to secure a grant for the city to conduct a roadway safety action plan using Safe Streets for all federal funding. We have a consultant ready to start this study, later this spring. We will bring this to the commission multiple times for your involvement. The study will be looking at citywide crash data and other statistics to try and understand where there are safety issues around the city and then identify improvement that can be made. It could be infrastructure improvements, enforcement approaches, public education or a number of different solutions recommended.

The last project is the Chandler Boulevard Roadway Improvements between Price Road and Dobson Road. We were awarded approximately \$4.5 million in grants to make some improvements on this one-mile stretch of roadway which will include some safety and sidewalk improvements. The project will mainly consist of milling and overlaying the pavement so we can save city funding and apply it to other roadways and transportation improvements.

Mr. Daniel Haskins, Capital Projects Manager: The Lindsay Road project from Ocotillo Road to Hunt Highway. A contract was awarded and construction should start in March. That project will provide a consistent continuous two-lane configuration in each direction. Kyrene Road improvements near Loop 202 and Chandler Boulevard, we have a designer under contract. One thing to note Arizona Department of Transportation (ADOT) will still be widening Loop 202 once we start construction on this project. We will be coordinating the construction of the on and off ramps to reduce the impact on the freeway travelers. The Warner Road Study. This study looks at Price Road to Arizona Avenue, but we will probably extend the study to McQueen

Road to determine if we want/need to add an additional lane. Once that study is complete, we will move forward with the Warner Road and Arizona Avenue Intersection Improvement Project. There is the Turf to Xeriscape Project – Phase 1. We are about two to three months from finishing that project. Once that is complete, we will move to Phase 2, and the start of the design process plus public outreach. Do you have any questions on any of these projects?

Commissioner Brennan: Asked. Chandler Boulevard was that a federally funded project? What do you do in regard to public participation on a street where you are just doing a mill and overlay?

Mr. Crampton: Yes, it is a federally funded project. We haven't really gotten into the public outreach plan for this project yet, but you are right, it's just kind of rehabilitating the road – not a lot is changing. We will do some outreach.

Mr. Haskins: Yes, outreach will be required because we are including in this project the replacement of two existing waterlines on each side of the road, which will impact all the businesses along that corridor. We will be talking directly to residents, properties owners and businesses to let them know important/critical details about the project and its impact. Some double checks are happening or may need updated, and we might need a TCE for the project. We will do minimal outreach for the traveling public but for the businesses it will be more extensive.

Commissioner Johnson: Asked. On the turf-to-xeriscape, does that straighten up Kyrene or is that something you guys do?

Mr. Haskins: There are seven basins, the one on Kyrene going north, south of Chandler Boulevard we have the Kyrene project coming through there and then the turf-to-xeriscape project started. It will be interesting since we don't know the widths of that, you are going to see that basin looks a little different because we don't want to put a lot of plants or irrigation in case we have to move that back or replace what was just installed. We are going to place granite on that front hill, but all the landscape in the back will be correct. After the Kyrene project is complete we will come back and match the other basins.

Commissioner Brennan: Asked. Any discussion about additional improvements to the basin next to Fire Station 2?

Mr. Haskins: I have not brought that up to anyone yet, but it is in my notes. We want to get through phase one. There are two basins right now that people want more vegetation planted, so thank you.

Chair Heineking: Thank you. Any additional questions?

MEMBER COMMENTS / ANNOUNCEMENTS

Chair Heineking: Do we have any member comments or announcements?

CALENDAR

Vice Heineking: Our next Commission meeting will be Wednesday, April 15, at 5:30 p.m. and the Family Bike Ride, Mr. Beal.

Mr. Beal: I wanted to know who spoke erroneously at the last one (family bike ride) and I found out that it is Ms. Jackson, so I will add her name to my website and forward that information along to SRP and the Bureau of Reclamation.

Chair Heineking: The Family Bike Ride?

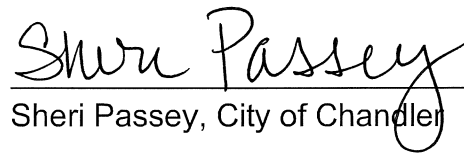
Mr. Crampton: Mr. Chairman. Nothing to announce, just save the date April 11th is the family bike ride. We would love to have any commissioners interested in attending to join us. It's a fun morning and Nancy does a great job putting together all kinds of fun events, making it a great day for everyone that attends.

Chair Heineking: Thank you. Meeting adjourned.

Meeting adjourned at 6:11 p.m.



David Heineking, Chair



Sheri Passey, City of Chandler

