

MINUTES OF THE SPECIAL MEETING OF THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF CHANDLER, ARIZONA, held in the Council Chambers in the Chandler Library, 22 S. Delaware, on Monday, June 22, 2009 at 7:50 p.m.

MAYOR BOYD W. DUNN CALLED THE MEETING TO ORDER.

The following members answered roll call:

Boyd W. Dunn	Mayor
Bob Caccamo	Vice-Mayor
Rick Heumann	Councilmember
Trinity Donovan	Councilmember
Matt Orlando	Councilmember
Jeff Weninger	Councilmember
Jack Sellers	Councilmember

Also in attendance:

W. Mark Pentz	City Manager
Rich Dlugas	Assistant City Manager
Pat McDermott	Assistant City Manager
Mary Wade	City Attorney
Marla Paddock	City Clerk

SOUTH ARIZONA AVENUE CORRIDOR ALIGNMENT:

MAYOR DUNN said he felt this has been discussed enormously with stakeholders and the public. He said as of to date no decision has been made on any alternative. He thanked everyone for their input and acknowledged the letters received from interested parties.

Mayor Dunn asked for staff presentation. PUBLIC WORKS DIRECTOR R.J. ZEDER said approximately 1500 postcards were mailed to stakeholders or those who have expressed interest in this project about tonight's meeting. He stated in 2006 the City Council approved the South Arizona Avenue Corridor Study and authorized staff to begin implementing it's recommendations. The South Arizona Avenue corridor is bounded by Chandler Boulevard to the north, Pecos Road on the south, Delaware Street on the east and Palm Lane on the west. He added that City Council adopted an Area Plan in January 2008. The primary goal of the South Arizona Avenue Corridor Plan is to link the two ends of downtown Chandler with the goal of creating a unique regional center that would attract new development and position this area for long-term success. He reported that one of the key objectives of this plan is to rebuild South Arizona Avenue with more pedestrian oriented street section including narrower lanes, wider sidewalks, new signals, streetscape and landscape elements. Funding for this project was authorized in the amount of \$60.1 million as part of the 2007 City bond election. Mr. Zeder stated the language in the bond pamphlet stated that included in the Parks, Streets and Transportation, Water and Wastewater projects are improvements to the South Arizona Avenue Corridor for the purpose of street relocation, repaving, utility upgrades and relocations, and street and pedestrian circulation improvements.

Mr. Zeder said the project before Council for consideration is for proposed improvements to Arizona Avenue from Chandler Boulevard to Frye Road. A slide was displayed that showed the three projects currently in the South Arizona Avenue Corridor and consist of the Arizona Avenue work from Frye Road north, the City Hall site, and a third project in the discussion stage being the possible extension of Washington Street. Mr. Zeder commented they would be meeting with homeowners in improvement area in August.

Mr. Zeder explained the intent of the Arizona Avenue project is to improve the pedestrian zone, promote connectivity through the City's downtown core, encourage development, and improve safety for pedestrians throughout the zone. Included with this project, is additional work on Washington Street from Frye Road north and with streetscape improvements, on street parking and street lighting. Neither Arizona Avenue nor Washington Street would require the purchase of additional right of way.

Mr. Zeder stated that in moving through the public process for this design concept, various two lane and four lane options were presented. There have been a number of meetings with the Downtown Chandler Community Partnership, Chamber of Commerce and many small meetings with individual business owners or groups of business owners. He stated that many participants at those meetings expressed the desire for improved pedestrian zones, minimized pedestrian crossings, on-street parking and lush landscaping. He noted at the same time, many of those people expressed concern of road narrowing that would result in significant traffic capacity reductions.

Mr. Zeder said the current right of way along Arizona Avenue is approximately 100 feet and is constrained by buildings that front the street in several locations. He explained that in reviewing the different options, it was determined that a limited right of way will not accommodate all of the components that may be desirable through the corridor. Staff and the consultant feel that the goal of pedestrian oriented streets should fix the minimum sidewalk width at 15.5 feet and a maximum crossing distance of 55 feet. Mr. Zeder displayed slides showing the Arizona Avenue sidewalks and right of way and the pedestrian/dining areas along San Marcos Place and Boston Street.

Through the public process, Mr. Zeder said concerns became clear about reducing the number of lanes on Arizona Avenue to one in each direction. Given those concerns, Mr. Zeder said that is not an option forwarded to Council.

Mr. Zeder explained the two distinct four lane concepts. Concept One allows for four travel lanes and the maintaining of left turn lanes at Boston Street. He noted the downside to this concept is the removal of bike lanes. He reiterated how quickly the space fills up when trying to achieve a number of the goals.

Concept Two removes the dedicated turn lanes at Boston Street and maintains the on-street parking. Staff does not recommend building both turn lanes and bike lanes explaining that the challenge is that it eats into the sidewalk width and staff feels that maintaining the minimum sidewalk width is critical to the success of the project. In addition, if bike lanes, turn lanes and on-street parking were constructed, that would decrease the sidewalk width and cause the pedestrian crossing distances to increase. He noted that under either option there is no planted median being proposed south of Boston Street, as it would be difficult to accommodate. Mr. Zeder stated Staff is recommending Concept One with four through lanes and dedicated left turn lanes at Boston Street. Staff and the consulting team feel it is the best design for balancing the needs of vehicular traffic along with the needs of pedestrians. He stated that it is possible for bicyclists to bypass Arizona Avenue in this area by using Washington or Delaware Streets. He explained that in the future when work continues south into the Corridor, should Washington Street or another street be connected to Pecos, that could be an effective bike route through the downtown corridor. He added that as the Mayor noted, they have received a great deal of feedback through the course of discussing this project.

Mr. Zeder explained the approval of what design to move forward with is critical to prepare construction drawings and meet the construction timelines. They have proceeded with the assumption that all construction on this project from Chandler Boulevard to Frye Road should be completed prior to the opening of City Hall in late 2010. The proposed contractor for this work has indicated that the project can be completed in 9 months. He commented that several business owners and councilmembers have asked about splitting the project into two phases over two consecutive summers. He stated that while it is possible to do this, the concern is that this approach may add 5 months to the total construction time line as there are some efficiencies that can be gained by doing the work in one phase. He referred to a brief outline handout that relates to issues on phased construction and added there are representatives present from Achen Gardner that can address specifics. Mr. Zeder said a phased construction alternative would be presented to Council. In addition, the contractor will look at the possibility of constructing during night hours for some work.

Mr. Zeder said they have not officially started design. Given the unique characteristics of this project, it was determined to engage the affected parties much earlier to obtain feedback. He noted that two bus rapid transit stations would be constructed downtown within the next 6-9 months. Even if the project at the north end were deferred to 2011, there would still be some street work necessary.

Mr. Zeder said that stakeholder meetings would continue being held during design and construction. The estimated cost of the Arizona Avenue project is approximately \$9.3 million and the Washington Street project is estimated to cost \$2.6 million. He said it is very early in working with the contractor and the hope is to refine and reduce the actual construction cost. He reported the Transportation Commission reviewed the configuration alternatives and endorsed the four lane cross section by a vote of 5-0. Staff and the consulting team of Tri-Star Engineering, J2 Design and Southwest Traffic Engineering are available for questions.

COUNCILMEMBER DONOVAN clarified the phasing for the project. Mr. Zeder replied that the thought is the construction would occur during the off peak season for the restaurants in particular. He noted the challenge is that the southern half of the corridor from Boston Street south to Frye Road is going to require much more work as it's almost a total reconstruction. The section of road from Boston Street north will retain the existing median. There could be 9 months of work in the section from Boston to Frye and if construction resumed the next year, the north section would take about 5 months. Councilmember Donovan said even if there were a 4-6 month break, it would still look like construction would be occurring. Mr. Zeder said there is work that could be done concurrently on both sides, but if you separate that, the two pieces of work would still need to be completed for each section. Councilmember Donovan asked about the firmness of the timing. Mr. Zeder said that 9 months is a fair expectation. Councilmember Donovan asked if the Transportation Commission reviewed the different concepts. Mr. Zeder said they did not provide input regarding the bike lanes (alternatives); they were focused at that time on a two-lane cross-section and a four-lane cross-section.

Councilmember Donovan said it appears there is a choice of three different amenities – left turn lanes, on-street parking and bike lanes and it would not be feasible to pick all three. She clarified that Concept One was left turn lanes with 22 additional parking spaces that were south of Site 6; Concept Two provided on-street parking and bike lanes and added some additional parking spaces south of Boston. She asked if there was a thought of a third concept that added bike lanes with the left turn lane. Mr. Zeder replied that on street parking, in the course of the discussion with the Chamber, DCCP and individual business owners, was desired. He felt the on-street parking does provides some additional capacity, and provides a sense of activity, and it

does provide a buffer to pedestrians who may be walking or dining along Arizona Avenue. Mr. Zeder said they were asked by a representative of the DCCP to consider street parking on Arizona Avenue north of Boston adjacent to the park and he believed that was something worth considering. He noted there are 6 lanes currently through that section and the plans are to remove the two outside lanes and use them for some other function and that could be to add street parking through that area as well. Councilmember Donovan clarified that is not currently a part of Concept One. She said out of the 22 parking spaces, she believed 11 are in front of City Hall and 9 are in front of Site 6 and 3 at Serrano's. She commented that all of the on-street parking is for those that go to the Site 6 area.

Councilmember Donovan said that 4 lanes is a good choice and of those three amenities to choose from, she felt left turn lanes was the most important. She expressed a concern with not having bike lanes especially in light of the General Plan. She said the Plan has multiple references and states a goal to "broaden bikeway scope to connect neighborhoods with Downtown" and an objective was to complete bicycle lanes on all arterial streets. She noted the inconsistency in moving forward with Arizona Avenue, which is an arterial street, to not include bike lanes.

COUNCILMEMBER ORLANDO clarified that voters never approved specifically the widening or narrowing of Arizona Avenue; they just approved the general concept of that area. Mr. Zeder replied that the language in the bond pamphlet talks of improvements to the corridor and makes a specific reference to South Arizona Avenue and talks about street location, repaving, pedestrian circulation improvements, but it's not specific to what those improvements are.

COUNCILMEMBER ORLANDO asked how far light rail would extend. Mr. Zeder replied that it is uncertain. One of the reasons proposed not to construct medians south of Boston Street is that if in the future there is success in bringing light rail into Chandler, that's infrastructure that would have to be taken out. The designs that are presented would accommodate the future extension at least through downtown Chandler. In response to additional questions, Mr. Zeder responded that the two inside lanes would be taken out if light rail were put in place. Councilmember Orlando asked if nothing was done now, could light rail be constructed while still maintaining the current lanes. Mr. Zeder said while it would be possible, he would have to take a look at the measurements. Councilmember Orlando asked if it would be more prudent to do some minimal design now with the vision of a light rail coming in as to not disrupt the traffic too much. Mr. Zeder said there is nothing in the current transportation plans for the region that even show light rail. It's an idea and an important one to advocate, but he felt it would probably be looking 20 years down the road.

Councilmember Orlando asked if there was a safety issue with the currently thin sidewalks. Mr. Zeder said he was not aware of any accidents, but added that narrow sidewalks are a constraint to encouraging development. Councilmember Orlando commented that when Chandler Boulevard was constructed, they were encouraged to put the median in to encourage pedestrians to walk across Chandler Boulevard and have a median to allow safe crossing. Mr. Zeder said some of these things were debated and when they build typical arterial roadways they are in a position to acquire sufficient right of way to have proper sidewalk width, bike lanes, and medians, they have made a conscious decision when starting this project in not seeking additional right of way. A median could be added, but something else must be removed. It was felt that the median could potentially have to be removed at a later date and it was also felt it creates a visual barrier between the two sides of the street. Councilmember Orlando said he travels a lot and gets to see different communities, but one of the things that encourages pedestrians is greenery and trees that encourages the walkways and he is weighing the factors of encouraging pedestrian without

disrupting the flow of traffic. He commented that a concern is going from three lanes to two lanes and that immediately creates a traffic problem and questioned if we aren't creating a traffic issue for the quarter mile. Mr. Zeder said in going down to one lane in each direction that would have created a severe impact. The options before Council have a small affect on traffic flow overall. He acknowledged the presence of the traffic consultant from Southwest Traffic Engineering who could answer questions. Mr. Zeder said the analysis done shows this project could be built with the recommendation with a very small impact on the traffic flow through the corridor. Councilmember Orlando said he knows other cities such as Tempe and Glendale and have been compared, but as far as he knows, none of those cities have their major municipal complexes in their downtown area. He expressed his concern about "choking off" traffic to those complexes. Mr. Zeder said while he respected Mr. Orlando's concerns, he expressed his opinion that there has been an attempt to strike the proper balance between the goals of development moving south from the Square, while maintaining the ability for motorists to move through the corridor and arrive at their destinations within the corridor.

MAYOR DUNN said the construction of the City Hall has been the impetus toward rethinking how to encourage people to walk to various locations and feel comfortable in doing so. The City Hall complex is designed to encourage that pedestrian involvement and the opportunity to enjoy the urban core. Mayor Dunn noted that Tempe has many of those elements – police station, courts, and city hall – in their downtown. He commented that one of the problems with the square is that people don't venture away from the square very much. While not much retail at this time, there is that vision for the future. He felt the narrow sidewalks don't necessarily add much to encourage people to explore away from the square. He said there is a balance to keep Arizona Avenue as a major arterial street and have a good flow of traffic, but for people to have awareness of the difference of this area.

MAYOR DUNN said he agrees that four lanes are imperative along with left turn lanes. He said he has wrestled with the parking spaces versus the bike paths. He questioned the design of the bump out parking and the ease of people attempting to park. MR. ZEDER said these are the types of issues that will be discussed as design progresses, but conceptually looking at 8 foot wide parking spaces with the intent the parking spaces are long enough as to not stop traffic while people are navigating to park in them. He noted that may result in a loss of the number of spaces, but it is a question of balance. Mayor Dunn commented that the majority of parking would still remain off-street either by garage or surface parking. He felt the parking along the street would create more of a sense of place and to act as a buffer. Mayor Dunn asked about the alternative for a bike path or if bikes are allowed on sidewalks. Mr. Zeder said he was unsure if bikes were allowed to ride on sidewalks as it wasn't their intent to prohibit bicycles on the sidewalk. Mr. Zeder said the option before Council could probably accommodate more leisure users of bicycles while with signage and striping they could move the more (avid) cyclists over to Washington Street or Delaware and then back onto Arizona Avenue.

POLICE CHIEF KIYLER said it was allowable to ride a bicycle on a sidewalk.

COUNCILMEMBER HEUMANN reiterated Councilmember Donovan's comments on the General Plan pertaining to bike lanes on the arterials. He commented that while serving as Co-chair of the Bond Committee several years ago and it was discussed then. He referred to Concept One with the turn lanes, he clarified there was currently 8 feet for sidewalk and 22.5 feet planned. He said if a bike lane was put in on each side at 5.5 feet then the sidewalk would be reduced to 17 feet and that still would be twice the size as now. He noted there was still limited parking even with that option on Concept One. Mr. Zeder replied that from Boston down to Frye there would be 33 parking spaces. Councilmember Heumann said to encourage connectivity and to

encourage those ideas, and have even won an award for being a bike friendly city, he has a concern with taking the bike lanes out on a major street where there is an attempt to bring people in to downtown. He asked if there had been traffic counts completed downtown at the left hand turns at Boston. MR. JOHN WILLETT OF SOUTHWEST TRAFFIC ENGINEERING, said he didn't have any to date counts, but there are counts from the last or two included in the traffic study that was done as part of the project. He said in the peak hours it may have been 100-150 north and south bound on Boston. He said at non-peak hours it could be about 50.

Councilmember Heumann asked where the BRT stations were. Mr. Zeder said the BRT service will start at Tumbleweed Park and Ride and come over to Arizona Avenue heading north to Mesa to connect with the light rail station. The intent was to have stations in one-mile increments. In the downtown area, the stops are being planned at the northeast and southwest corners of Chandler Boulevard and Arizona Avenue. Councilmember Heumann asked if during the stakeholders, the biking community was contacted. Mr. Zeder said that they did not specifically contact any biking organizations.

COUNCILMEMBER SELLERS said when there was talk about doing the south Arizona Avenue improvements, talks where about what it took to have a vibrant downtown. It's important to ensure that the people that are contributing to this vibrancy are the ones most involved in this process.

COUNCILMEMBER HEUMANN agreed that all stakeholders should be involved and he is a big proponent of the four lanes. He noted that when the corridor study came through Planning & Zoning, he was a big proponent of calming traffic down and figuring out how to do this. In spending this amount of money, it's important to make it right and include items such as biking and being pedestrian friendly.

In response to a question from COUNCILMEMBER WENINGER, MR. WILLETT stated they develop a traffic model very similar to what MAG uses, but they analyze in greater detail than MAG. He explained that MAG's model codes by one square mile, but their model analyzed downtown and every street in that area. He reported that on Arizona Avenue between Chandler Blvd and Pecos in 2011 at the time for the opening of City Hall, there was a drop of 4,000 cars daily. In 2028, the drop was 3,000 daily cars. Councilmember Weninger said that was his concern with the one lane, that traffic was being diverted away from the businesses that are trying to attract drive by traffic. Councilmember Weninger said that sidewalk dining wouldn't occur all along Arizona Avenue, and he expressed his concern with 19.5 feet of public area and the expense of expanding business' patio space at the expense of a bike lane. MR. ZEDER said if a bike lane was added, the pedestrian area is reduced to less than 15'. He said and that while it would be better than the existing space, it is not conducive to encouraging the development that is contemplated in the plan. Councilmember Weninger said since 2002 the City has spent about \$20 million in investment downtown. Adding this would be \$30 million and this does not include City Hall which has been billed as a project that would encourage development. He said that staff and Councils have done an incredible job formulating a plan for downtown. Many projects are billed as encouraging economic development but there needs to be criteria for results that are expected.

COUNCILMEMBER ORLANDO said he felt the problem was being exacerbating the problem by restricting the right turn/left turns lanes by going down to four lanes. MR. WILLETT said the traffic model being evaluated had left turn lanes at Buffalo, Boston and Frye as they exist today. The left turn lanes would not have occurred out of a shared two lane, they would have had their separate lane, the only shared turning movements would have occurred by taking away the right

turn lanes at a couple of locations and having a shared through right turn lane. Part of that was to narrow the crossing distance to get across Arizona Avenue. The capacity analysis shows the intersection that would operate more than adequately with the right turn lanes removed and the turning movements having to occur out of the two lanes. Councilmember Orlando commented that under the concept if there were a need to make a right hand turn, the vehicle would be stopping or slowing traffic, whereas there are turning lanes now. He noted there would be a "funneling down" as there were two areas that allowed you to go right or left and there will no longer be that. Mr. Willett replied that the volumes are small and in his opinion if the City did this from scratch, they would not have constructed those right turn lanes based on the volume today.

MAYOR DUNN noted that the right only lane toward Boston often causes confusion as most don't realize it and have to merge over.

VICE MAYOR CACCAMO said he believes everyone is trying to accomplish a pedestrian friendly city which means wide sidewalks along with the priority to maintain four lanes. He said the priority comes between bike lanes and parking and he felt those two elements are incompatible due to safety. Vice Mayor said he would support removing the parking and keeping the bike lanes. He referred to the parking study that reported there was adequate parking downtown, but people had to walk to it. Parking is not always available directly in front of the destination and walking is what cities are all about. He voiced his support to eliminate parking and retain the bike lanes as part of the General Plan.

COUNCILMEMBER DONOVAN said she believed there was over 18 feet of pedestrian zone only because in Concept Two with the bike lanes, the outside travel lane is 10.5 feet instead of 12 feet. Councilmember Donovan acknowledged the reference to the parking study and recognized that there is a perception that there is not adequate parking in downtown and there will be more growth. She asked for the timing on the other parking garages. CITY MANAGER PENTZ responded there is a parking garage planned at the corner of Boston and Washington Street and that concept will be developed with the conceptual development of the Museum project. There are parking garages planned with the development of Site 1 on the southeast corner of Arizona Avenue and Chandler Boulevard; also with the development of Site 7 on the northeast corner of Buffalo and Arizona Avenue. He said there could be more as development occurs, but those are the ones under active consideration.

Councilmember Donovan said that while those could be argued that those are in the wrong place, the on-street parking as identified in Concept One are all at Site 6 or south and so they might also not be in the prime location for parking. In addition she added that if one was biking and wanted to go through in the most efficient manner, then meandering through a neighborhood is not the most efficient way to commute on a bicycle.

DOWNTOWN REDEVELOPMENT MANAGER TERI KILLGORE stated that the downtown groups and many of the business owners felt that on-street parking was an important element of this plan primarily as it does breed a sense of activity. She acknowledged the importance of bike lanes as alternative modes of transportation. She noted that in the plans for Washington Street, there is a 10.5 foot multi use path envisioned to run the entire length of Washington Street and there have been additional discussions with staff from Parks on looking at Delaware as a connector both south to Tumbleweed and potentially north to Espee Park; although she acknowledged that would be years into the future. She commented that it was a question of tradeoffs and having them all simply doesn't work. She explained that one criticism that is heard frequently of the downtown is that people don't feel as though crossing Arizona Avenue is a

comfortable experience although there have been efforts to try to assist. She said that her perspective is that pedestrian area is most sacred and then the balance of traffic.

MAYOR DUNN confirmed that there currently was not a bike path. Ms. Killgore noted that bikes are allowed to travel in regular traffic lanes; it's more a matter of feeling safe. Mayor Dunn referred to the Vice Mayor's comments that if there is parallel parking, along side bike lane, there could be a conflict of use. Mayor Dunn said that he believed there was enough room for a six-lane road to occur on Arizona Avenue, but it was decided years ago to include parking, as businesses along Arizona Avenue don't necessarily have a parking lot so it was a compromise. He questioned if committing to a bike path, would there be no parking along Arizona Avenue for those small businesses that may not be located near a parking garage.

MS KILLGORE agreed it was an issue of timing. There was an assumption that Frye to Pecos would be completed first and the concern with that is that sidewalks would be installed and cutting off parking and/or access to the smaller businesses well before they were ready to redevelop. She said from the Chandler to Frye project, most of the access and parking has been moved to a place where the parking is not as limited as it would be south of Frye.

MAYOR DUNN said the discussion also occurred with the Chandler Boulevard widening but bike lanes were installed. He said he wouldn't know how to piecemeal it effectively if they were not able to have bike lanes the entire way.

COUNCILMEMBER HEUMANN questioned the use of the queue jumper lanes for bikes and buses. MR. ZEDER responded that the lane is striped to share between the both. He agreed with Councilmember Heumann that was probably done to prepare for the bike lane paths. Mr. Zeder said that one of the differences in the options is that Option One (no bike lanes) and Option Two (bike lanes) is that Option One has a wider outside lane and although it's not a striped bike lane it is meant to have a space where if the avid cyclists ride Arizona Avenue, they would have a wider outside lane to travel in. He agreed with the Mayor's comments that if the choice is to provide bike lanes, they are setting the tone for the entire corridor. If there were bike lanes to Frye, the expectation would be there are bike lanes to Pecos.

JERRY BUSTAMONTE, representing the Chandler Chamber of Commerce, thanked the Council for being receptive of the concerns of the stakeholders and the proactive outreach on this issue. He stated the Chamber supports and endorses this improvement project and supports the four-lane concept. He noted that successful redevelopment projects are the result of both public and private investment and there is an opportunity to make Arizona Avenue much more attractive to private investments. COUNCILMEMBER ORLANDO asked if another option was presented to do nothing or maybe put trees in and maybe the median, would that be a better solution. Mr. Bustamonte replied that doing nothing is not a good option. There is a funding mechanism that is in place. Many improvement projects assess the stakeholders in the area for those improvements and in this case this is being accomplished with bond money. Mr. Bustamonte said it is a good time in a down economy to build as there are more opportunities for competitive bids with an opportunity to put people back to work. Councilmember Orlando clarified that they were agreeable with one of the two plans. Mr. Bustamonte said the four-lane concept and having a left turn median is important as well. In regards to on-street parking, there are a number of businesses that are supportive. The one common denominator is public safety.

LAURIE FAGEN, 11 W. Boston, said she was baffled by the proposal to narrow Arizona Avenue after it was widened in 2002. She expressed her fear this would negatively affect many of the businesses in downtown, not just during construction, but long term. She agreed that a new

entryway is needed. She also noted concern with removing the dedicated turn lanes. She felt it would be difficult to turn into certain businesses such as the New York Deli, Pep Boys, Cricket, the Mobil Station, and Hontech. She stated that although double yellow lines mean no turning, people would still try to turn left. She said she would not debate on the parking or the bikes. She said that by narrowing the area it means fewer cars and fewer people coming to her business. She said the reduction of the speed limit was mentioned to slow down traffic, but that could be accomplished now. She suggested adding time to the crosswalk timing on Arizona Avenue and Boston to help get people across. She stated her concerns that this is ill timed and will cause traffic jams. She felt there was more appropriate ways to spend the money on landscaping, signage, and misters. She asked the Council to vote no or delay the project.

MAYOR DUNN said that left turn lanes at Frye would be critical. He noted there are no dedicated left turn lanes at Chicago and asked if there was a concern with that. MR. ZEDER said there could be left turns at Chicago Street, but from his understanding of the City Hall campus design there was not a desire to encourage high numbers of motorists to use Chicago Street, but have Washington Street as the primary access. Mayor Dunn asked about the other side with future development. Mr. Zeder said it could be reviewed with the design. Mayor Dunn asked about the need to turn left at the mid block locations. Mr. Zeder said the intent was to allow for left turns across the double yellow lines and it is his understanding that turns are legal across a double yellow line.

NIELS KREIPKE referred to a letter from the DCCP for support of the project and outlining the importance of some of the options. He said that since then there have been several meetings regarding the project and several amendments have been made to the plan. He said there is a desire that the project impact is as minimal as can be to the businesses. He said as his perspective as a developer/business owner, downtown deserves a grand gateway. The connectivity through the square needs to be enhanced and you can only do that by creating a wider sidewalk whether it is 15 or 18 feet, as well as the pedestrian experience going north to the Performing Arts (center). He believes the idea has been to create critical mass and he believes that is more than just the square, but includes the surrounding area. While he agreed with the importance of circulation and getting people downtown, what they get when they get there is much more important. He disagreed that what is there currently could be enhanced. Sidewalks that are 6-7 feet wide would be narrowed to 4 feet by the time a tree would be added. Mr. Kreipke said that currently going from 2-3 lanes causes confusion and that people tend to speed up when they see the 3 lanes. He believed that was more dangerous than being consistent with the two lanes. He said from a developer standpoint, on-street parking would be preferred as it shows activity. He said if 60-70 parking spaces could be added in the area, that would be \$1.2-\$1.5 million worth in parking that wouldn't have to be paid for in a parking structure. He noted the City is trying to partner with developers to create more public parking. He said this project has been discussed for five years with much input throughout the process and it would be a shame to not put those efforts into fruition and not proceed with this project as it could be more difficult to do it in the future with more development and merchants coming in.

COUNCILMEMBER DONOVAN thanked those for their letters suggesting ways to minimize impact on the merchants.

MAYOR DUNN clarified with Mr. Kreipke that the DCCP has submitted a letter in support of proceeding with one of the proposed plans and believes it is necessary to proceed at this time in order to provide a more vibrant and economically successful downtown.

DALE STEINER, urged the Council to include the bicycle lane as avid cyclists will not use the sidewalk and Washington Street will not be used.

BECKY JACKSON, said she was present as the past Chairman of the Bond Committee, Past President and CEO of the Chandler Chamber of Commerce and a board member of the DCCP. She said DCCP is supporting Concept One. She said several years ago the stakeholders opposed the widening of Arizona Avenue.

COUNCILMEMBER ORLANDO asked if another option was presented that did nothing other than change timings and landscaping, how would they feel. Ms. Jackson said she didn't feel there was time to wait and in order to make the area attractive.

COUNCILMEMBER HEUMANN clarified if the DCCP endorsed Concept One or if they endorsed the idea of four lanes. MS. TERI KILLGORE said that she believed they endorsed the four lanes without the turn lanes, which she thought was option Two. She explained their original recommendation was for a single lane in each direction. MAYOR DUNN referred to their letter on file.

TRISHA BALDWIN, Chandler resident and business owner, said the area has flourished since the widening of Arizona Avenue. She said that she is not sure this project will do as much good as it will harm both in the short and long term. She said that in some areas we would be creating sidewalks to nowhere as there are no businesses currently existing. She referenced the traffic studies and felt that less traffic would hurt business and she has received feedback from customers that state they avoid downtown due to traffic concerns. Much of that traffic will be diverted to all ready busy neighboring streets. She expressed concern with no center island for left turns. She said that parallel parking also concerns her with traffic flow. She said that splitting up the project would not be of the best interest. She said that performing construction at night would hurt her business as much of her business is generated in the evening.

COUNCILMEMBER WENINGER asked about the construction time with the private sector versus the public sector. MR. ZEDER said that when a horizontal or roadway project is built, there is a great deal of complication. The first phase of this project is relocating utility lines. While some things can be done concurrently, others have to be in order. As they will continue to look for ways to expedite, he believed 9 months was a reasonable expectation.

COUNCILMEMBER WENINGER said there is synergy in downtown and he didn't want to spend \$10 million that is \$40 for every man, woman and child in Chandler to encourage people to walk.

COUNCILMEMBER ORLANDO said he is having a hard time "going backwards". He commented that much money is being spent in order to expand intersections with dedicated lanes for traffic flow and safety and yet we are restricting the lanes again. MR. ZEDER said in most projects there is not opportunity to easily expand the right of way. You can have an intersection project that will increase the capacity of the overall corridor by about 30% and still maintain the corridor with 4 through lanes. You don't have to go to four lanes to increase capacity. He noted the converse of that is that the infrastructure improvement at Arizona and Chandler is not a waste if continuing with the corridor work going south as you still have the ability to clear the intersection and move traffic. He recognized this was a challenging issue with unique circumstances and a fixed amount of right of way. He believes that what is being presented strikes a good balance.

COUNCILMEMBER ORLANDO asked if there had been a look at just widening the sidewalks 2-4 feet and maintaining some of the turn lanes. Mr. Zeder replied no. Councilmember Orlando said

he feels this defies logic and would be unable to support it. He would rather see minor improvements with sidewalk expansion and landscaping upgrades and produce the pathway with medians and timers to see how that works.

COUNCILMEMBER HEUMANN asked if part of this was upgrading utilities to support development. MR. ZEDER said he believed there was sufficient capacity today to support the entire City Hall campus from a water and sanitary sewer concern. He said that within the \$60 million that was approved for bonds, there is a great deal of utility work that would expand beyond the business area on both sides of Arizona Avenue into the residential areas. Councilmember Heumann asked if part of the money would not be used to upgrade utilities that will enable future economic development in downtown or corridor. Mr. Zeder said that would come mostly in future projects and gave the example of Washington Street extension to Pecos, which he noted that is not being proposed for construction at this time, but one of the reasons for that corridor would be to lay utilities in that can serve development on the east side of Arizona Avenue south of Frye Road.

MAYOR DUNN said that the one dedicated right turn lane is almost an issue in itself. He said by keeping the four lanes and by keeping the left turn lanes, it creates the balance of having a good flow of traffic down town while still keeping to the vision of what we are trying to do in this special area. He believed the bond election voters gave direction to the Council that there needed to be special design in traffic, streetscape, and future development to make this a special corridor. He questioned if this were going to be a normal arterial street whereby you push through as much traffic as you can, then why would it have been presented to the voters to begin with. He said landscaping, signage and many other things have been added to attempt to create a special environment and it may not have worked. He commented the square needs to be beyond the square and also one of the purposes of locating the City Hall where it is. What is trying to be accomplished it to expand downtown to be more than just the square. There are not connections where pedestrians feel safe traveling outside of the area. Even though there is not retail beyond that, there needs to be a design that will allow for those opportunities to occur in the future. He encouraged all to look beyond the square, especially with the new City Hall. He commented that great downtowns aren't places that you get into your car, drive to your location and get back in and go home. Great downtowns are places to go to and explore and visit other areas in the downtown in a safe and shaded environment.

CITY MANAGER PENTZ added the reminder that this study and project was triggered by the construction of the 202 and the realization that Chandler's downtown in the future will connect the historic square down Arizona Avenue to Pecos and this is the first phase of that redevelopment. The purpose of the bond issue was to get the street pattern and infrastructure in place to facilitate redevelopment along the entire South Arizona Avenue Corridor. He noted they may not be in a position to proceed with construction south of Frye, but this project had been scaled back to undertake an important first phase.

MAYOR DUNN commented that they have heard from the businesses such as the ones along Wall Street that just want to have a tie into the downtown.

COUNCILMEMBER DONOVAN SAID ideally she would like to see a concept come back that has the priority first on left turn lanes and then the second priority is bicycle lanes; basically a Concept 3. She asked how that affected the timeline of this moving forward.

CITY MANAGER PENTZ replied that if the Council desires to move forward, staff was prepared to come back with a preconstruction services contract Thursday. That would be with Achen

Gardner, the construction firm selected to do this work. They would be working with the design, with the engineering firm, on the final design.

MR. ZEDER said it was important for the Council to make a decision to move forward with the project this week. The next Council meeting is in late July. If the goal is still to begin construction early in 2010, it is tight.

MR. VAUGHN BENNETT said the engineers could proceed with some profile work, some additional layouts at this time.

COUNCILMEMBER HEUMANN said he would rather wait till the July meeting to look at it given the conversation at the dais. He didn't feel the Council's job was to design; but he didn't want to lose the sight of moving forward. He would be more comfortable with that if the engineering firm feels that they could do some of that preliminary work.

MR. ZEDER commented that staff's recommendation remains Concept 1 as it strikes the correct balance. He noted he didn't mean to suggest that the avid bike riders would accept being re-routed off of Arizona Avenue, but believed that they could be accommodated on Arizona Avenue by widening the outside travel lane. He stated that if Council directs, a third option could be developed to show how it looks.

MAYOR DUNN stated it's a question of giving direction to staff to either go with the bike lane option or the bump-out parking. The reason is that once you put lanes down on a street, you're taking on responsibility that you are assuring the safety of that bicycle rider and if there is parking next to the lane, he didn't think they were compatible. If the lane is not there, then bicycle riders are still allowed to use that space. He commented that bicyclists could still use the lane without any sort of striping with the bump-out parking, as is presently occurring; and if riding a bike, the rider is just a little bit more careful by watching that element. Mayor Dunn commented that this lane is going to be wider on the outside and he thought with the parking there would also be availability for the bicyclists use.

COUNCILMEMBER HEUMANN reiterated that they would be better suited to see a Concept 3 at the July meeting that incorporates some of those things talked as to not guess at it. He commented that this would affect how he supported the project.

COUNCILMEMBER DONOVAN clarified the amenity of being pedestrian friendly with the large sidewalks. She stated her order of priority would be left turn lanes, pedestrian friendly, bike lanes and then on-street parking.

MAYOR DUNN stated that if there is desire to do those elements and incorporate those bike paths before parking, then that could certainly be the direction that we would give to staff to proceed with.

MOVED BY COUNCILMEMBER DONOVAN, TO APPROVE A FOUR LANE CROSS SECTION FOR SOUTH ARIZONA AVENUE ENTRY CORRIDOR IMPROVEMENTS WITH LEFT TURN LANES AND BICYCLE LANES. SECONDED BY VICE MAYOR CACCAMO.

MAYOR DUNN repeated the motion to approve Concept One which is the four lanes with the left turn lanes but incorporating bicycle lanes in lieu of the bump out parking. He questioned if that was her motion.

COUNCILMEMBER DONOVAN responded that she was not opposed to on street parking in certain places if it could work in. She stated in her motion she didn't say specifically not on street parking, but she didn't think that all of the options could be reconciled.

MAYOR DUNN clarified the direction to make at least the bicycle lanes a priority over bump out parking unless it could be located in other areas without reducing the pedestrian space as a higher priority.

COUNCILMEMBER WENINGER stated he would not support any of the options. He expressed concerns with imposing long construction times on downtown. He stated as the attempt is to increase pedestrians, pedestrians go down to where there are businesses that have parking. He said he understands that there is a perception of a parking shortage and he understands the creativity behind encouraging people to walk, but if we aren't going to have parking for the businesses that we are trying to encourage to develop south of Boston, on the street or near those businesses, he sees that to an impediment to what this whole thing is being sold as which is to encourage more development.

MAYOR DUNN MADE A SUBSTITUTE MOTION. MOVED BY MAYOR DUNN TO APPROVE CONCEPT ONE WITH FOUR LANES, WITH LEFT TURN SIGNALS (LANES) WITH BUMP-OUT PARKING. SECONDED BY COUNCILMEMBER SELLERS.

COUNCILMEMBER DONOVAN referred to Councilmember Weninger's comments on parking and said she agreed in theory that having more parking is a good thing, but Concept One is 23 spaces and 14 of those spaces are in front of the City Hall project, so that only leaves 9 spaces for future potential businesses. She said while she agreed with Councilmember Weninger, but that amount is not enough to make a case for the on-street parking.

MAYOR DUNN said the purpose of his substitute motion is to support the concept and to move ahead. He believed that with the bump-out parking there would still be adequate space for bicyclists use.

COUNCILMEMBER WENINGER commented that unless there are time restrictions that won't prevent people from using the parking spaces in front of the City Hall.

MAYOR DUNN said that based upon what is trying to be accomplished downtown, the on-street parking is an important element.

COUNCILMEMBER HEUMANN said there would be some underground work to do no matter what option is chosen. If we approve the start of some undergrounding and then came back with some drawings so people can see the two different motions that are being out here, would that be feasible. MR. ZEDER said it would be feasible but the concern is that though staff could continue to draw options, the consulting time is being spent on that and not being spent on design. Councilmember Heumann stated his concern that there could be continued issues with design if proceeding with out seeing some more detail.

VICE MAYOR CACCAMO said his problem with Option One is that we are trying to create a pedestrian friendly downtown and yet are creating parking spaces and driving. He stated the concern that currently employees park in front of businesses and the spaces are not being utilized accordingly. He believed in keeping it pedestrian friendly with having as much width to the sidewalk as possible and to have bicyclists. He said although he is picturing something in his mind, drawings might look different. He concurred with Councilmember Heumann's statement.

MAYOR DUNN said there are two motions. Both are asking staff to proceed with final design stage with a four-lane concept with wide pedestrian sidewalks and left turn lanes. Mayor Dunn said his motion was indicating a different final priority.

CITY CLERK PADDOCK clarified the Mayor referred to left turn "lanes" and not "signals" as stated in his motion. Mayor concurred.

WHEN THE VOTE WAS TAKEN ON THE SUBSTITUTE MOTION, THE MOTION FAILED FOR LACK OF MAJORITY (2-5) with Vice Mayor Caccamo and Councilmembers Heumann, Donovan, Orlando and Weninger voting nay.

WHEN THE VOTE WAS TAKEN ON THE MAIN MOTION, THE MOTION WAS APPROVED BY MAJORITY (4-3) with Councilmembers Orlando, Weninger and Sellers voting nay.

Adjournment: The meeting was adjourned at approximately 10:15 p.m.

ATTEST: \_\_\_\_\_  
City Clerk

\_\_\_\_\_  
Mayor

Approved: July 27, 2009

#### CERTIFICATION

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the special meeting of the City Council of Chandler, Arizona, held on the 22<sup>nd</sup> day of June 2009. I further certify that the meeting was duly called and held and that a quorum was present.

DATED this \_\_\_\_\_ day of July 2009.

\_\_\_\_\_  
City Clerk