Regular Meetings

February 21, 2018

September 19, 2018

December 19, 2018

These minutes are fully searchable within this year by using the “Find Feature”.
Chairman Rivers called the meeting to order at 7:00 p.m.

1. **CALL TO ORDER / ROLL CALL**

   a. The following members answered roll call:

   Chairman Leigh Rivers  
   Vice Chairman Ron Hardin  
   Commissioner Alex Gernert  
   Commissioner Ben Schwatken  
   Commissioner Jim Symonds  
   Commissioner Trish Gillam

   Absent and Excused:

   Commissioner Dan Henderson

   Also in attendance:

   Joshua H. Wright, Assistant City Manager  
   John Knudson, Public Works & Utilities Director  
   Dan Cook, Transportation Policy Manager  
   Kevin Lair, Transportation Manager  
   Andrew Goh, Capital Projects Manager  
   Paul Young, Senior Engineer  
   Kimberly Moon, Project Manager  
   Jason Crampton, Transit Services Coordinator  
   Joyce Radatz, Management Assistant

2. **APPROVAL OF MINUTES**

   a. A motion was made by Commissioner Schwatken to approve the minutes and was seconded by Commissioner Gernert. The minutes were approved 6-0 (Commissioner Henderson was absent).

3. **SCHEDULED PUBLIC APPEARANCES**

   None.
4. **ACTION AGENDA**

   **a. Alignment approval for Ocotillo Road from Gilbert Road to 148th Street**

Mr. Dan Cook, Transportation Policy Advisor, introduced Kim Moon, the project manager. She said she is the project manager for both projects and they had two very successful project meetings in January. She introduced Frank Henderson with Ritoche-Powell & Associates who would be doing the presentation.

Mr. Henderson stated they were hired by the City of Chandler to provide design services for Ocotillo Road from Gilbert Road to 148th Street. The project widens the arterials to match City of Chandler standard details C205 which is 4 through lanes, 2 in each direction with a 5-foot bike lane in each direction and a 15-foot wide center median. Some of the median is raised, some is not. This matches the previously approved Ocotillo segments on both east and west ends. There is also a proposed development on the north side of Ocotillo between 138th and 140th Street to put in some residential development. That residential development may install part of these improvements.

In regards to the proposed improvements, the center median will be raised and includes landscaping. They will upgrade the Lindsay Road intersection so that it becomes ADA compliant with signals, push buttons and the ramps. They will install new streetlights. There are areas that don't have streetlights right now that need new streetlights installed in those areas. In other areas there are non-city standard lights that were put in with some previous developments. Those will be replaced with City standard lights - that's between Lindsay and 148th Street. All the luminaires will be LED'S.

This project does not include water, sewer or reclaimed water, or utility lines in this corridor. Two significant utility improvements are going to happen along the corridor. There is an existing RWCD lined irrigation ditch that will go underground. There is also an SRP overhead power line that will also be converted to underground. Those improvements are west of 138th and east of Cobblestone Drive.

Per his presentation, starting at Gilbert Road there is a little yellow which is the sidewalk, green is the median, the dark blue shows the temporary retention basin locations and the light blue are the ramp replacements or locations where they will be doing pedestrian improvements with the signals. So they will start with a little piece of sidewalk and a scupper to drain into a basin that is being built as part of that development. They will continue the median just east of Gilbert Road with a left turn pocket and continue with the median on the other side of this intersection with continuous sidewalk and continuous median along this entire segment of the corridor. To the east at 140th Street, the median will terminate to the west of 140th Street, which is where they will transition to the 2-way striped left turn center lane. The County Islands are on the north side.
CHAIRMAN RIVERS asked if there was already a sidewalk on the other side of the street. Mr. Henderson said there is on the south side but not on the north side.

They had a public meeting on January 17 that was very well attended with at least 60 people. The attendees were generally in favor of the proposed improvements. The largest concerns were the excessive left turn movements out of the commercial development, and the right-of-way acquisition from residential properties was discussed by several people, particularly the County Island residents. Also, there were questions about access during construction.

Regarding the traffic analysis and study that was done, he turned the presentation over to Mr. Jim Lee from Lee Engineering. Mr. Lee said in the interest of time he would go through this quickly. He said they are designing for 20 years in the future. The roadway is designed to be open in 2020 so they want to get the best projection of what traffic volumes will be in 2040. Per the City of Chandler Transportation Plan Update, 12,000 to 15,000 vehicles a day is the maximum that can be accommodated in a 2 lane. Anything more than that needs to be a 4 lane.

COMMISSIONER SYMONDS made a motion to recommend City Council approve an Alignment for Ocotillo Road from Gilbert Road to 148th Street, seconded by COMMISSIONER GERNERT. The item passed 6-0 (Commissioner Henderson was absent).

b. Alignment approval for Chandler Heights Road from McQueen Road to Gilbert Road

Ms. Kimberly Moon, Project Manager, stated they had a public meeting for this at the end of January. It went very well. She introduced Chris Woolery with Kimley-Horn.

Mr. Woolery stated the existing condition of Chandler Heights Road from McQueen Road to Cooper Road, is the north side is built out. It’s actually built out to 3 lanes in the west bound direction and then the south side is undeveloped with just one travel lane. It is currently striped for one lane in each direction. The existing condition from Cooper Road to Gilbert Road varies. They have lack of improvements on either side or they have it developed on either side. The existing box culvert at the extension canal which RWCD owns was already built with 3 lanes in each direction so they shouldn’t need to do anything with that box culvert.

For the proposed improvements at a minimum they are going to have 4 vehicular travel lanes, 2 lanes in each direction, on street bike lanes, raised medians and striped medians similar to the Ocotillo Road project. They have curb and gutter, new sidewalks, and ADA ramp upgrades which will include the existing subdivisions where the sidewalk ramps aren’t up to ADA standards. They have a lot of drainage improvements. There will be traffic signal upgrades primarily at Adams where the junior high and the elementary school are as well as landscaping in the median, signage and striping improvements, pavement rehab. whether it’s an overlay or full construction, streetlighting improvements, LED replacements, a lot of right-of-way and easement acquisition including a lot of County properties. They have
RWCD laterals that will have to be relocated and they will require the same 14 foot wide easement. They also have some overhead 12kv power for SRP they will underground and also put them in an 8-foot easement.

They had a public meeting on January 31 with 60 attendees at Veterans Oasis Park. They went through the overview and the proposed improvements, the project status and schedule. The feedback they received back on that project were more right turn lanes where possible, noise was a concern for a few, more pedestrian access, and overall construction duration.

He said the road is built on the monument line so they are not shifting the roadway at all. They have tried to minimize putting drainage on residential properties along the frontage. Around 124th Street they have a storm drain system that takes it to City jurisdiction to a parcel which is in the process for subdivision development. They do have some challenges on the north side. They have 2 County Island properties where they need to put in retention to satisfy the requirements.

Mr. Cook, Transportation Policy Advisor, said they will work with the private owners and if they want an open ditch, they will put the open ditch in on their land although RWCD usually wants it in pipes.

COMMISSIONER SYMONDS asked what happened to the requests for more right turn lanes. Mr. Woolery responded that the Transportation Engineer, Mike Mah, went through that and there were some additional right turn lanes put in.

Mr. Lee of Lee Engineering stated they are designing for 20 years into the future. They are using the 12,000 to 15,000 average traffic per day figure, which is the maximum that can be accommodated for a 2 lane. Beyond that 15,000, they need 4 lanes. They want to look at that and see if they are in this range or above that range for the decision of whether to go 2 lanes to 4 lanes and expand it into the question of 4 to 6 lanes also. He showed the existing counts: west of McQueen-$11,000, McQueen to Cooper-$10,000; almost $11,000 for Cooper to Gilbert and almost $11,000 east of Gilbert Road.

The projections they come up with are based on a combination of the MAG model and the existing traffic counts and a growth factor projection. They are well above that 12,000 to 15,000 range so a 2-lane is out of the question. The upper level of a 4-lane is in the 27,000 to 32,000 range. If they are looking at 19,000 in 20 years, it is probably not cost effective to try and build more today. If they have 3 lanes today, it is probably not realistic or smart to spend the money today to build something they may never need.

The environmental is underway right now and should be completed in the Fall of this year and then that is when they can start the right-of-way acquisition process and start talking in detail with the property owners. They are hoping to begin construction in the summer of 20/20.

COMMISSIONER GERNERT made a motion to recommend City Council approve an Alignment for Chandler Heights Road from McQueen Road to Gilbert Road, seconded by
5. **BRIEFING ITEMS**

a. **I-10 / I-17 Spine Study**

Mr. Dan Cook, the Transportation Policy Advisor, introduced Bob Hazlett from MAG who is doing the presentation. He said Bob has been working on this project a long time and done an excellent job with it. It is an extremely complex project and will extend for a multiple number of years. Mr. Hazlett stated he appreciated the opportunity to be there. He said Chandler has one of the most professional and the best staff to work with.

This project got started in earnest in 2014 and completed it in the middle of last year. The MAG Regional Council accepted the findings on it. It is all incorporated into their Regional Transportation Plan. The have been trying to find time to bring them up-to-date on what the recommendations were on the Study and to give them an idea of where they are going to go with it. This presentation is not only going to talk about the actual Spine/Border project it is also going to talk about other Transportation projects that are going to be happening here in the region particularly when it affects us here in Chandler on the Loop 202 and the Loop 101. He will bring that up towards the end of his presentation.

The reason they call it the spine is that it is the north south border from I-17 to Loop 101 the north stack down to I-10 at Loop 202 at the Pecos stack. This is a 31 mile corridor and at one time ADOT was talking about widening parts of this corridor to as many as 25 lanes wide. They were asked to step in and ask what the plan is and what the vision is for this entire corridor. They are going to do some widening. The reason they call this the spine is because everything flows in and out of this corridor. In fact, almost 40% of the region’s freeway traffic happens on this corridor. When you think about that it does serve as the backbone of their entire system. To have a good, efficient corridor between I-10 and I-17 is not only in the region’s best interest, it’s also good for them economically and also good for us in terms of mobility and being able to provide the residents of this region with a high quality transportation system.

They took this apart and spent a lot of time going through different things. They had over 200 people at one time working on this project; mainly staff members from Tempe, Chandler, Guadalupe, and Phoenix contributing to this. They also had a large contingency from ADOT helping them out and a lot of folks from the Federal Highway Administration looking at this to make certain they were moving in the right direction. These are the overall recommendations.

What he provided to them was the public meeting material they had at the beginning of last year and it lists out all the projects they have identified in the corridor. The Corridor Master Plan’s recommendation was 50 different projects they have identified and a lot of these projects they expect to happen soon, some are going to happen much later in time. It’s a
Master Border Plan looking at 2040 horizon and saying what is it they need to do to help out this corridor. They looked at the corridor, particularly I-17, is the oldest bit of interstate in the nation actually. In fact, it got its first initial start in life as Arizona State Route 69. It was built around 1958 or 1959. It was a state route before it became I-17. It was built to 1959/1960 standards. They have a number of places where they made some modifications and improved the safety of it but they don’t have the pavement, lane widths on that corridor or even an inside shoulder. The pavement underneath is getting close to being almost 60 years old and even though it has quiet pave on top of it, the pavement underneath is being beat badly with all the truck traffic and the number of cars on it. The biggest thing the Federal Highway Administration said was they need to modernize I-17. That is one of their biggest recommendations. They take it up to full widths, provide inside shoulders, and make it possible for people to drive the corridor in a much safer fashion. When you modernize it, you are able to get the right widths, the right tapers for people entering and exiting the freeway, those are the things that they are working towards and modernizing it. That is a very expensive proposition.

The next thing they are also recommending is instead of going to visions of mass pavement of 25 lanes they want to add another lane throughout the corridor—all 31 miles. They can’t get too much more on I-17. What was important to them was how do they add that lane? A lot of times when they add another lane of traffic, they might get some reliability for maybe 7 years. There has been a lot of debate to that. They added the extra lane to the Pima Freeway between the Red Mountain stack up to Scottsdale. A lot of people said it gave them a lot of mobility for 7 months. The point is they are looking for reliability. What they are doing is in some areas they are adding a lane but they are going to make it managed capacity. Today, managed lanes will be another HOV or a carpool lane. That is a much more reliable way to get people back and forth not necessarily cars. That was the recommendation they had of adding more managed capacity on I-17. They are going to add at least a double lane HOV on I-10 between Highway 60 and the I-17 split simply because the HOV lane is congested today. They are also adding an extra lane in each direction in that area too.

They looked at every interchange. There are 31 traffic interchanges. A lot of them especially on I-17 with 1959 and 1960 design need to be modernized. The recommendation they have is to reconstruct 24 of those 31 traffic interchanges. What they found was that on a lot of the interchanges they had more traffic crossing over the freeway. People want to be able to get from one side to the other side.

They are trying to do whatever they can to support public transportation. MAG and ADOT suggest DHOV which stands for direct HOV ramp. It is a ramp from the HOV lanes to whatever the other facility is. There is one now on the Pecos Stack that goes from the I-10 on the north to the 202 on the east. They have recommended 5 more of these be constructed. In the Chandler area, Galveston Street would be a great place for a DHOV because there is a lot of opportunity there. Also maybe consider Park and Ride lots to be able for people to get into downtown or maybe up to the airport. They are also looking for a DHOV at the 143 so they can get to the airport a little easier.
They are also planning and enhancing pedestrian and bike connections or active transportation at 20 locations including 9 new structures on the corridor. They are very inexpensive.

The price tag for this entire corridor master plan is around 3 and a half billion dollars. It is not easy to do this because of the right-of-way needs they have and also the construction of some of the structures they are talking about are going to be pretty intense.

He talked to them about how they are going to rebuild the interchanges and this was something they have been working with ADOT on as they get recommendations for a lot of interchanges on the I-17. It is called a 3-level diamond. He showed a picture of one that was built in the Detroit area. You have your freeway down at the bottom level and then on the very top level you have the ability for the arterial traffic to skate over and not worry about any ramp movement. On the middle level which is called the platform, this is where a lot of the turning movements all happen. They are able to efficiently get traffic back and forth across and don’t want to have anything to do with the freeway. They are taking all through traffic out of all these intersections and they are going to be able to have these intersections operate a little more efficiently. It is an old design and has been around since the 50's. The very first one is on the road to the Turner Fairbanks Research Center in Washington DC where a lot of research is done on highways. It is a good design so they made this recommendation to ADOT.

He talked before about pedestrian bridges and this is not big news in Chandler but they do feel good about putting another 9 of these along the interstate. This will help and serve that audience that would like to be able to use those movements.

They had public meetings back in the beginning of January 2017. They asked their thoughts about the overall strategy and they had 600 to 700 responses. The ‘agrees’ were a lot stronger than the ‘disagrees’. They also asked about right-of-way acquisition because that is a standard question they always ask. Again, they got more ‘agrees’ than ‘disagrees’. When they came to the conclusion and they said this was a good corridor master plan, they recommended it to the Regional Council. That recommendation was given to them in May of last year and they adopted it unanimously.

The biggest question is how do they move forward with this because three and a half billion dollars is a lot of money. One thing that has been helping them out is the revenues for the ½ cent sales tax which funds a lot of the freeway programs here in the valley. Last year for their overall freeway program, they had a billion and a half dollar surplus. They were able to take that and spread that throughout the valley. They were able to improve upon the deficit spending they were doing. They were very proud of the fact that they were able to work with ADOT and they had revenues returning. They were able to come up with a 12 year program that’s worth over 5 billion dollars in construction to this entire region. This represents something in the neighborhood of roughly 16,000 construction jobs a year for the next 12 years.
There are over 37 projects and a lot of these are pavement widening’s and some are brand new interchanges. The Lindsay Road interchange for example at the Loop 202 San Tan and Lindsay Road is in this mix. There is widening up north on I-17 heading up the hill towards Sunset Point. The big recommendation we had for Loop 101 is that it will be for 4 general purpose lanes plus the HOV lane when it is completely built out – all 61 miles will be done by the year 2029.

The big project coming up is adding lanes and the main line reconstruction of I-10 from the split all the way down to the Pecos stack. That will be a huge project – about $½ billion dollar project. Construction on that will be started in 2021. ADOT wanted to get South Mountain behind them before they get started on this particular project. They are going to add an extra lane in each direction from the split all the way down to the Pecos stack and they will add another HOV lane per the master plan between the split and Highway 60. The outside distributor roads will be added at the same time. That is a very big project.

There is another project that is going to happen on the Price. The widening is going from 3 plus 1 to 4 plus 1 and is going to happen before the construction happens on I-10. They didn’t want both the 101 and the 10 being torn up at the same time. This is going to get started in January of next year.

The next one is the widening of the 202. Construction is scheduled to start in 2024. Mr. Hazlett said he wouldn’t be surprised if they would try to find a way to do some resurfacing. They are looking at doing run-outs – the lanes that are actually leading out from a system interchange; right now where the 101 meets the 202, the run-outs or the lanes kind of stop at Alma School Road. Based on our modeling and what they are seeing, they would like to get it all the way over to Arizona Avenue. At that point in time you will probably see the resurfacing.

State Route 24 is scheduled for construction in November. Right now they are doing the environmental on it and they are also trying to figure out how to get a bridge over Ellsworth because of some of the issues there. Also, the Superstition Freeway is getting some lanes between Crismon and Meridian roads.

These are all the projects that are all in the pipeline to get things going.

Everyone thanked Mr. Hazlett for his presentation.

b. Paratransit Update

Mr. Jason Crampton, Transit Coordinator, stated that they transitioned from a cab based model to a van based model. There was a little bit of a struggle with this transitional period with some poor service quality initially. However, they saw some improvements. After they last met, Transdev transitioned to new software called Trapeze. That was the one thing they were waiting for that could further improve the service quality. Mr. Crampton showed some charts that indicated they did see an improvement in service quality.
When this transition first occurred, people were waiting on the phone for about 10 minutes to try to get through to somebody to make a reservation. That improved dramatically as the contractor added staff. There was a big spike in October when they transitioned to the software. There was a bit of a struggle for a couple of weeks but then after that they had steady progress.

The more important thing they really saw improve after they changed software was the on-time performance. On-time means that the vehicle would arrive within 30 minutes of the requested pick up time. Usually the passenger will request a window of time to be picked up - for instance, from 4:45 p.m. to 5:15 p.m. They have to arrive within that window. If they arrive at 5:16 p.m. they are late and that doesn’t count as on-time or if they arrive at 4:44 p.m. and they are early that doesn’t count as on-time. He said there was a little dip in performance when they changed software but after the Trapeze software was in place, there was a steady increase and they were running well over 90% several weeks in a row until recently which the contractor contributes to employees being out with the flu. Overall, they are holding at above 90% on-time performance which is pretty good. The goal is to have a 94% on time performance. They are not quite at that goal. They think what is holding them back in these numbers is the early arrival time where they arrive one minute before the window. It’s not counting as on-time, it counts against the contractor.

In the previous contract the early arrival didn’t count against them or their data couldn’t capture the early arrival, so it was easier for them in the numbers to show they were on-time. They feel this contractor is doing very well with their on-time performance. It is just a difference in the way the numbers are shown for this contractor as opposed to the previous contractor with the taxi company.

The other area where they have seen a lot of improvement is the excessively late trips. These are trips that are more than 30 minutes late. These are very inconvenient for their passengers. They want to avoid these if possible. You can see a spike again when they changed software. Before they transitioned to Trapeze they were having a high number of excessively late trips. In changing to the Trapeze software now they are well under 1% which is their goal. About 1 trip out of every 200 is excessively late, which is a pretty remarkable accomplishment.

One of the reasons why they wanted to switch from a taxi cab provider to this van based provider was that growth in the system had been growing exponentially. They were just unable to continue to providing this level of service. In transitioning to this van based model they kind of expected that this growth and demand for trips would stop or maybe reverse a little and there would be a decrease in trips. This was exactly what they saw. There has been about a 10% decrease in the number of trips requested whereas over the past five years they have seen the number of trips increase by about 10% to 20% per year. It has been a nice reversal. However, they don’t want to leave people without transportation because these trips are very expensive to operate. What they want to do is push people over to this Ride Choice program they have which is must cheaper to operate. It’s about $20 less per trip for the City to pay for these trips. What is happening with Ride Choice is the reverse of what is happening with Paratransit. In some months they have doubled the number of trips they provided last year. It looks like people are taking Ride Choice when they can as opposed to
Paratransit and it is saving the City quite a bit financially. Ride Choice is a pretty convenient means of transportation as well. Residents tend to like it and it is saving the City money. They definitely value this program.

c. Transportation Projects Update

Mr. Dan Cook, Transportation Policy Advisor, stated the Alma School Road/Chandler Boulevard project is officially done. They are finally closing out the final pay apps. The Bike Lane Safety Improvement project which was 5 sites around town is done as well. As they all remember in the last several months, they had a lot of discussion on Cooper Road. They were able to address a lot of those issues through the design so that the project is moving forward and they have had some additional coordination meetings with MCDOT. Overall, that project has been delayed a little bit by that process to work with the County Island residents.

Mr. Cook said the McClintock Road and Kyrene Road Bikes Lanes are at about 95%. Due to Jason Crampton’s hard work with MAG, he was able to get a pretty good size federal grant for that. The project will probably move back a year or two because of the federal money but the project is still moving forward.

Chandler Heights Road, Gilbert Road to Val Vista Drive, is the next phase of the Chandler Heights project they were talking about tonight. They are starting design on that. Construction for that project is in fiscal year 2023. They are starting the design 5 years early because they applied for a Tiger Grant. That Tiger Grant actually included the first phase of Chandler Heights and the second phase of Chandler Heights. If they are successful, they all have to move up together. All of a sudden this second phase of Chandler Heights will move up to be in the same phase as the first. That is why they are starting on the design. It doesn’t hurt them to do the design early because they can hold it off and set it on the shelf for a while. They should find out on that in a couple of months. If that grant is successful, it will probably have an impact on the scheduling for Ocotillo Road because they won’t want those two under construction at the same time.

6. ANNOUNCEMENTS

COMMISSIONER GERNERT said his term expires in May. He is not 100% sure the Mayor is going to re-appoint him to a 5th term. There is some reluctance on the Mayor to keep people on Commissions beyond 4 terms. He has been offered to be a member of the Police Citizens Committee for review of force. He has all the training.

Mr. John Knudson, Public Works & Utilities Director introduced Mr. Andrew Goh, the new Capital Projects Manager, who joined us on the 2nd of January. He will be overseeing all of the Capital projects the City does. He comes to us from the City of Tempe where he worked for 27 years.
7. **CALENDAR**

The next Commission meeting will be determined.

8. **ADJOURNMENT**

CHAIRMAN RIVERS thanked everyone for coming and adjourned the meeting at 8:34 p.m.

Chairman Leigh Rivers  
Transportation Commission

Joyce Radatz  
Management Assistant
MINUTES OF THE TRANSPORTATION COMMISSION MEETING
Thursday, September 20, 2018
Transportation & Development Bldg.
215 E. Buffalo St., Chandler, AZ
South Atrium Conference Room - 7:00 p.m.

Chairman Rivers called the meeting to order at 7:00 p.m.

1. **INTRODUCTION OF NEW COMMISSIONER, BILL KALAF**

Mr. Kalaf stated he was a native Arizonan and was born here 60 years ago. He has been in Chandler since 1996. His background is basically in technology. He started coding IBM machines a long time ago. Over the last 27 years he has done a lot of upper management. His skill set is in strategic technology planning mostly in the law enforcement space. He has had some appointments by the Governor working with state legislature on some legislation that has been passed. He has worked for the Arizona Criminal Justice Commission which has been part of the open meeting laws, etc. Also, he has worked with our Chief here in Chandler and our Mayor, Jay Tibshraeny and the new Mayor coming on board. He retired from Mesa PD in 2014. His goal is his grandkids and traveling. Currently, he has his own consulting practice.

2. **CALL TO ORDER / ROLL CALL**

a. The following members answered roll call:

Chairman Leigh Rivers  
Vice Chairman Ron Hardin  
Commissioner Ben Schwatken  
Commissioner Jim Symonds  
Commissioner Trish Gillam  
Commissioner Dan Henderson  
Commissioner Bill Kalaf

Also in attendance:

Joshua H. Wright, Assistant City Manager  
John Knudson, Public Works & Utilities Director  
Kevin Lair, Transportation Manager  
Jason Crampton, Transit Services Coordinator  
Joyce Radatz, Management Assistant

3. **APPROVAL OF MINUTES**
a. A motion was made by Commissioner Schwatken to approve the minutes and was seconded by Commissioner Symonds. The minutes were approved 7-0.

4. SCHEDULED PUBLIC APPEARANCES
   None.

5. ACTION AGENDA

   a. 2018 Title VI Implementation Plan for Transit Services

   Mr. Jason Crampton, Sr. Transportation Planner stated the City is required to update its Title VI Implementation Plan every three (3) years. They voted on this item three years ago. Title VI states that no person shall be discriminated against based on the grounds of race, color, national origin or disability for any program that receives federal funding. Their transit system receives federal funding for bus capital as well as facilities like Park and Ride. Because of that they have to comply with Title VI regulations.

   The City of Phoenix is the regions designated recipient for federal transit funding. Phoenix works with the FTA to determine the components that are required to provide in our Title VI Implementation Plan. The plan has been drafted around these elements. It includes a policy statement stating they will comply with Title VI regulations, notice to the public that we will post at their Park and Ride, and at their transit center by the mall as well as City Hall.

   They have complaint procedures that let residents know how they can submit a complaint if they believe they have violated any Title VI regulations. A public participation plan goes and looks at some of the public outreach they have done over the past three years to make sure they have been inclusive of the entire Chandler population and not discriminatory in their public outreach methods as well as a plan for how they intend to continue to do public outreach over the next 3 years.

   The Limited English Proficiency Plan for our region primarily means that they provide communication both in English and Spanish anytime they post information at a bus stop about a closure or potential transit service change. Anytime they do outreach for a public meeting, they advertise in an English newspaper as well as a Spanish newspaper. They make sure they are inclusive in their recruitment strategies for the Commission.

   For standards and policies they discuss the regions, transit standards and performance measures that apply to Chandler’s bus service as well as looking at how they place bus stop amenities and bus shelters. They basically want to make sure that they are not being discriminatory and providing enhanced bus stop amenities in the higher income areas of the city whereas they are ignoring lower income parts of the city.

   For service and fare changes they looked at the bus service changes they have had over the past 3 years and the analysis they have done to make sure that they haven’t violated Title VI regulations. They want to make sure that they are not cutting bus service in low income
areas and enhancing service for express bus routes that are typically for the higher income residents. They need to balance what they do with their bus service changes.

They are looking for a recommendation from the Commission tonight and they do need to take it to City Council for their approval as required by the FTA in the City of Phoenix.

CHAIRMAN RIVERS said on page 14 of this item there is a poll and he was curious as to why only 82 responded. Mr. Crampton replied this was part of the Chandler General Plan Update. He doesn’t recall the methodology for this poll. He thinks it was done as a series of public meetings. He said he would have to check with the Planning Group to see how they conducted this outreach. CHAIRMAN RIVERS said if the City wants more active poll results and larger groups of people answering their polls, they should put it into the mail that goes out with the water bill. Then everybody in Chandler gets an opportunity to respond to the poll and maybe they would get more than 82 people.

CHAIRMAN RIVERS asked if there were any more questions or comments and seeing none he called for a motion.

COMMISSIONER KALAF made a motion to recommend City Council approve the Title VI Implementation Plan for Transit Services, seconded by COMMISSIONER SYMONDS. The item passed 7-0.

6. BRIEFING ITEMS

a. Transportation Master Plan Update

Mr. Crampton stated this is an item they will be discussing a lot over the next year. Tonight he has some background information and a pretty high level introduction to the topic. The last Transportation Master Plan was updated in 2010. He didn’t think any of them were on the Commission at that time. The Commission was together for all day workshops on Saturday mornings. They may do something similar.

The last plan included three major elements; a roadway plan that helps set their priorities for where they want to place capital improvements, when they want to improve roadways. They have done a lot of that since the plan was updated.

On the transit plan they laid out short, mid and long-term recommendations for making improvements to our transit system and then a bike and pedestrian plan where they identify areas where they could make improvements to the bicycle network primarily.

The Planning process involved a technical analysis where they did a lot of transportation modeling to see where traffic flows would go and where they need the updates on improvements and also public outreach as well to help our citizen’s guide where they want to place an emphasis in their transportation future. Part of that public outreach the Transportation Commission played a major role in that guidance as well. The next update
they are actually planning to begin later this year. City Council just approved an agreement with Kimley-Horn to bring them on as the consultant to help us oversee this project. They plan to issue a Notice to Proceed a little later this year and get started. Like the last plan this will include roadway, transit, bike and ped. They are a little more built-out on their roadways so this version will lean a little more toward transit and maybe bike and ped, but still encompassing all three of those. Additionally, leveraging technology will be a key part of it. Technology and transportation is rapidly evolving and they need to be prepared for how they want to benefit from that and how they want to accommodate that.

In the Transportation Commission by-laws one of the key roles of this group is to provide guidance in transportation planning such as the Transportation Master Plan.

Mr. Crampton said he wanted to get into the elements.

Roadway Plan- They will look at the existing conditions and the future conditions as well and they will model out traffic for 2040 to see where they may need improvements. They have done a lot of the improvements already since 2010 and a lot of the ones that they have not completed they do have programmed. There are still going to be improvements needed so they definitely need to look at this element and do some modeling and see what changes the may need to make. They need to make further expansion and widening to certain roadways and other roadways that have excess capacity and they can provide more pedestrian or bicycling space.

In the Transit element they are looking at existing conditions, what bus routes they have, what bus service they have, how it’s performing, how heavily it’s utilized, where we may need additional service or where they have too much service. They will look at some previous studies that have been done. The region completed a few years back a Southeast Valley Transit System Study. That was a good study that looked at the entire southeast valley and made a series of recommendations. The City of Chandler is working with Valley Metro on studies on Arizona Avenue and different things. They will take all those and apply that to the background information, consider their funding sources they have for Transit and then utilize that as they look at future conditions.

In considering the future transit network, they need to look at Rideshare and services such as Lyft and Uber that may help people get to major transit hubs; maybe Micro Transit like an on-demand type of service so a bus may not be just a fixed route that only goes up and down one road but maybe go into a neighborhood to pick somebody up on a request and then get them back out to a generalized path. There are a lot of different technologies emerging in the transit field that they may need to consider.

Bicycle and Pedestrian – They will look at their existing network and identify where there may be gaps and try to fill those in as they can. Another important element for bike and ped. is to look at crash data. There has been a lot of discussion at the regional level that Arizona is actually last or second to last in terms of ranking of states for pedestrian and bicycle fatalities. It’s not somewhere they want to be. They definitely need to look here locally to see what they can do and see if there are any hot spot areas where they can make
Improvements to enhance bike and pedestrian safety. A lot of the focus is going to be on enhancing the network for people that maybe aren’t fearless bike riders that want to ride next to a 50 mile an hour car but want to be more separated and protected. How do they provide for those facilities for a family that wants to get places on a bike but don’t feel safe? They will see if they can come up with some solutions.

Leveraging Technology – They will begin this effort by hosting a technology summit. They would get together key stakeholders and experts in the industry such as people from WAMO, Lyft, and Local Motors that produces autonomous driverless buses just outside Chandler. They will try to involve them, maybe Google and some others. What they want to do is get these expert opinions and feedbacks to give them a better understanding of where this technology is heading. Also, get their feedback for what the City should be doing in terms of accommodating this technology and preparing for it.

Additionally, they can look at the Traffic Management Center and see if they have the most up-to-date equipment - new technology such as traffic signals communicating with vehicles and vehicles connecting with other vehicles. There are all kinds of connectivity they can look at. Throughout the entire process public outreach is going to be a major element. They will have a Steering Committee. It may include the entire Commission or it may include a Commissioner or two to represent the Commission. Either way the Commission will have a heavy role through the Steering Committee, public meetings and regular Transportation Commission meetings as well. They plan to have up to five (5) Steering Committee meetings and up to four (4) public meetings. They will have three (3) public meetings at the onset. These public meetings will help to establish vision, goals and objectives to guide them throughout the process and then they will have another public meeting closer to the end of the process so they can let the public know how they incorporated their input and how the final document is looking.

The very first Steering Committee meeting they will have will also look at those vision goals and objectives to set the path for the plan update. As Chairman Rivers said they need to look at more than just getting 82 responses so a project website and an on-line survey could be one method to do that and maybe they need to look at those mailings that they mentioned as well with the utility bill. On-line today those surveys tend to get higher response rates than just public meetings. They will look at doing that as well. CHAIRMAN RIVERS said in the mailings they should reference a survey on a website because a lot of people pay their utility bills on-line anyway. Those people could receive emails with the link to the survey. COMMISSIONER KALAF said they also have protocol already in place at the bus stops for SMS Communications with their cell phone communication. They could use their cell phone capability to do surveys while they are sitting at the bus stop. Mr. Crampton said that is a great idea.

Finally, he wanted to point out the regional significance and the timing of their Transportation Master Plan Update. Proposition 400 provides the ½ cent sales tax to Maricopa County that funds transportation, transit, freeway construction and arterial roadway construction. That is set to expire at the end of 2025. In preparation for that the region is already looking at a Proposition 500. They are looking at having an election in 2022 for the
general population to vote on to extend that ½ cent sales tax to fund transportation. In preparation for that election, the region is updating its Regional Transportation Plan. There are already some background studies that are underway like a regional framework study looking at high capacity transit lines throughout the region. The region is already working on developing recommendations that will feed into this plan. The timing of our Master Plan is critical because they need to have their priorities established and approved as an entire city so they can go to the region and show the items important to Chandler and what they need regional funding for. COMMISSIONER KALAF asked if it is their objective to have a good percentage of their plan in place prior to 2019 or are they going to integrate to that. Mr. Crampton replied he didn’t know if the plan needed to be done by 2019. The plan is going to take about a year to get through so it will probably be completed late 2019. That would get them in line at a pretty good level for where they want to be if they can get some recommendations and a clear vision for where they are going with certain things. CHAIRMAN RIVERS said he appreciated the fact that some of his bullet points came from a result of meetings with this group - that they suggested things like filling in the gaps for transportation and doing something for bicycling. Mr. Crampton thanked him for that comment and concluded his presentation.

b. Ridechoice Program

Mr. Crampton said their Ridechoice Program provides transportation for people with disabilities and people over the age of 65. It’s not their primary transportation service for people with disabilities – that is their ADA Paratransit. Ridechoice is a little more convenient at times, can be cheaper for residents for shorter trips and it is cheaper for the City as well on a per trip basis.

They are looking at revamping the Ridechoice Program. The current program is where residents get a card similar to a debit card. They can load money on it up to $240 a month. The City pays 75% of the cost and the resident pays 25% of the cost. The resident can call directly to a number of taxi cab providers and request a trip, the taxicab co. comes and picks them up and the resident will use their Ridechoice Card to pay for the service. The cost per trip for this service is $14 to the City which is very favorable compared to our Paratransit trip cost at $35 a trip which is what they are currently paying. That has the potential to increase quite a bit next year. Ridechoice is definitely a cost saving mechanism if they can get people off of their Paratransit service.

The shortfall with the current Ridechoice program is that 5 years ago it worked pretty well because the cab industry was robust in the east valley, however, with Lyft and Uber entering the market, taxi cab companies have all but disappeared. There are a few still out there but they don’t have as many vehicles out there. They definitely don’t have as many wheelchair accessible vehicles so residents are having more of a challenge getting transportation. The way the program is set up currently is residents are kind of left on their own to deal with taxicab companies to get transportation. We have had instances where residents will get a trip to go to their destination but than they have a difficult time getting a return trip home. They get stranded there. Our contractor doesn’t have any capacity to help them get a ride home or
provide a ride home for them. The resident may end up paying their own way and a lot of these people are on fixed incomes. They definitely want to address that issue.

The other issue is wheelchair service is very limited. To make this program compliant with ADA regulation they need to provide a little better service for individuals in wheelchairs. They hope to address these shortcomings. They have a new contractor. Valley Metro Board just approved an agreement with ALC (American Logistics Company). They are out of Utah and a pretty good firm. They are a tech savvy firm that will really help advance this program to the next level of technology. In addition to bringing on technology, they are changing the structure of the program. Whereas before the resident worked directly with a taxicab company to book a trip, now they will work with our contractor ALC to book a trip. ALC will let the customer know they can go with this transportation provider and can get them there in 5 minutes or you can go with this transportation provider and get there in 10 minutes. The resident can pick what transportation provider they want and ALC will book the trip for them and make sure the trip gets performed. If there are any problems, residents can call back to ALC and ALC will find another transportation provider making sure nobody gets stranded.

Additionally, they will have more wheelchair providers so people in a wheelchair can actually get transportation on this program in addition to just our Paratransit service.

They are changing their fare structure so instead of getting up to $240 a month to spend, now residents have a trip limit. They can take up to 20 trips a month. That is pretty similar to what you would get with that $240 but additionally if a resident has to use this transportation to get to work every day or school every day, 20 a month is not going to be enough. They do have the ability to increase up to 50 trips a month for work, school or reoccurring medical appointments.

They are projecting about $19 per trip which is up about $5 from the previous system. Comparing that to their Paratransit cost of $35 per trip they still do see considerable savings. Their Paratransit cost for next year could be drastically higher so this savings could be even more significant next year.

They are excited about the transportation service provider mix. They will continue to have taxicabs but they will also have a wider array of wheelchair accessible vehicles. ALC is from Utah but they do a lot of work in the Phoenix area and they already have a well-established fleet of wheelchair accessible vehicles that they can call upon to provide service for them. ALC is uniquely qualified to connect people that don’t have a smart phone to Lyft. That has been one of the major shortcomings of these types of services because people that are over 65 and a lot of times low incomes may not have smartphones. ALC has technology that they have utilized and they have worked with Lyft for the past few years. They are one of the only companies that have done this actually in the whole nation. They have come up with technology solutions to help. For example, if you don’t have a smart phone and you booked a Lyft trip and you put in an address and maybe the facility is a very large facility with one address and you don’t know where that person is going to be ALC has technology solutions to help get information to the Lyft driver as to where within that facility the
passenger will be waiting. The other advantage of Lyft is they have an incredibly large fleet of drivers and vehicles in the east family readily available. When the customer calls in to ALC, they will be able to tell them this service provider Lyft will get you a ride in 3 minutes whereas with the taxicab provider you are probably looking at ½ hour. People tend to utilize Lyft pretty frequently once they get familiar with it. If they can get more people using Lyft, that $19 per trip could go down and get closer to that $14 they are currently at. It’s never going to get that low because of these enhanced services they are providing.

CHAIRMAN RIVERS asked if the $19 price doesn’t change no matter what kind of vehicle they use. Mr. Crampton replied that the cost to the City does change. The fare that the resident pays will not change. The fare the resident pays if going to be $3 per trip. That will provide up to an 8 mile trip. Anything over 8 miles the resident is going to have to pay. Up to 8 miles they will be pay $3 regardless of the transportation provider that they choose. The City will pay the remainder. When the resident chooses Lyft, that remainder is going to be a lot smaller on Lyft as opposed to a taxicab provider. The wheelchair accessible will be the most expensive but they don’t have a lot of alternatives for that yet. CHAIRMAN RIVERS asked if a person needs a wheelchair vehicle does he feel this company has a large enough supply of wheelchair vehicles to take care of all the Chandler residents. Jason Crampton said he does. He was on the procurement committee for this and they looked at all the different contractors and this was one of the few companies that had existing relationships with wheelchair service providers. They actually have an on-call service with a number of wheelchair providers. It’s pricey but when there is a lack of more established taxicab companies that have wheelchair vehicles and where there is a gap in a certain area and you can’t get a vehicle over to them, they have this on-call with 20 different providers that they can reach out to. They can get somebody over there right away. That would be the costlier solution so they use that as a last resort. They want to rely on taxicab companies with wheelchair accessible vehicles first and maybe medical transportation providers that might be interested in this service. As a safety maneuver, they do have this on-call service with a number of firms.

Mr. Crampton said the new program will go into effect on December 1, 2018. They plan to reach out to all their existing Ridechoice users. They are really trying to walk a fine line between over publicizing this and under publicizing this. They do want people to use this service instead of Paratransit but at the same time they don’t want to get everybody in Chandler over the age of 65 using this service. It does cost the City a lot. What they want is for people who are on Paratransit currently to move over to Ridechoice but they don’t want to create a lot of new trips that aren’t currently being taken because that is something the City doesn’t have the budget for.

c. Transportation Projects Update

Mr. John Knudson, Public Works & Utilities Director, passed out some maps. He explained that he is over the Capital Projects group so they not only get to build libraries and fire stations and those sorts of things but they are also responsible for all the roads and construction. He is also over utilities. He went over the Roadway Project Status summary for the Commissioners. These are primarily their federally funded projects which they will see by the map which are occurring...
in the southeast part of town. They will notice on the map that the projects kind of skip around. The idea is they would not like to do two projects on adjacent mile roads. It won’t be perfect and they will be potentially overlapping depending on the duration. It may be that one project ends up a little long and another project starts a little sooner than they thought. The intent is to try to give a break between the projects by a little bit so people can navigate through some of these roads. He said Chandler is close to build out and these are the last large arterial projects in the city.

Arizona Avenue Improvements - Mr. Knudson said if you have been down Arizona Avenue you have seen in the last couple weeks with the median going in and the paving, it’s kind of unfolding in front of you. A month or so ago with all of the barricades up it was a little bit difficult to see what it was going to look like. In the next few weeks they will be doing milling, overlaying and doing the final paving and striping so it will come into shape. It will be great.

Western Canal Crossing – This has been an interesting one. Former Councilmember Heumann was up in front of Council thanking the City for getting it done. It has been in the process for about 8 years. If any of them have dealt with the railroads in the past, there is an agreement now between the railroad and the City. Now they can actually try to get some of the money moved up in time so rather than 2020 they are going to try and get it moving a little quicker. The unknown with this was getting the railroad to listen but it’s done.

Ocotillo Road Improvements – Is a small little piece between Norman Way and Cooper Road over by Fry’s. This one is completed.

Queen Creek Road Improvements – That is the number 1 on the map they have. We are probably looking at kicking off with construction in January. It’s going to bid and Council in December.

Chandler Heights Road – Same story there - December Council with probably a kick off in January.

Cooper Road – That one is going through an awful lot of acquisitions as far as easements and the environmental reviews. This one is coming along in design.

McClintock Drive and Kyrene Road Bike Lanes – Design is almost done. They are getting all of their clearances and to begin construction in 2021. That is a federally funded project as well.

Price Road Utility Relocations – They may have heard about the power line that SRP is going to underground. It’s a 230kv powerline that they are going to underground in Price. In order to make that happen they had to move all of their water, wastewater reclaimed pipes out of the way. They have received several phone calls with folks saying how come nobody is working there even though the barricades are up. It’s because they are working at night. They are trying to go laterally across a road with pipelines to make these connections to different businesses. They are physically moving the pipelines from the southbound lane to the northbound lanes so this is a very, very, difficult job. Their utility contractors are working on that right now and are almost done. There isn’t going to be a lot of relief because as soon as they are out of the road, then SRP
will be coming. SRP plans to start work on that main line at Price in March. They will be coming down southbound Price with twin duct banks which means they will occupy pretty much the whole road as they come. Everything will be shifted over to the eastern side. It will be a challenge for a little while. CHAIRMAN RIVERS asked if he had any idea when they were going to run the power lines down the east/west route south of the 202. Mr. Knudson said they haven’t been given a schedule yet because SRP is still uncertain about when they are going to equip their new substation. They told them the equipping of that new substation may be a couple years out. The actual pulling of all of those lines might be some time off in the distance. They haven’t really firm that up yet.

Chandler Boulevard Bine Lanes – Design is at 95% and going through clearances and right-of-way acquisition.

Transit Facility ADA Improvements – Project completion is October 2018 so that’s on-going. Mr. Crampton said they received regional funding for a series of ADA improvements at their bus stops so they improved about 45 bus stops to make them a little easier to navigate for people in wheelchairs.

7. ANNOUNCEMENTS

Joshua H. Wright, Assistant City Manager, said he had a staffing update. He said they are all used to seeing Ann Marie Riley, Transit Services Coordinator, for many, many years. She retired beginning of the month. She has moved up to Washington State. They are currently recruiting for her replacement.

He congratulated Jason Crampton who has moved into a new role. His title now is Sr. Transportation Planner. He previously was a Transit Services Coordinator same as Ann Marie focused mainly on Transit. They have broadened his responsibilities to include ADA Coordinator role for the City as well as a lot of the bike and pedestrian work. As we reach that build out stage there is a certain level of maturity that Chandler has especially with the Transportation Master Plan Update. It’s a good time to have somebody that was focusing all of these inter-connected transportation systems not just Transit specifically.

8. CALENDAR

The next Commission meeting will be determined.

9. ADJOURNMENT

CHAIRMAN RIVERS thanked everyone for coming and adjourned the meeting at 8:10 p.m.
Chairman Rivers called the meeting to order at 5:30 p.m.

1. **CALL TO ORDER / ROLL CALL**
   a. The following members answered roll call:

   Chairman Leigh Rivers  
   Vice Chairman Ron Hardin  
   Commissioner Ben Schwatken  
   Commissioner Jim Symonds  
   Commissioner Trish Gillam  
   Commissioner Dan Henderson  
   Commissioner Bill Kalaf  

   Also in attendance:

   Joshua H. Wright, Assistant City Manager  
   John Knudson, Public Works & Utilities Director  
   Dan Cook, Transportation Policy Advisor  
   Kevin Lair, Transportation Manager  
   Jason Crampton, Transit Services Coordinator  
   Kim Moon, Capital Projects, Project Manager  
   Dana Alvidrez, Traffic Engineer  
   Andy Goh, Capital Projects Manager  
   Michael Grandy, Kimley-Horn  
   Deron Lozano, Valley Metro  
   Joyce Radatz, Management Assistant  

2. **APPROVAL OF MINUTES**
   a. A motion was made by Vice Chairman Hardin to approve the minutes and was seconded by Commissioner Schwatken. The minutes were approved 7-0.

3. **SCHEDULED PUBLIC APPEARANCES**
   None.

4. **BRIEFING ITEMS**
Dan Cook, Transportation Policy Advisor, stated that these two briefing items are a prelude of their Master Plan Update that they are in the middle of. They would like to engage the Transportation Commission in the Master Plan and get all of their feedback. They have planned a series of three meetings with the Commission to talk about the Master Plan. This meeting is to start the discussion, the next meeting will be more of a workshop where they have open ideas and open discussions. The last meeting, which will probably be in the summer, would be to look at the final draft.

CHAIRMAN RIVERS said he appreciates being invited to this to have an input into the plan. He thinks it’s beneficial to all parties involved.

a. Arizona Avenue Alternatives Analysis

Mr. Deron Lozano with Valley Metro stated he appreciated being here to talk about this project. Valley Metro has been working with Chandler quite a bit now in looking at high capacity transit investment options going forward; essentially, light rail plus rapid transit, and streetcar. When talking about high capacity transit, those are the types we are talking about.

They have done two pretty good studies which he will speak about. He wants to talk about the alternative analysis process itself. They actually kicked off this Alternatives Analysis back in March and they are gearing back up again now and coinciding with the Transportation Master Plan Update.

The first thing they completed was back in 2012 and this is the Arizona Avenue High Capacity Transit study. This was a really technical study and essentially looking at what would it take to have a high capacity transit investment on Arizona Avenue specifically. Some of the recommendations that came out of that is to get to a high capacity transit investment to enhance the local transit networks. What that means is adding local bus service to build up any type of ridership and some type of high capacity investments. Also, increase access to transit; what would customers want to take and why would they want to take transit, improving pedestrian connections, riding bike access and having very good park and rides as well. Additionally, adopting plans and policies that support transit oriented development.

Chandler went through their General Plan Update back in 2016 and Valley Metro worked with Chandler to develop some language that would be supportive of some kind of high capacity investment in the future. If you are familiar with the link service that Chandler had at one time, they are all lessons learned. A lot of the high capacity transit investments rely on Federal investments but there are also other funding options to get these types of projects in motion.

Last year they completed the Fiesta Downtown Chandler Transit Corridor Study. This was an approach that Mesa and Chandler actually worked together to take that next step beyond the Arizona Avenue Study. At the time, Mesa was interested in possibly connecting their Fiesta District. Mesa and Chandler looked at what would it take to have some type of high capacity transit investment connecting downtown Chandler to the light rail line in Mesa. The
recommendations were to have some type of phased approach. He showed a map of the current light rail line along Main Street; the green ‘L’ area is the Fiesta District itself with the Banner Hospital, the Community College and then you have the old Fiesta mall.

The second phase of this was Arizona Avenue from essentially Baseline Road all the way down through downtown Chandler. In doing all of the analysis, they saw there was a potential to have a phase one high capacity transit investment here in Mesa in the Fiesta District. The second phase which they are studying now is the Arizona Avenue Corridor. Mesa initiated their alternative analysis just about a year ago and they just kicked off Arizona Avenue about 6 months ago.

They initiated these alternatives analysis. So what is an alternative analysis study? It’s really one of the early types of studies they do to see if it’s even worthwhile investing in a high-capacity option. All of the projects that are in the valley today like the light rail projects, the Gilbert Road extension that is set to open next year, the Tempe streetcar that is going to open in 2021 all started with the studies that they are doing here – this Alternative Analysis. This analyzes all types of transit types. They want to have a lot of public input. They don’t want to have any surprises when they get to the end. They will provide a locally preferred alternative which is essentially a recommendation identifying what the transit type will be, where is it going to be located, where would stations be, how this type of investment would impact the streets, could it be phased and any other recommendations. They identify downtown Chandler as a potential ending point or would it make sense in the future to go further east, further west and so forth. At the end of the day they try to get approval through the City Council for this type of study.

The process is pretty straightforward. They are identifying the alternatives right now.

CHAIRMAN RIVERS asked what alternatives have they identified to this point. Mr. Lozano replied they haven’t identified any alternatives at this point. The very first thing they want to do is have this public meeting in January and get public input. The question to the residents of Chandler is where they want to go in the city. They gather all that data to see where most people want to go and then they essentially connect the dots and where would be best to put these alternatives. COMMISSIONER KALAF asked if there was any relationship to what grants may be available for alternative studies. Mr. Lozano said the Tempe Streetcar is a 3 mile system that just got federal funding about 2 weeks ago. The first 3 miles is identified as their streetcar corridor but also is part of the recommendation for future extensions. Those extensions are really reliant on federal funding so essentially they built out what they felt was competitive to get federal funds.

They are in the very early stages where they are simply identifying alternatives. They get into the Tier 1 evaluation where they will have all types of alternatives. They will have all types of lines on the map and that is when they will come back to the Commission and talk about the pros and cons of each line and also ask for public input through surveys, public meetings and so forth to gather input. Tier 1 is really a high level qualitative analysis seeing what would be the best alternatives based on where do people live, where do people want to
go, where is employment and where is Chandler interested in developing in the future for economic development opportunities.

Tier 2 is more detailed. They will whittle down those Tier 1 alternatives and arrange between 4 to 7 lines on the map and then they will start to do some type of conceptual design. Have some type of really early on engineering plans to see what types of impacts track buses within the city. They will evaluate those and have more detailed criteria. What are the costs? What are the impacts to traffic – a lot more detail for Tier 2. At the end of it will be the locally preferred alternative.

CHAIRMAN RIVERS asked if Tier 1 and Tier 2 is where they are going to decide on what modes are best. What he would like to see is not so much a streetcar line in Chandler exactly but if they have the local circulators is it better to have a small loop around downtown and then a small loop out to the mall. They can’t decipher all that until the public tells you where they want to go. But rather than setting something up that someone near the mall can get downtown in one fell swoop. It’s better to have one run around every 15 minutes as opposed to every hour. Mr. Lozano replied that as a part of their two studies, Arizona Avenue Alternatives Analysis and through the Transportation Master Plan Update, circulators are certainly part of the conversation. COMMISSIONER KALAF asked if they have come up with any milestone dates to complete those two tiers. Mr. Lozano replied that there will be the public meetings in January and another public meeting in August. In August they plan to have their Tier 1 analysis internally complete so they can present it to the public and Commission. He said he had a schedule to show them. He said on the north side they have the City of Mesa and the northern Chandler border and they are encompassing the Fiesta District on the north and extending all the way south to Chandler Heights and then extending east to include the Chandler Airpark and on the west side to include the Price Road Corridor. They do have a very extensive study area. They have Gilbert engaged as well and anything to go north through Mesa and partnering with all the east valley cities. CHAIRMAN RIVERS asked why west Chandler was not included in their study. Why do they stop at Price Road? Why don’t they go to I-10?

Mr. Dan Cook said they are trying to keep the study area of a reasonable size and they don’t want to get to far away. Arizona Avenue, Rural Road and Chandler Boulevard are designated high capacity corridors in the city from prior Master Plans. At this point they are really looking at the Arizona Avenue Corridor. The Rural Road Corridor will be done some other time. It may not be for a while. CHAIRMAN RIVERS said the people in west Chandler that need a commuter or non-automobile avenue to get to downtown are being left out of this study. Mr. Cook said a lot of west Chandler is going to be addressed in the Transportation Master Plan. The whole city will be looked at.

Mr. Lozano said one of the biggest questions that they are facing today in transit is where is transit going to go in the future. They all know autonomous vehicles and ubers and lyfts. One of the things that is really unique to this alternative analysis is they are going to tackle those issues as part of this alternative analysis through a couple of things. One is they are really engaged in where do they see the future going in transit. They are going to incorporate into this type of study. The second thing is they do have modeling software to develop
scenarios to see what would it be if for example if a certain percentage of auto ownership was autonomous vehicles in the future years. What would that do to traffic patterns and travel and so forth. These are the types of items that will be addressed in this emerging mobility technology task. This is a very hot topic not only in Chandler but in the industry as a whole. What is a connected vehicle? Mr. Dan Cook, Transportation Policy Advisor, stated that a connected vehicle would be a vehicle that could talk to other vehicles or talk to infrastructure. There is ability today if the technology was in the car. Cars might be able to know when lights are turning red or green and be able to have smart responses.

He said one of the key things that are embedded in the modeling is the decision making process that people make and how it affects transportation. One of the things that Transportation Engineers as a whole are notorious for is overlooking the soft sides of what decisions people make based on where they are going, how much money they have and things of that nature. A lot of that kind of judgment is incorporated into the model. COMMISSIONER KALAF asked regarding the mobility analysis it’s not just isolated to Chandler or government structures; Lyft and Uber all have directions they want to be in the next 5 to 6 years. He has heard they worked with Lyft and Uber to have shared software. Mr. Cook said in the beginning of December their Ridechoice Program which is another way of dealing with seniors and the disabled community actually is using Uber and Lyft to do part of their rides. It just started and it is being done on the east valley Dial-a-Ride basis. They have started that but that is also one of the things that they need to look at in the Master Plan as well as this. What is that impact? COMMISSIONER HENDERSON asked about the modeling software and is it a custom model for Chandler? Mr. Alonzo said it is a custom model that’s been built to look at the autonomous type vehicles with the consultant on the study. Mr. Cook said it will help them identify trends when you look at different scenarios. What is the output and what is happening? Hopefully, they can use that to home in on a more cost effective solution. VICE CHAIRMAN HARDIN said he thinks they should figure out how to narrow that scope and come up with those huge cases and say here is where they are going to focus and incrementally grow from there.

Mr. Crampton said a lot of those questions are being addressed elsewhere as well. Valley Metro is trying to come up with an app. that would incorporate mobile ticketing but also work with Uber or Lyft as a partnership where you could make one payment through one app. and you would actually pay your bus ticket and your Uber fare all at the same time. It’s combining different modes of transportation and making it easy for people to change from mode to mode to get to where they need to go. VICE CHAIRMAN HARDIN said from an economy standpoint does it make sense to piggyback on what other cities are doing like Philly. Do we go out and get that information and bring it in and use that or do they start from scratch. Mr. Lozano replied that is actually part of the task. Where is the state of the industry today? The industry is changing every 6 months; something new is coming out. By the end of this they will have a documentation of where they are at.

CHAIRMAN RIVERS asked what are the risks of a municipality partnering with private entities such as Uber and Lyft? Are their drivers vetted to our satisfaction? What kind of driving records do these people have? Yesterday when he was getting off of the freeway at Chandler Blvd. there was a Lyft driver behind him who very slowly crept across and into the
access lane that was coming up the side of the freeway and managed to skirt around the
merge point. It was very bad driving. If this is the kind of folks they have, do they want to
take that responsibility as a city because when this person has an accident does the City want
to be responsible for that. Mr. Dan Cook said he was getting into a lot of contract issues but
he is pretty sure the Valley Metro contract has indemnification clauses by their company.
Uber and Lyft are sub consultants to a larger company called ALC. ALC is contracted with
Valley Metro so there is indemnification insurance between them and then between Uber and
Lyft. The City is indemnified for anything bad that the Uber drive does. CHAIRMAN
RIVERS stated he would like to see more vetting done. Mr. Cook said to that end they do
have some pretty strict standards in terms of who can be Lyft drivers as part of the
Ridechoice. Not every Lyft drive can take a Ridechoice trip. They have to have a clean
driving record and they probably have to be vetted and to some degree have some specialized
training in how to deal with the elderly or other vulnerable members of our population.
There is that training in there.

CHAIRMAN RIVERS said he had a comment. The emerging mobility technology and talk
of apps and things having to do with smart phones, going forward it is important to realize
that not everyone has a smart phone – more so with the elderly. Allowances must be made
for that. Mr. Crampton replied that their Ridechoice program is tailored to people who don’t
have a smart phone. ALC has a history of working with Lyft and incorporating solutions to
help Lyft drivers find the passengers when the passengers don’t have a smart phone. Mr.
Lozano said Maricopa County and the Dept. of Transportation are actually hosting a test bed
in the Anthem area where they do actually have a pilot connected vehicle program. It’s a
demonstration essentially where you can jump in a van and you can see all the monitors work
and detect where an emergency vehicle is. You can see it coming up before you can
physically see the vehicle itself, other passenger vehicles and so forth.

The schedule itself shows an end date of early 2020. The third blue line is essentially where
they are at. They are doing existing conditions and identifying what are their alternatives.
They plan to wrap that up in January/early February timeframe and then they roll into the
Tier I and Tier II type analysis. The Tier I they plan on having some type of outreach and
presenting it in the August timeframe. They are thinking that Tier II would probably be done
by the end of 2019 and then go through the process where they actually go out to the public
and present their Tier II recommendations and to the Commission as well.

Mr. Lozano said where they are at is identifying what the key destinations are. They are
going to have a survey put out to where people want to go and they want to identify those
early on the onset. They are developing what they are calling an existing conditions report
and documenting essentially what are the conditions of the City and how do they relate to
Transit. Seeing what the current land use is, where are people employed, and where do
people live throughout the City. These are a snapshot of some of the maps they put into that
document.

In terms of public outreach they are working with the Transportation Master Plan team to
develop a strategy for public engagements. As part of the Alternative Analysis they want to
make sure it’s very robust. They have excellent documentation in terms of what they are
gathering from the public. Again, at the end of their recommendation they don’t want to have any surprises.

For the next steps they want to obtain public input and complete all their data collection, develop a purpose and need. Essentially that is a blanket statement with a little bit of background in terms of why are they doing this project and what would the benefit be to challenge or look at investing in the high capacity transit option. They talked about the corridors, the emergency Mobility Technology, and their plan is to come back again to the Transportation Commission probably in April. Mr. Cook said they should get a meaningful enough sampling of data. It should be on-line and on the City’s website. They have a project website. They will get the word out in a number of different ways on this Master Plan. The last time they did a Master Plan, which was in 2010, they got around 1000 responses. CHAIRMAN RIVERS suggested for those people who do not have computers that they put it on a card that goes out with the water bill.

The first meeting will be a round of three meetings. They will all be the same meeting; they will just do them in different parts of the City. The second meeting they are bringing everything together so they will probably invite the whole City to one meeting probably in the downtown area. They want to engage the people that do come out because they are taking their time, they are coming, they have an interest and they want to hear what they have to say. Mr. Lozano said what worked really well for the Fiesta District Alternative Analysis is they worked with Mesa and identified the major employers. They met one on one to present the Tier I results to Mesa Community College, Banner and the owners of the now vacant Fiesta Mall. These all represent thousands of people who either visit, work or go to school so they are actually deploying our surveys for us.

b. Transportation Master Plan Update

Mr. Michael Grandy of Kimley-Horn said they were going to talk about the project, what are the main components, and then go through a series of questions within each of the major elements. The Transportation Master Plan (TMP) looks at existing conditions as well as future conditions usually about 20 years out so they are looking at 2040.

They have three major components: a roadway, bicycle/pedestrian and a transit piece. It may be a little different from some of the prior studies that they have seen. While they will definitely talk about roadway and bike/pedestrians, they are going to see a heavier emphasis on the transit piece than the prior version of the TMP. That’s not because they like transit better than roadway or bike/pedestrians it’s just the matter of the roadway network is getting fairly built out. The bicycle network is in decent shape. It still has some gaps in it for sure but there are definitely more opportunities and looking out into the future on the transit side.

They are also going to wrap a technology component into all these elements which was not as much in the prior TMP but technology has revolutionized things in the last 5 years in the transportation world. Where it’s going in the future is anybody’s guess at this point. He showed a schedule and said they are in the existing conditions component of gathering data and putting together what’s out there today and this study goes to fall of 2019. They will be...
wrapping up existing conditions in the next month or so and they will move into the future conditions and in July and August they will have those draft recommendations. The public and stakeholder outreach goes throughout the whole project.

Mr. Cook said the next sales tax referred to as prop 500, assuming it passes, the City of Chandler and every city in the valley needs to be preparing in terms of what they want out of the Prop 500. Are their residents paying taxes and what are they seeing in return. There is a highway component, an arterial street component and there is a transit component. In order to get in the funding plan for Prop. 500, they have to have a plan that says our Council supports these road and transit improvements, etc. That is what gets them in that cycle. The plan that Darren is doing is also one that will be used to hopefully fund some of the next phases of Arizona Avenue studies and then it keeps I in that Prop 500 funding which is in the neighborhood of 12 billion dollars. It keeps them in that loop regionally and if they are not in it, then you can’t get the regional funding. A lot of this work now is to be eligible for the regional funding. The federal funding always has cost shares so this regional funding can be used as a match for the federal funding. In terms of funding transportation projects, you can get design funding, planning funding, and construction funding. In order to get the construction funding, you literally have to be ready to go - like a shovel ready project. You have to have your environmentals done, your plans done and you have to be far along in the process.

Mr. Grandy said they will have this finishing by September 2019, which will give them 6 months to a year buffered before the region needs all of the answers. He then showed the proposed vision statement for the Transportation Master Plan and if you like the 2010 version it is exactly the same except for one small change. The part that says ‘leverages technology’ is something they inserted to try and recognize that technology is playing a bigger role in Transportation. They still want to be environmentally friendly and multi-mobile but technology they see changing the transportation world in the future.

The TMP priorities are distilled down from what is in the 2016 General Plan that was approved. They definitely want a transportation system that fosters growth and can accommodate that growth and promote economic development. They want people to have choices, what mode of travel they want to use and they should have facilities that allow that and allow you to go between modes. You can ride your bike for a while and then you get on the bus and you want smooth connections. They want people to have the information they need to make their own decisions in real time.

Mr. Grandy said most of the network in Chandler is fairly well developed with mainly the southern part of Chandler that still has some roads that are only 2 lanes. A lot of that is in the works for getting updated either through private development or the City has several projects in the Capital Improvement program. There are several capacity constraints on the roads that aren’t these. They are looking at safety as well. Safety is always an important component by looking at high crash locations to see if there is anything that can be done to improve some of those locations. Chandler has a pretty good communications network. There is fiber in the ground on a lot of the major streets in Chandler and then there are wireless devices that transmit communications between traffic devices and the Chandler Traffic Management
Center. Prepared to most cities Chandler is ahead of the game. They will definitely be looking at what’s there to today and what can be done to further enhance things in the future.

They already have a pretty good plan from 2010 that is being implemented. Is there anything that needs to change that’s in there that hasn’t been implemented yet? Where is the congestion? From a regional standpoint there are improvements on the roadway network that are more regional in nature like they did to the freeways or the connections to Gilbert or Mesa. What do they need to do to make it a seamless transportation network? CHAIRMAN RIVERS stated the existing bottlenecks and congestion can be found wherever there aren’t two left turn lanes and there needs to be. The bridges aren’t big enough. Wherever you have a major intersection and Chandler has been pretty robust with this. Whenever they redo an intersection, Alma School and Ray or Alma School and Warner, those double left turn lanes seemingly are going in which does relieve a lot of the congestion. Going forward, if they are widening the roads in South Chandler, that’s one of the considerations that needs to make it into the plans.

Mr. Cook said in the improvements they have been doing in south Chandler, they have been buying the right-of-way and building some pavement so they can eventually convert it to a dual left turn lane. He thinks in the Master Plan they should identify where the problems exist but not necessarily solve the problem. Once they know the problems on Ray Road between Alma School and Arizona Avenue then they can do a separate study outside of this to actually determine what exactly they are going to do. This is really just to help point us in the right direction and to pick the projects out they need to go do. CHAIRMAN RIVERS said the best example he could think of was when they decided they needed to remove the duplexes along Ray Road to enable the road to be wider and took care of one long traffic jam and it wasn’t in the Master Plan.

Mr. Grandy said that shared transportation is a relatively new concept and privately funded and operated so how does that impact Chandler’s transportation network and what’s needed in the future. Does it make more work for the City or less work for the City? Does it improve safety or decrease safety? CHAIRMAN RIVERS said he thinks the scooter programs are designed for a younger demographic than Uber and Lyft and he thinks over the next 20 years they are going to have a lot more younger drivers coming along that will be interested in scooter sharing than you currently have. You will have less people that need some of the older demographic items.
Mr. Grandy said 5 years from now are they going to be in driverless cars. How does that change your transportation needs? CHAIRMAN RIVERS said he thinks they are going to find the autonomous self-driving vehicles will be the Lyft and Ubers of the future. He thinks in the next 20 years that will happen. COMMISSIONER KALAF said 5 years from now they may be going after a budget for something they planned this year and the whole demographic may change. Should they be looking at this and modifying it as they go.

Mr. Cook said they are looking 20 years out but they work on this plan every 10 years. There are things that can change in a decade.

Mr. Grandy said Chandler is one of the leading communities in Arizona for bicycle travel especially on street. Some of that is a function of having a lot of growth with some new roads being built with bike lanes. Chandler has always been a strong advocate for bicycle travel and recognized by The League of American Bicyclists. There are still some issues and gaps in the bike lane system. The off street system is not as well developed along trails and canals. Maybe the trails are there but they are unpaved. Paving them might increase usage and comfort of the users. One of the things that have become critical lately is mid-block crossings. Arizona is bottom of the list for bicycle/pedestrian safety in the United States. There are several factors. People can walk and bike year around here. Most of the crashes involve bicyclists and pedestrians that are at crossings even inside the crosswalks sometimes. They are looking at what they can do to make those crossings safer especially when it is not at intersections where people still need to get across a road but don’t want to walk ½ mile down to the traffic signal.

Mr. Cook said the scooters are relatively new so they don’t have a lot of data on them. Officially, they are not in Chandler but obviously you are seeing scooters all over the place. Part of the issue is technology is not incorporated well into state law in terms of where they can and can’t ride. They do move a little faster than most bicyclists. Do you want them riding on sidewalks, in bike lane or in traffic? CHAIRMAN RIVERS stated he watched on television showing the scooter activity in Tempe around the university and they are riding them in bike lanes the wrong way, on sidewalks and in the traffic lanes. They are hitting pedestrians and other bicyclists. Mr. Cook said their upper limit on their speed is 15 miles an hour and so they may not want them in a traffic lane or arterial streets but maybe they are o.k. on local streets. CHAIRMAN RIVERS said as long as they are traveling in the same direction as the bicyclists that would be good. Mr. Cook said state law covers that for bicyclists but doesn’t really deal with scooters. Mr. Knudson, PW & Utilities Director stated that ASU has prohibited them from entering campus. If they are found on campus, the scooters are confiscated because of safety issues throughout the entire campus. You can ride to the boundary but you are to park it at the boundary and do not enter the campus with it otherwise it’s gone.

Mr. Grandy does have an ADA Transition Plan and that is something the City is actively working on. That is trying to improve things like sidewalk ramps and slopes so that people in wheelchairs and walkers can more easily access things.
Mr. Grandy stated that looking into the future for bicyclists and pedestrians, how do they improve safety. A lot of the issues they are seeing are on the traveler behavior side; people jaywalking, people listening to music while they are walking across the street in dark clothes at night, etc. There is an education component there but also what can they do on the infrastructure side to improve things.

COMMISSIONER KALAF said he talked about connectivity between vehicles and wanted to know if there is a program looking at connectivity not just between vehicles but between other modes of transportation. Mr. Cook said technology is working for getting that information to your cell phones. He said scooters already have GPS. If he is driving along and he knows there are 3 scooters on the right and its 10 or 11:00 at night, at least he is aware they are there. He is talking from a safety standpoint. Mr. Grandy said he knows Austin, Texas has been looking at bicycle signal detection because the bicycle is not heavy enough or big enough to trigger the traffic lights. If you sign up for a certain program, the traffic signal knows you’re coming and can make the light turn green. Mr. Cook said they have a project going through traffic about replacing the cameras to have the detection cameras that will detect the bicycles now. Dana Alvidrez, Transportation City Engineer, stated they are doing 40 intersections. Mr. Grandy said that is one example of some things that could be done to improve safety or efficiency.

Mr. Grandy said in looking to the future what about off street improvements. What trails need to be paved that are unpaved or maybe there is not a trail somewhere. How do they better accommodate disadvantaged populations? What is the future of shared bikes and scooters? CHAIRMAN RIVERS said in many instances now you want to run down to the store and get something, you call the store or go to their website and pay for your groceries and they’ll deliver them to you.

Chandler does have several fixed bus routes; the express bus route, the park and ride lot, the Paratransit (Dial-a-ride, Uber, and Ridechoice). They also have some connections to existing light rail and regional bus networks. To get to the light rail in Mesa, for example, they have several bus routes to that and then you can go regionally from there.

As they look to the future for transit, they want to know if these are still high capacity transit corridors or do they need more? With all this advance in technology do they need more buses or fewer buses? Do they need more circulators? How do they make the paratransit services more cost effective and Uber and Lyft are making people re-evaluate how they do Dial-A-Ride and Paratransit. What are the impacts of the shared car/bike/scooter programs? Some people think with technology they won’t need buses at all in 20 years. Other people say they will need buses more. The roads will be clogged with driverless cars so they are going to need more buses. VICE CHAIRMAN HARDIN said with some of the current studies on the commuter rail talking about the first and last mile, does this take any of that into consideration if that actually becomes reality? Mr. Cook said he thinks they need to although the most recent commuter rail study shows 2 preferred routes and one of them is the diagonal train tracks parallel to Rittenhouse over in Gilbert. They can plan for Chandler getting somewhere but they have to rely on Gilbert to get them the rest of the way. The other commuter rail line is the Tempe Branch which is the rail line in western Chandler going
down to Wild Horse Pass ultimately. They will have to look at that and how to get people there should that become a reality. VICE CHAIRMAN HARDIN said from a feasibility standpoint that seemed more realistic than the light rail scenario. It seemed more attainable given the infrastructure in place. Mr. Cook said the bigger issue with commuter rail is how to get the commuter lines on the rail lines because dealing with the freight lines is probably the bigger issue.

CHAIRMAN RIVERS said there was some talk about a high speed rail line between Ahwatukee and Tucson. Mr. Cook replied that ADOT is doing that study. It's looking at a couple of different alignments. They are not talking about high speed like you see in France. It’s more of an inter-city rail that probably goes closer to 80 or 90 miles per hour. They are looking at that and that is one of the advantages of the Rittenhouse line because that line can feed into that over in the Florence area as opposed to coming up into Ahwatukee. That study is a statewide study.

Mr. Grandy stated with all these questions they may not have all the answers by the end of this study or even five years from now. They are not going to recommend putting light rail on this corridor and bus rapid transit over here. They might say high capacity somewhere around here and then have a more detailed study later that gets into what that looks like and where is it exactly. COMMISSIONER KALAF asked from the activities they are doing on transportation and mapping it the Chandler growth plan and based on demographics over the next 10 or 12 years, he is assuming the alternatives that you would be selecting in both these studies would be to accommodate what they expect that population to look at. Mr. Cook said MAG is pretty good at predicting and looking out for population and employment growth so they have their transportation model mainly as it relates to streets and highways around the valley. That takes a really in-depth look at population and employment. It also looks at things like social economic issues because lower income groups tend to have a higher need for transit.

Mr. Grandy said they are looking at contacting different groups in the general public and also talking amongst the City departments. They are looking at assembling a stakeholder group that will include representatives from some major employers and landowner's in the area. The Transportation Commission is important as part of that outreach plan and then ultimately the City Council. Their proposed approach is since no one communicates in the same way they are going on-line for sure with a webpage, an on-line survey, and interactive map potentially on the website. They will hold the public meetings and as Dan mentioned, there will be 3 up front and then 1 later on. They are looking at doing a technology summit and this is something that has not been done before. They are trying to bring in some of the cutting edge technology folks to understand what they see happening in transportation in the next few years. How can Chandler be prepared for that? A lot of those high tech companies are right here in Chandler. Regarding E-blasts, emails for people that aren’t on line all of the time but still have email, they will be coordinating with the City’s public information officer to leverage what the City already has there. They will do press releases and when they do have public meetings, those will be sent out via social media, but also by newspaper ads.
Mr. Grandy stated the Transportation Master Plan will have an implementation plan. This is to help with the programming side of things. They have all of these great ideas of things they want to do but how do they prioritize those. Is a bike lane more important than a bus route or a dual left turn lane? How do you weigh those and which one is more important? How do you find the funding? They mentioned a few different sources today; federal, some regionals, and local bonding. What are the opportunities out there for funding? There is already a plan going forward to improve southeast Chandler roads right now but is that the right priority still? Just because something was decided 5 years ago it doesn’t mean they have to stick with it if there is a reason they need to change it.

Mr. John Knudson, Public Works & Utilities Director, said one thing that came up was Alma School Road as a priority. They have put that in year one of the CIP for design. They are going to be doing a study to determine appropriate phasing for Alma School Road from Chandler Blvd. to Queen Creek Road. It has been mentioned in the 2010 Transportation Master Plan. It was mentioned in here in 2009. It hadn’t been addressed so when the Banner hospital plan came through, they had many residents attend and voice their concerns. Alma School Road is in the Capital Program. It will have to be moved up in some way probably in a phased approach.

Mr. Grandy said they are looking to have a technology summit in January, possibly February. Public outreach is going to happen at the end of January on the 23, 28 and 30. If some of the Commissioners attend and there is more than four, a public notice will have to be posted. They will come back to the Commission in August and have another public outreach in August as they get towards the draft recommendations and then hold a couple of stakeholder workshops.

He passed out a survey that is going to be on-line and there is a link you can go to. Their preference is that you take it on-line. This survey may be a little different in format than some other ones they may have seen before. What they are really trying to get at is why people travel the way they do and where they are going and how they are getting there. They would really appreciate it because they like to see where the Commission is at and what they think. Then they will have it go live to the public in advance of the public meeting.

COMMISSIONER HENDERSON asked if the Transportation Master Plan is a policy document. With the advances of technologies in transportation, right-of-ways, sensors, and smart city initiatives will this plan begin to talk or address issues about public/private partnerships and the goals and funding bringing in technology into transportation? Mr. Grandy said yes their intent is to bring up the subject of public/private partnership.

Mr. Cook said in their next meeting they will be asking for a lot more input but he thinks some policy issues will be on the table for this Committee. The other thing they want to try not to do is get too specific in the policy but just enough to lead to the right set of information.

5. ANNOUNCEMENTS
CHAIRMAN RIVERS said he would like to say happy holidays to everyone and is looking forward to the public meetings coming in January.

6. CALENDAR

The next Commission meeting will be determined.

7. ADJOURNMENT

Meeting was adjourned at 7:45 p.m.

[Signatures]

Chairman Leigh Rivers
Transportation Commission

Joyce Radatz
Management Assistant