



2020 Transportation Commission Minutes

Regular Meetings

February 5, 2020

May 19, 2020

June 23, 2020

July 22, 2020

August 19, 2020

November 12, 2020

These minutes are fully searchable within this year by using the "Find Feature".

MINUTES OF THE TRANSPORTATION COMMISSION MEETING
Wednesday, February 5, 2020
Chandler City Council Chambers Conference Room at 4:00 p.m.
88 E. Chicago Street, Chandler, Arizona

Chairman Ron Hardin called the meeting to order at 4:03 p.m.

1. CALL TO ORDER / ROLL CALL

a. The following members answered roll call:

Chairman Ron Hardin
Vice Chairman Bill Kalaf
Commissioner Tricia Gillam (entered the meeting at 4:05 PM)
Commissioner Dan Henderson
Commissioner John Repar
Commissioner Ben Schwatken
Commissioner Jim Symonds

b. Also in attendance:

Alexis Apodaca, Governmental Relations Coordinator
Jason Crampton, Transportation Planning Supervisor
Andrew Hon Yong Goh, Capital Projects Manager
Holly Granillo, Management Assistant
Nancy Jackson, Transit Services Coordinator
John Knudson, Public Works & Utilities Director
Kevin Lair, Transportation Manager
Kimberly Moon, Principal Engineer
Ryan Peters, Governmental Relations & Policy Manager
Jason Simmers, Kittleson & Associates
Allan Zimmerman, Streets Project Manager

2. APPROVAL OF MINUTES

a. Minutes of Wednesday, November 6, 2019

A motion was made by Commissioner Repar to approve the minutes of November 6, 2019, seconded by Commissioner Schwatken. The motion was approved unanimously (6-0).

3. SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES/CALL TO PUBLIC

None.

4. ACTION ITEM

a. Regional Public Transportation Authority Intergovernmental Agreement (IGA)

Jason Crampton, Transportation Planning Supervisor, stated this is an amendment to the IGA with the Regional Public Transportation Authority (RPTA), to provide Fixed Route Bus, Paratransit, and RideChoice services for Fiscal Year 2019-2020, in an estimated amount of \$2,575,501. This is the first of six annual amendments with RPTA for the provision of transit services. Each year, an amendment is made to adjust for operating costs and service levels. The current amendment will run through June 30, 2020.

This Agreement covers fixed route bus, paratransit and RideChoice services. The city relies on four different funding sources to pay for these services:

- City General Fund
- Arizona Lottery Fund – Proceeds from Powerball revenues, distributed to cities for use on public transportation
- Public Transportation Funds (PTF) – Maricopa County ½ cent sales tax approved through Proposition 400
- Federal Grants

This amendment accounts for a change in paratransit service as directed by City Council at a City Council Work Session on October 10, 2019. Paratransit service will continue to be provided Citywide, but the non-ADA paratransit program is being removed. Non-ADA users will still be able to utilize RideChoice or ADA paratransit.

Service levels and costs included in this agreement for Fiscal Year 2019-20 are as follows:

Fixed Route Bus Service: Thirteen bus routes operate within the city including 11 local fixed routes and two express routes to downtown Phoenix. For Fiscal Year 2019/2020, approximately 280,620 service miles will be funded locally (city's General Fund and Arizona Lottery Fund), while approximately 1,006,290 service miles will be funded with PTF. The estimated total local cost for fixed route bus services is \$1,734,532.

Paratransit: Provides door-to-door, shared-ride public transportation services (provided in vans or taxicabs) for senior citizens and people with disabilities. In FY 2019/2020, approximately 52,174 trips will be provided at an estimated local cost of \$647,052.

In April 2020, Chandler residents will no longer be able to reserve same day or non-ADA trips. These residents will now utilize ADA paratransit or RideChoice. This change is an outcome from the October 10, 2019 City Council Work Session. The change will not have a significant impact on this FY 2019/2020 amendment, but should reduce paratransit demand for future amendments.

RideChoice: The RideChoice program offers additional transportation options for seniors and people with disabilities. This program offers participating residents more flexibility and helps contain the city's paratransit cost by providing services at a much lower cost per trip. In December 2018, the program was modified to include transportation networking companies (Lyft, Uber, etc.) as potential service providers. Under this program, participants can take up to 20 trips per month. Participants can also seek an exception for travel to and from school, work, or recurring medical trips and be granted up to 50 trips per month. For FY 2019/2020, approximately 14,729 trips will be provided at an estimated local cost of \$193,917.

This Amendment represents a local funding increase of \$91,907 or 3.7% over Fiscal Year 2018/2019 (\$2,483,594).

Vice Chairman Kalaf asked if the RideChoice Federal Grant of \$50,000 had a timeline or an ending.

Jason Crampton stated Valley Metro will administer the grant and our cost will be lowered depending upon the grant amount.

Commissioner Repar asked how successful is staff at estimating data on trips. He referred to a senior citizen mailing he had received where it encouraged seniors to take public transportation. He also asked what plans do we have or how do we measure effectiveness when forecasting the future of ridership.

Jason Crampton referred to the city's transportation master plan. As we've discussed in previous meetings, flexible transit service area are a little more convenient to alleviate congestion on arterial streets. It relieves some congestion on streets. As far as measuring effectiveness, we measure ridership. The city is currently at .8 per mile as an average. We look at areas that have large ridership and at least utilized ridership (for example Route 96). Pursuant to the transportation master plan, Route 96 should offer Flexible Transit Services in that area. Regarding Paratransit and people aging, the number of trips provided we are trying to transition riders from Paratransit to RideChoice and Nancy Jackson will talk about it further down on the agenda. RideChoice is a much cheaper alternative compared to paratransit. This is one metric we use to make our costs effective.

Commissioner Repar voiced his concerns with senior citizens and that we should remember to provide services to them.

A motion was made by Vice Chairman Kalaf to approve an amendment to the IGA between the Regional Public Transportation Authority to provide Fixed Route Bus, Paratransit and RideChoice services for FY 2019/2020, in an estimated amount of \$2,575,501 by Commissioner Schwatken. The motion was approved unanimously (7-0).

5. BRIEFING ITEMS

a. Street Maintenance Discussion (Pavement Maintenance Program)

A Powerpoint presentation was shown to the commission and audience by Allan Zimmerman, Streets Project Manager.

In October 2019, a consultant provided information relative to the field survey and rated the city's maintained roadway sections within the city's right of ways. The city has approximately 2,094.1 lane miles of roadway sections. A rating scale and rating system known as pavement quality index (PQI) is used to analyze the quality and performance of roadway sections. A commonly used rating system is the pavement conditions index (PCI), which concentrates heavily on the surface condition. It was noted that a PQI rating system is a stricter measure than the PCI rating system and stricter than the general roadway rating used by Maricopa Association of Government (MAG). However, the values are equitable enough to state that the city's roadways continuously rate high on the MAG fair rating.

Roadway Section Lifecycle: An untreated life expectancy of a newly constructed, re-constructed or re-paved roadway is between 20-30 years and is dependent upon a variety of factors. Strategically programmatic seal coating efforts are made to focus on maintain the city's roadway sections in good standing and extending the life expectancy. The goal is to have 5 years between each seal coat application. The city has experienced performance well up to 8 sometimes 10 years. Historically, the average lifespan has been 7 years.

Treatment Techniques: The city utilizes a variety of industry standard pavement maintenance techniques such as asphalt, repaving (mill & overlay), slurry seal, surface seal, rejuvenator seal, crack seal, and asphalt patching. Asphalt repaving projects are required to bring existing pedestrian pathways to American with Disabilities (ADA) compliance.

Budget: On average, Public Works & Utilities Streets Division is funded approximately \$12,850,000 in combined capital and operations funds for its contracted Pavement Maintenance Program and routinely allots an additional one-time \$1,000,000 in operations funds. ADA Improvements annual average cost is \$3.5M, mill and overlay annual average cost \$7M, slurry seal annual average cost is \$950K, crack seal annual average cost is \$550k, surface seal annual average cost is \$760K and rejuvenator seal annual average cost is \$350K.

b. Transportation Project Updates

Kimberly Moon, Principal Engineer provided a summary from the roadway project status spreadsheet dated January 29, 2020. She reported on the following: ST1804 -

Chandler Heights Road Improvements (Gilbert Road to Val Vista Drive) federal funding had not been awarded to the city. ST1911- Old Price Road Improvements (Queen Creek Road to Intel) design began in August 2019 with a 90% submittal due in February and construction beginning early spring. ST2003 – Gilbert Road (Ocotillo Road to Chandler Heights) design contract for council's approval in February for the design of southbound thru lane and traffic signal only. The city will draft an IGA with Chandler Unified School District to pay for a frontage road at Brooks Farm Crossing.

c. Paratransit Change Updates

Nancy Jackson, Transit Services Coordinator updated the commission with Valley Metro's service changes. As of April 27th, Valley Metro will eliminate the non-ADA certification requirement. Historically, non-ADA trips per year have been approximately 3,000 with the average trip length being 6.5 miles. There are 205 Chandler residents using non-ADA and 193 residents using certified ADA paratransit. The benefit to the service changes is to offer improved service hours (24/365) with no advanced reservations required. Passengers will save money on short trips and the city will save approximately \$80,000 per year. To communicate these new changes to our residents, a timeline was discussed: letters to residents went out in December 2019; a public outreach was made by attending the Senior Center Site Council, Mayor's Committee for the Aging, AZCEND's Chandler Senior Center lunch program, and attending the Chandler Senior Expo.

Ms. Jackson provided an overview regarding the paratransit program. This is a type of door-to-door; shared-ride public transportation service which is available for senior citizens and people with disabilities that might have a hard time accessing bus stops. The program is primarily funded largely through regional sales tax of about \$1.7 million of the \$2.4 total which is coming out of regional funding. They have some local contribution of about \$300,000 as well as out state lottery funds of about \$400,000.

RideChoice provides taxi service to senior citizens and people with disabilities at a deeply discounted rate. Service is available 24 hours a day, 365 days a year, and the rider can choose their own taxi provider. A rider can also utilize Lyft. There is no requirement to book their trip in advance, and they do not have to share their ride. It is also affordable for both the resident and the city. It is much less expensive for the city in fact. For this fiscal year, the projected cost is about \$190,000 and most of that is coming out of either Arizona Lottery funds or city funds. The total amount is nearly \$10 million with most of that coming out of regional funding sources; about \$2.49 million coming out of local and Arizona Lottery funds.

6. MEMBER COMMENTS/ANNOUNCEMENTS

Commissioner Henderson requested a future agenda item on Prop 400.

Commissioner Repar attended a presentation on traffic management through signal management, and requested a future agenda item to discuss the city's traffic management efforts and uses of new technologies.

7. CALENDAR

a. Next scheduled meeting to be determined.

8. INFORMATION ITEMS

Boards & Commissions' Appreciation Event (February 20)

Annual Family Bike Event (April 4)

Bike to Work Event (April 14)

9. ADJOURNMENT

A motion was made by Commissioner Schwatken to adjourn the meeting at 5:36 p.m., seconded by Vice Chairman Kalaf. The motion was approved unanimously (7-0).


Chairman Ron Hardin
Transportation Commission


Holly Granillo
Management Assistant

MINUTES OF THE TRANSPORTATION COMMISSION MEETING
City of Chandler, Webex Meeting +1-415-655-0001 Access Code: 923 205 623
Tuesday, May 19, 2020 at 4:00 p.m.

Chairman Ron Hardin called the meeting to order at 4:03 p.m.

1. CALL TO ORDER / ROLL CALL

- a. The following members answered roll call:

Chairman Ron Hardin
Vice Chairman Bill Kalaf
Commissioner Dean Brennan
Commissioner Samuel Enoch
Commissioner Dan Henderson
Commissioner John Repar
Commissioner Donald Smith

- b. Also in attendance:

Alexis Apodaca, Governmental Relations Coordinator
Jason Crampton, Transportation Planning Supervisor
Holly Granillo, Management Assistant
Nancy Jackson, Transit Services Coordinator
John Knudson, Public Works & Utilities Director
Kevin Lair, Transportation Manager
Kimberly Moon, Principal Engineer
Ryan Peters, Governmental Relations & Policy Manager

2. INTRODUCTION OF NEW COMMISSIONERS

- a. Commissioner Dean Brennan introduced himself as living in north Chandler for the past 33 years. He is retired from the City of Phoenix for 20 years in the Planning Department. Since he retired, he has worked with various groups in the community on healthy community issues including helping gain access to healthy food. He also volunteers with Arizona Alliance for Livable Communities and has a focus on active transportation planning and is interested in the MAG presentations today specifically active transportation.
- b. Commissioner Samuel Enoch introduced himself. He has been employed with the military since 1997 serving the first four years in the active duty component of the Marine Corps and then as a member of the Arizona Army National Guard from 2001 to

current. He works in human resources but also has experience in military ground transportation and is planning on retiring in three years. He stated that he was happy to be part of the Transportation Commission.

c. Commissioner Donald Smith introduced himself as living in Chandler for the past 23 years. His background is in transportation, with over 40 years' experience in highway, rail and transit projects primarily in the environmental arena. He stated he has been involved with public participation programs.

3. APPROVAL OF MINUTES

a. Minutes of Wednesday, February 5, 2020

A motion was made by Vice Chairman Kalaf to approve the minutes of February 5, 2020, seconded by Commissioner Repar. The motion was approved by a majority; Chairman Hardin, Vice Chairman Kalaf, Commissioners Repar and Henderson voted aye with Commissioners Brennan, Enoch and Smith abstaining from the vote. It was noted that they were not present at the February 5th meeting.

4. SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES/CALL TO PUBLIC

None.

5. BRIEFING ITEMS

a. Maricopa Association of Governments (MAG) Active Transportation Plan

Jason Crampton introduced Mr. Jason Stephens, Active Transportation Program Coordinator with MAG. He briefed the commission on the following information. MAG had some outdated plans that were brought up to date: 1999 Pedestrian Plan; 2007 Regional Bikeway Master Plan, and the 2011 Completed Streets Guide. Tonight's presentation is MAG's updated Active Transportation Plan.

In 2017, a technical advisory committee was formed to establish plan goals: Increase road share to 30% for Active Transportation by 2040, zero pedestrian and bike fatalities by 2030, and to increase the percent of people getting into a physical activity to 80% by 2040. At the same time, MAG conducted a street design preference, which enabled people to select their street design preferences. We also implemented an interactive map which allowed users to share their knowledge and provide project suggestions. Combined between the street design preference survey and the interactive map more than 1,500 people provided input.

As part of the data gathering effort and analysis, MAG developed an active transportation center's map with the help of our members and stakeholders for these locations to serve as the origins and destinations for what we call a gravity analysis map. The first step in conducting a demand analysis was to estimate the actual

transportation demand for the region, the demand for walking bicycling and transit use from employment data, number of jobs per employer, schools and universities, parks, crash data, transit stops, Strava Metro data and demographic data. We developed an Activities center map to show where these trips were occurring.

In 2018, we held a workshop with the members of MAG's safety committee, street committee, transit committee and the active transportation committee where these active or demand analysis/gravity analysis maps were shown and had comments on that and people were able to mark up some of the resulting grids that came out of those maps.

An active transportation system was established as Tier 1 corridors (indicated in pink), Tier 2 corridors (indicated in purple) and regional conduits (off street system pathways/canals) that crisscrossed the valley. There was an opportunity to develop alternatives for high quality, comfort, safe active transportation facilities that can be traversed by all ages and all abilities which was the primary focus. In conjunction with this active transportation effort that we were doing at MAG, we had a program from this time that was established in 2016 that allowed member agencies to apply for funding for their own comprehensive active transportation and/or pedestrian and bicycle master plans. In addition, communities that were not touched by Tiers 1 and 2 corridors and/or the regional conduits were able to secure funding to develop their own active transportation plan and our data was share with them.

Our plan was brought through the policy committee process in February and accepted by the regional council in March and as part of this plan, we have developed an Active Transportation Toolbox. Mr. Stephens explained how to utilize the toolbox and where to find the information should the commission want to research the information available.

b. Proposition 400 Extension and Regional Transportation Plan Update

Jason Crampton introduced Ms. Audra Koester Thomas, Transportation Planning Program Manager with MAG. She briefed the commission on the planning efforts in developing a new Regional Transportation Plan and associated with that the extension of a dedicated sales tax for investment in high capacity transportation infrastructure. She provided information on the long term schedule that showed many concurrent activities, looking two years, forward pending a tentative adoption of a Regional Transportation Plan. Federal funding makes up a large component of MAG's portfolio and developing a new large Regional Transportation Plan is required at least every four years, and it is used as guidance for a vision. She provided updates on looking behind us with economic impacts of Props 300 and 400. In the first half of 2020, the Needs Assessment Task is underway, that identifies regional transportation needs, including deferred projects, some major studied investments and the recently closed RTP Call of

Projects, which was an opportunity for member agencies to identify ideas for projects and programs over the next 20-30 years.

As a regional overview, 50 years ago, Maricopa County's transportation system was little more than Interstate 17, portions of US-60, and local roads. Today, Maricopa County has more than 450 miles of freeway and 28 miles of light rail. As Maricopa County continues to be one of the fastest growing counties in the United States, adding more than 81,000 people between 2017 – 2018, the expansion of freeway, light rail and well-connected arterial grid system have been prioritized. Without these systems, mobility and access across the region would be far more challenging. Higher employment densities are strongly correlated to major transportation corridors. Both regional freeways and light rail lines provide greater access and visibility for employers and connectivity for community employees. 80% of the jobs in Maricopa County are within two miles of a freeway or light rail corridor. Maricopa County's existing transportation system benefits us by reducing travel time by 25%.

The great recession during Prop 400 (2005 – 2025) greatly impacted our overall portfolio. The cumulative projected revenue loss associated over that 20 year horizon was 40% (translates to specific loss of projects). In addition to the pandemic, there will be even more revenue loss. As a result, MAG has developed freeway, arterial and transit map books to outline Prop 400 implementation progress.

Also important to remember is the half cent tax is not our only funding resource. The highway user revenue fund (gas and licensing tax) is important but we received more revenue in 2000 than we did last year in the program. We are driving and using the roads more with less revenue coming in to support and maintain them. As cars become more efficient, the incoming gas tax stays steady and we receive less funding every year.

The outlook on the cumulative gap between expected revenue and maintenance cost shows (2020-2049) there will be shortfall of more than \$7 billion by 2049 to address expected maintenance and operations needs in Maricopa County.

Knowing that transit in Maricopa County is the 5th largest region, as we continue to grow rapidly, the region will be unable to fund a comprehensive transit system relying only on the regional half cent sales taxes. As it is now, the half cent tax of 33% is dedicated toward transit, 50% dedicated to freeways and 10% for our arterial program which translates to 0.17 cent dedicated to transit. Looking at other regions there is a much larger investment into transit. So one would see a more of a robust transit network in other cities when you go to visit. It is not uncommon to see more funds collected (1 cent – 1.5 cents) and dedicated just to transit investment to ensure that you are connecting the communities throughout a region and providing high capacity transportation and bus. It is important to recognize how we do transit here really rely

heavily on local investment with cities being able to pull from their operating funds or otherwise issuing their own dedicated tax to enable a transit investment.

Capital Costs – Freeways/Highways total studied freeway needs will be \$14.40 billion. For Commuter Rail, the needs will be \$3.32 billion. The System Cost will be between \$49.21 - \$58.21 billion and the Revenues estimates (from four key funding sources) were at \$29.06 billion.

MAG recently offered RTP Call for Projects, with nearly 1,300 individual project and program submissions received. Of those received, 47% were for roadway and intersection improvements; 24% were for transit; 17% were for active transportation (bike and ped infrastructure) and 12% was for program set aside (regional needs).

MAG is required to conduct a performance-based evaluation framework MAG will use the following criteria: is this a regional project; modal analysis and impact on regional goals, needs-based performance assessment; compatibility with regional goals (e.g., economic prosperity, quality of life, mobility, environmental/sustainability); scenario planning; cost/benefit analysis (return on investment) with respect to preservation, modernization and expansion.

The next steps for MAG will be to assess RTP Call for Projects submission/data, assemble the unconstrained needs catalog (Call for Projects + Deferred + Planned), prepare the draft performance-based evaluation methodology and launch website (online engagement tool).

Chairman Hardin thanked Ms. Koester Thomas for her presentation. He asked if Vice Chairman Kalaf had received answers to his previous questions.

Vice Chairman Kalaf made a comment which he believed touched upon it, during stressful times such as pandemic or other things that could happen, keeping the transportation systems that are in place over the next 10-20 years is not just front end resources used maintaining the transportation system but all the administration work that goes behind that in a technology based to keep it maybe work at home type of projects things where you can span how to keep things rolling for example a lot of companies now are teleworking and it doesn't hit them as big if the transportation goes down or in the transportation business like New York having the capability to be able to clean buses or to do what it is necessary to keep the transportation going but Ms. Koester Thomas touched upon that this will be the overall planning process.

Ms. Koester Thomas responded by saying yes, specifically with what a tele-commuting platform will look like in the future (modeling sense) but also through a variety of investments but just operable operations, the cleaning aspects of buses and how we keep that circulatory system moving but just not the capital infrastructure but other

things that aren't easy to see this regional was forward thinking in establishing a regional broadband network associated with our transportation investments that has enabled a couple of things, our ITS infrastructure to work seamlessly as well as a redundant background for 9/11 our 9-1-1 operations that is funded through Prop 400 an important regional benefit beyond that just the transportation element that you would see otherwise.

Commissioner Dean Brennan thanked Jason Stephens for his presentation and said the tool kit will be very useful. He had a question for Jason Crampton as it related to Chandler's Active Transportation master plan. He noticed that Chandler was not included on the slide as having completed an Active transportation Plan.

Jason Crampton responded with it was included in Chandler's Transportation Master Plan Update with a much heavier focus on active transportation efforts over master plan.

Commissioner Dean Brennan had a question for Ms. Koester Thomas. Will MAG offer public participation as they go through these projects?

Audra Koester Thomas responded with yes. Public participation will happen through an engagement platform in virtual; public engagement is paramount to this project they have dedicated resources specifically to strategy for public engagement and awareness offered in three phases.

Commissioner Dean Brennan had a question about modal analysis impact and regional goals identified and address compatibility regional goals and economic prosperity and the environmental sustainability – what are the criteria used?

Audra Koester Thomas responded that MAG was not there yet, however goals are being presented in the near future and once MAG receives support, the projects will move forward with that information.

Chairman Hardin stated it was a great presentation; Ms. Koester Thomas is available off line for any additional questions the commission may have.

c. City of Chandler, Regional Transportation Plan Project Applications

Jason Crampton stated this next presentation will be co-presented with Alexis Apodaca, Governmental Relations Coordinator. She briefed the commission on the following information. She stated the City of Chandler's project applications that were submitted to MAG as a part of this process. As Ms. Koester Thomas previously mentioned, the RTP sets a broad vision for transportation across the region, including all relevant modes of transportation. MAG is currently reviewing the applications and developing

performance based rating criteria. There will be several additional steps between now and January 2022, when we need to have a Final RTP in place in preparation to be on the ballot in November 2022 for the vote to extend Prop 400.

Chandler submitted 85 different projects, with an estimated 20-year cost over \$1.5 billion. All of these projects were developed based on the recommendations within the recently updated Transportation Master Plan. The timing of the Transportation Master Plan Update worked out perfectly – we knew that we would need a cohesive City vision for transportation improvements in time for this proposition 400 extension, which is why we updated the plan exactly when we did, and which is why we needed to advance through the update process and finalize the plan in a timely fashion.

As Ms. Koester Thomas previously indicated in her presentation, there likely will not be enough regional funding available to fund all of these projects, so it may be helpful to develop some level of prioritization with these projects. We would like to hear from the commission on any ideas about certain projects or project types that should be prioritized over other. We are not sure if we will ever have the ability to apply any prioritization throughout this RTP update process, but commission feedback will be helpful in case cities have the opportunity to express prioritization of projects for regional funding.

Jason Crampton presented on the 85 total projects, they are broken out by project type. The Active Transportation projects lead the way in terms of number of applications, and that Transit leads the way in terms of total dollars requested. Our primary goal was to offer a very multi-modal effort. This is quite a contrast from previous Chandler master plans that were very focused on roadway improvements.

The Active Transportation projects cover the city as well as possible geographically. The green lines represent bike lanes, the blue are protected bike lanes, and the pink are separated pathways. There are also a few bike lane projects not shown here that are part of roadway widening projects such as Warner and Ray roads in the north, and Lindsay Road in the southeast.

Near term projects from the TMP – just 3 projects – Highline Canal, Ashley Trail/Paseo connection, and Hunt Highway separated bike lanes. The cost of the Hunt Highway project is quite high because it is done in conjunction with a traffic calming effort. Actually there was a bicyclist hit by a car a couple weeks ago on this stretch of Hunt, so it is an important project.

On the Mid-Term, we have a number of shared use path projects, such as Eastern Canal, Brooks Farm, Appleby, Consolidated Canal, Price Road and Ocotillo Road. These paths aim to get bicyclists separated from vehicular traffic and increase comfort level

and safety. This was a key effort of the Master Plan update. Additionally, a couple of crossing enhancement projects and bike lane projects also are included.

Price and Ocotillo roads paths are the most expensive, but these would also be the longest path corridors to add. The city will begin conducting a study on these paths.

For our Long Term projects, there are major paths on Loop 202 and UPRR corridor, more specifically protected bike lanes on Chandler Blvd. and Arizona Avenue, as well as building out the rest of the City's bike lane network. Some very expensive projects with those long pathway projects on 202 and UPRR, as well as some expensive projects in a bridge crossing the 101 and the Chandler Boulevard protected bike lane and a series of flexible transit service areas, improvements on bus routes, and a new bus route on Queen Creek Road.

For the near-term, we have the Price Flex Transit area and a new express bus route to downtown Tempe. Also, an extension south on Arizona Avenue on Route 112, and improvements on routes on Chandler Blvd, Rural Road, and Gilbert Road. Continuing our existing service for 20 years will be over \$150 million in today's dollars. And, continuing ADA services will be nearly \$50 million. So, just continuing what we have today will be over \$200 million. Of the new service Price flexible transit is the most costly.

Mid-term projects include more flexible transit service areas in north Chandler and a new route on Queen Creek Road. An HCT study on Chandler Boulevard and an extension of Route 56 over in west Chandler. The new services – flexible transit and new Queen Creek route are quite costly over 20 years. Infrastructure projects downtown Chandler Transit Center/Mobility Hub, and the North Chandler Park and Ride.

Long term continuing to expand our flexible transit service footprint. Also, high capacity transit on Arizona Avenue – we have applied for Streetcar because the City of Mesa is likely to build street car on Country Club Drive, so this would make the most sense for a regional connection. Also, bus rapid transit on rural road – this would be a partnership project with Tempe.

The total operating cost on these is a little lower because these would start operating later, but after the 20-year period is over, these would continue to have a pretty high ongoing operating cost beyond 2045. Roadway, we are pretty well built out in southeast Chandler, but several projects were identified in north and central Chandler. Near term, just a few projects – a major regional project already in plans is a widening of Loop 202 from I-10 to 101, in addition, Lindsay Road and Ray/Dobson intersection.

The freeway project is the most costly near-term project, although Lindsay Road and the intersection project also have high price tags. Mid Term – Elliot, Warner, McQueen, Alma School and Kyrene widening projects. A direct HOV ramp at Hamilton Road to access the Park and Ride, and Pecos/Arizona Avenue intersection improvement. Long Term – Warner, Ray, Chandler, Germann widening projects, along with freeway ramp projects at Frye Road and Dobson Road, and intersection projects in south Chandler.

These projects are a little smaller scale for the most part, although a few of the projects like Ray, Germann and some of the freeway connection projects also carry high costs. Other projects include ADA improvements, street repavings, fiber network projects and traffic management. Conversion to LED streetlights and also a couple other traffic projects. You can see the ADA and street repavings are the highest cost projects here. Again, looking at the schedule – MAG is currently reviewing all of these and developing the evaluation criteria. They are looking at Chandler's and every other city's applications, so there is quite a bit to sort through and balance, and it will certainly be a challenge in coming up with a good regional plan that is financially constrained to represent actual projected revenues.

d. Transportation Projects Updates

Kimberly Moon, Principal Engineer provided a summary from the roadway project status spreadsheet dated May 14, 2020.

6. MEMBER COMMENTS/ANNOUNCEMENTS

Vice Chairman Kalaf appreciated the work done on this and it was nice to see our strategic plan come to flourishing and in the next layer of detail. Another comment he made was with the information about COVID-19, regarding paratransit dealing with it on the customer side. He lives near a senior home and had noticed that seniors are protecting themselves but some of the paratransit workers sharing rides aren't necessary protecting themselves. How Chandler is oversees that they do.

Mr. Jason Crampton stated we would work with Valley Metro and share Vice Chairman Kalaf's comments and concerns.

Commissioner Dan Henderson made the comment that he appreciated the presentations tonight.

Commissioner Dean Brennan made the comment that there was a lot to think about and it was a great meeting.

Commissioner Sam Enoch made the comment that he enjoyed the presentations and it was a lot to absorb and that he would research the information further and may have comments at a future meeting.

Commissioner Donald Smith echoed the other comments made from the other commissioners.

Commissioner John Repar made the comment there was a lot to be considered here and appreciated the presentations which were good to see an overview and it was narrowed right down to the level is what we deal with every day like street projects.

Chairman Hardin thanked those who had presented tonight and all those who were involved. He encourages everyone to remain safe and practice CDC guidance just as our Governor and Mayor have put out. He also thanked three outgoing Commissioners Symonds, Gilliam and Schwatken for their contributions over the many years in which they had served and even though they are not here today, he'd like to publically thank them and their efforts they did make to the city.

7. CALENDAR

- a. Next scheduled meeting to be determined.

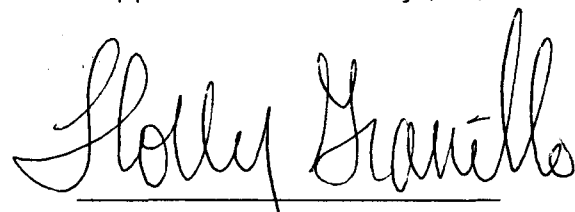
8. INFORMATION ITEMS

- a. Holly Granillo invited the commissioners to participate in an online Regional Bus Rapid Transit (BRT) feasibility study. MAG is exploring the interest in and feasibility of implementing BRT in the region. Working in partnership with member agencies, the study will also recommend a preliminary set of locations where a regional BRT network could connect to the planned City of Phoenix BRT investments.

9. ADJOURNMENT

A motion was made by Commissioner Henderson to adjourn the meeting at 5:46 p.m., seconded by Vice Chairman Kalaf. The motion was approved unanimously (7-0).


Chairman Ron Hardin
Transportation Commission


Holly Granillo
Management Assistant

MINUTES OF THE TRANSPORTATION COMMISSION MEETING
City of Chandler, Webex Meeting +1-415-655-0001 Access Code: 923 205 623
Tuesday, June 23, 2020 at 4:00 p.m.

Chairman Ron Hardin called the meeting to order at 4:03 p.m.

1. CALL TO ORDER / ROLL CALL

- a. The following members answered roll call:

Chairman Ron Hardin
Vice Chairman Bill Kalaf
Commissioner Dean Brennan
Commissioner Samuel Enoch
Commissioner Dan Henderson
Commissioner John Repar
Commissioner Donald Smith

- b. Also in attendance:

Alexis Apodaca, Governmental Relations Coordinator
Jason Crampton, Transportation Planning Supervisor
Holly Granillo, Management Assistant
Nancy Jackson, Transit Services Coordinator
John Knudson, Public Works & Utilities Director
Kevin Lair, Transportation Manager
Kimberly Moon, Principal Engineer
Ryan Peters, Governmental Relations & Policy Manager

2. APPROVAL OF MINUTES

- a. Minutes of Tuesday, May 19, 2020

A motion was made by Vice Chairman Bill Kalaf to approve the minutes of May 19, 2020, seconded by Commissioner Donald Smith. The minutes were approved 7-0.

3. SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES/CALL TO PUBLIC

None.

4. ELECTION OF OFFICERS

- a. Chairman

Chairman Ron Hardin nominated himself to continue to serve the commission as the chair. The motion was approved unanimously (7-0).

Vice Chairman Bill Kalaf nominated himself to continue to serve the commission as the vice chair. The motion was approved unanimously (7-0).

5. BRIEFING ITEMS

a. Price and Ocotillo Roads (shared use path) Separated Bike Lanes Design Study

Jason Crampton introduced Mr. Chris Milner, Associate/Senior Project Manager with T.Y. Lin International. He stated last year the City was awarded funding through a grant for design assistance to develop 15% design plan to come up with a better alignment for the path and a cost estimate. Mr. Milner briefed the commission on the following information and overview of the project.

This project came from the Transportation Master Plan which includes information received during public outreach and during that time, it showed a strong majority of the residents want to bike in Chandler but only if they felt safe. Most residents indicated they were not comfortable bicycling in a typical bike lane. The City came up with these two corridors. As Jason mentioned MAG does have a Design Assistance Program, there is an annual call for projects and that is a very competitive program. There were 19 projects which were submitted for 2020 and the Price Ocotillo shared use path project did rank eighth. The project was funded and the City selected a consultant to prepare the study documents for the design assistance phase. The project encompasses 10 miles of roadway corridor and starts at Price Road intersection with San Tan Freeway 202 at the north end goes down Price Road along the Price Road Corridor down to the intersection of Dobson Road and then comes down along the intersection of Ocotillo Road. The project limits will go along Ocotillo Road to Dobson all the way to the eastern end of the city limits. It will cross into the Town of Gilbert who we will be working with as part of this study at approximately ½ mile east to Lindsay. Additionally, new paths would connect residents of south Chandler to Chandler's main employment corridor on Price Road.

From a project goal prospective, studies have shown the biggest segment of the population is in the "interested, but concerned" population. Bicyclist are often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided, prefer off-street or separated bicycle facilities or quiet or traffic-calmed residential roads. We have a good opportunity to capture new bicyclists.

Other project goals are to define path(s) alignment and configuration; identify right-of-way needs, key conflict points, and intersection and driveway striping/signage recommendations; develop project cost estimates with associated implementation segment breakout. It is not expected that we will be able to fund the entire 10 mile corridor. A timeline of the project schedule was presented. The Executive Summary

and Regional Significance Report will be completed by December. There will be a workshop with Stakeholders to look at the criteria that we want to define.

Chairman Ron Hardin thanked Chris. He stated that he speaks to 2-3 bicycle riders who come to his shop and he shares the vision and refers them to the city's website for information. He shares the vision and this project is pretty exciting.

Commissioner Dean Brennan made a comment in reference to map that showed the project area and where the trail begins at the 202/101 and along Price Road. He then asked what is the plan in getting across the freeway from the north side of the 202 which that is a messy area.

Jason Crampton agreed with Commissioner Brennan's comments. We have actually completed a bike lane project on Price Road going northbound approximately five years ago that completed missing bike lanes running north and south on Price Road north of this point. But to transfer from a protected or separated bike facility to a just a protected bike lane.

Commissioner Dean Brennan stated he should go drive around and take a look.

Commissioner Dan Henderson appreciates the presentation and understanding of the project scope. He asked if there was a Coalition of Bicyclists in Tempe, Gilbert, Chandler, Mesa, Queen Creek or in the Phoenix East Valley that you are targeting and encouraging input or further developing constitute input for the shared use.

Mr. Chris Milner responded by saying yes there are bicyclist groups that do exist and I know that during the TMP there were stakeholder from the east valley bicycling community were involved and we intent to engage them as the stakeholders are part of that alternative analysis process. Tempe has a more robust bicycle action groups and there are more statewide groups that operate in the east valley that we can engage as well. The big part of what he does is run a summit in the east valley in April of every year (unfortunately due to the pandemic it was cancelled). He is able to engage with those folks and we can pull into this project and get their input. He appreciated Commissioner Henderson's idea and thought.

Commissioner Dan Henderson made the comment that he rides his bike the majority of the days to work and for recreational purposes here in Chandler. He finds those bicycle groups and the annual bike summit has an incredible group of active individuals that bring tremendous bicycle prospective to the table and is delighted to hear and learn that is a group you are engaged with them as they have specific opinions about what creates bicycle safety in the Phoenix east valley.

Commissioner Henderson stated we heard previously in similar transportation meetings something about micromobility prospective help create some policy as it was

being adopted. Does the intent here knowing the bus routes, the employment corridor of Chandler if the shared use path while focused on bicycles also embraces micromobility in its short term, mid-range and long range planning.

Jason Crampton responded we did not have micromobility in the front of our minds with this project. However, I think this project will work very well for micromobility and shared scooters so if adding infrastructure in this location and perhaps in future locations that would create that network where micromobility could thrive along with bicycles.

Commissioner Dan Henderson stated as a third generation Arizonan and someone who shares the road with vehicles on the bicycle, I know that conventional bicycles are immediate in our prospective but we are seeing a lot more electric assist bicycles and certainly we've embraced to a certain degree, electric scooters and as I think about these components as they relate to what makes a vibrant and comprehensive employment corridor and he encourages you to consider to think not only bicycles but also the micromobility efforts this transportation commission has helped champion.

Commissioner Dan Henderson stated as I embrace Chandler's bicycle friendly nature and commend its leadership. Anything we can do as we try to connect south chandler to a very vibrant employment corridor for Chandler is helpful, and any bicycle friendly business programs that we can further or we can continue to embrace would be a very additive component to this particularly as we look at some of the different commuter and related surveys coming out of MAG. I encourage you to develop that constituent base per his previous comment and then anything we can do to perpetuate bicycle friendly business programs as part of this shared use path, I think will really add to the legacy of Chandler being a very friendly bicycling community. He appreciates the great work from staff and its partners to embrace this component of the Transportation Master Plan.

b. Arizona Avenue Alternative Analysis

Jason Crampton introduced Mr. Deron Lozano, Project Manager with Valley Metro. He stated we have been working on the study for several months now and it has been on hold somewhat during the Transportation Master Plan updates so although we have been underway for quite some time we are still fairly early in developing the project so thought we'd bring this forward to the commission now so that we could get any feedback and answer questions before we get too far into the study. Just a little background, the City completed a study on Arizona Avenue in conjunction with Mesa and Valley Metro approximately three years ago, and that study recommended we move forward into further analysis for high capacity transit on Arizona Avenue that is what this study will be looking at. Mr. Lozano briefed the commission on the following information.

Mr. Lozano provided information on what is an alternative analysis – it evaluates high capacity transit (HCT) preferred corridors to meet future transportation needs; incorporates public outreach; defines a locally preferred alternative (LPA) by route, station locations and street configuration options. The three high level guiding principles were defined as: connect local and regional activity centers; support local transportation, economic development and land use planning goals; build toward greater regional connectivity with existing and future HCT projects in Mesa, Tempe and Phoenix. The need for the project was identified as enhance connectivity in areas with high-use bus routes and projected population growth; serve public facilities, residential areas and employment/retail centers; enhance the mobility of transit-dependent populations; assist with travel demand in the study area and between regional destinations. In late-2018, the alternative analysis began; early to mid-2019, we defined the purpose and the need; mid to late-2019, we identified alternatives; early to mid-2020 we evaluated alternatives and in late-2020, we will define preferred alternative. The following processes were utilized for the analysis: identify alternatives that meet the purpose and need of the project; Tier 1 evaluation with qualitative, mode-neutral, analysis; Tier 2 evaluation with quantitative, mode-specific, analysis; and locally preferred alternative with detailed description of the final alternative. The analysis defines what's important to Chandler by five criteria of low-income population; zero-car households; major areas served; existing transit ridership; and redevelopment opportunity. In addition to the HCT alternatives, interim local bus enhancements that support a future HCT investment will also be analyzed. The next steps will be to continue a more detailed evaluation of the various HCT route alternatives; continue evaluating the types of transit; and recommend corridor for future regional funding and assessment in late 2020. We have three alternatives which were taken directly from the Transportation Master Plan recommendations. The first one we have is the Arizona Avenue Alternative it extends to the northern project area limits all the way south to Germann Road and the pink circles on the map represents high level station target areas and at this point in the study, we are identifying those as intersecting aerial so they are a mile apart except for when we get to the downtown Chandler area and where we have good connecting bus service. The next alternative we have is Chandler Boulevard Alternative that essentially extends from Rural Road to the west and to the east side to Gilbert Road. We also have a Price Road Alternative this one is a little unique because this one wasn't essentially recommendation out of the Transportation Master Plan but we know there is a lot of employment, a lot growth, current and future employment so we were asked as a part of this study to see if it makes sense to have a high capacity transit investment within the Price Road corridor. That is another one will be looking at as a part of this study. Next Steps will be more detailed evaluation of those routes including developing the evaluation criteria and working with Chandler to prioritize what criteria should rise to the top to weigh the evaluation appropriately. Continue to evaluate the transit types which what makes the most sense of this study

and again ultimately recommend the corridor for future regional funding and assessment (late 2020).

Chairman Hardin thanked Mr. Lozano for his presentation. He opened it up for questions.

Commissioner Smith said he reviewed the May 2017 previous study which had two scenarios and recommended scenario one which had your high capacity transit line going down Dobson Road, across on Southern and then down Arizona Avenue to its southern term limits and here we've got the previous leg is no longer under consideration, my question is did that fall by the waste side or as a result of developing the Transportation Master Plan, because otherwise how did you end up with just the sole alignment down Arizona Avenue.

Mr. Lozano responded to clarify the question are you asking about the Dobson/Southern piece?

Commissioner Smith responded yes.

Mr. Lozano said as a part of the study that was completed in 2012 absolutely right we essentially looked at Dobson/Southern corridor through the city of Mesa and south along Arizona Avenue to Germann Road, what the study recommended was phasing that entire alignment Dobson/Southern being one phase and the Arizona Avenue being the second phase. The study concluded in Mesa the same thing Chandler did and they took that recommendation and completed their own study and that Dobson/Southern is part of the recommendation from that previous study so that is ongoing. In fact, that study is wrapping up here and their recommendations are going to their council but that is what happened to that. Both phases are advancing through the Arizona Avenue Alternative Analysis. He hoped this information had answered his question.

Commissioner Smith stated it did and I was curious on how everything was related.

Commissioner Henderson he wanted to make a couple of comments - he wanted to mention to staff, stakeholders, and Valley Metro that he was impressed with the Transportation Master Plan approved that is not just something that is sitting on a shelf but really help guide and strategy big thinking if you will. A couple of additional comments if you look at Chandler at build-out and beyond mobility as a critical issue and he commends the study content contemplating how locally we take on some of these big issues and connect with regional growth taking into count travel patterns congestion and factors that shape Chandler's growth the fact that an additional scenario on Price Road that could compliment the shared use path that we just heard previous to this presentation again very strategic, as we consider high capacity transit modes and take into account things like shared use, costs, capacity, those are big

components to contemplate and the ability to select the right studies and make decisions after the comprehensive nature of these studies is important. The use of bus rapid transit and giving us some options as it relates to streetcar and even rail to some extent albeit it light rail and commuter rail that is a big regional issue as we start looking at last mile connections local bus and facilities bike and pedestrian networks and the ability to share all of this with the vehicle the concepts you've put forward anticipates funding plan assumptions obviously to take into consideration funding sources certainly what I hope begin to address what we can we pay for and begin looking at priorities and recommendations as it relates to funding. This approach that you've laid out makes a lot of sense you begin to contemplate the following: system, funding, and use public and stakeholder outreach, as well as future updates to the TMP and he sums it all with this was very well thought out appreciate you bringing this to us and glad we are not just putting a comprehensive TMP planning on the shelf and really incorporating it and to account for areas that are developing and economic prosperity and areas where the city has put a lot infrastructure into account for the economic development.

Commissioner Smith asked about funding sources.

Mr. Lozano responded at this point, it would be unfunded with the idea being the region would look for funding through a sales tax as there could be opportunities to go forward in the future.

Jason Crampton that is always a major issue has to come up with funding for these types of projects. There are opportunities with regional funding with sales tax extension that could potential fund a portion, federal funding and we would have to make a local contribution at this point it is unfunded and testing the feasibility of it and developing the project right now in anticipate of potentially having a future funding source.

Chairman Hardin asked a question regarding the Chandler Fashion Square Mall and that route goes across it just thinking around the economic side of it and with COVID and folks working from home, he wasn't sure that is going to go away back to where we knew it to be. I think there are going to be more companies are comfortable with people working from home regardless of the crisis. Does that play into that as you rethink some of these alternatives and does that weigh in at all for a possible outcome would be for the final selection?

Mr. Lozano responded by saying that's an excellent question in today's environment. The industry is taking that question to heart and doesn't have an answer for it. Our job as part of Valley Metro and stewards of transit is to get people back onto transit and make sure we have a safe environment. That question at this time is difficult to answer

specifically related to this study itself. As it is known now, we will take it into account for the study.

Chairman Hardin stated that he was wondering if it was taken into consideration in any form. His second question has to do with low income and economic development as far as those considerations and that punch list you had there. Once again this is about thinking about how these things come together – are you thinking through how the low income area intersects with economic development, in other words, for those low income and no car at home in order to get to an economic zone, is that playing into these route selections and how we are thinking this through?

Mr. Lozano responded by saying yes absolutely it is and connectivity is the key in developing these types of investments so we want to make sure we have opportunities to connect and the various needs to do that a lot of people have access to type of system like bikers and walkers obviously you are going to have a large capture that people that walk to these types of systems but additionally make sure that we have good connecting transit routes (e.g. local buses circulators) those types of connecting facilities to the system as a whole those are really intended to help people who are transit dependent to connect to the overall system. I hope that answers your question.

Chairman Hardin last question this is around the owners of the stores in strip malls when we talk about these projects have heart burn about this because it impacts them in terms of folks who want to move into those sites. Has there been any type of follow up with those that have implemented already like Mesa or Phoenix to see what's the after? Here is the revenue received from more people coming into their area, for example. Have we received any actuals or has the information been reviewed?

Mr. Lozano responded by saying that is an excellent question and Jason may have been involved in those conversations with Valley Metro.

Jason Crampton said no and it's a good question and something we may need to look into. The numbers typically revolve around economic development, amount of money invested in private development and things like that. But as far as from a small business prospective about how businesses are doing pre, during and post construction, I have not seen any figures about that but it is a good point and perhaps Valley Metro has some numbers on that, we can look for that.

Chairman Hardin made a comment that he thought maybe we are talking anticipate them to come to be, or going through city council and in building their support, a lot of them sit on the fence say show me the results and show me the outcome at the end of the day we want to be able to have something to show them.

Jason Crampton said it was a great point.

Mr. Lozano asked Michael Book, Community Outreach Coordinator with Valley Metro, who worked on the Mesa Project and the Northwest in Phoenix, he asked him if he was aware of any such data.

Michael Book responded by saying he does not believe there is data out there. He worked on two light rail projects and his role was community relations and construction and that involved him working with the business. He was brought in before construction started and continued throughout the construction and he does keep in touch with some after construction but there hasn't been any type of outreach to find out how businesses are doing and one reason is because it is difficult and even during construction. There are so many different variables for why a business is performing well or not. And it can't all depend on construction; however, it could be a factor while construction is going on. It makes it difficult to run a survey regarding. He was not aware of any data available. His role during construction was to communicate with the business owners and the residents in the area to mitigate any of the impacts that happen during construction along with business assistance programs during construction to the businesses in the corridor to help bring them advertising while we are doing construction.

Chairman Ron Hardin stated I think it is be worthwhile to reach out. A lot of these projects get touted what the boom is going to be what is the benefit, but if we don't completed the project and go back and measure it now folks are even more skeptical.

Commissioner Repar stated keeping up with technology and where things are going, he believes the bus offers the most flexibility going in the future and a lot of private transportation issues are going be heavy impact on the future and will affect some of these plans, one of the things his question is are we staying on top of what they are doing in Anthem on the connected vehicle test bed because that promotes one of the buses get side tracked with so many stops you can control the signals through the bus to speed up the transportation routes.

Jason Crampton responded with on Arizona Avenue we do have transit signal priority at the traffic signals and a q-jumper built in, it was groundbreaking at the time when they installed that approximately 10 years ago so that type of technology that lets the bus through and extends the life of the green for the bus when it is running behind schedule we have in place a few select lights on Arizona Avenue, but that the type of thing we would definitely like to expand it especially if we moved toward any form of high capacity transit.

Commissioner Dean Brennan he asked what if the Chandler Boulevard alternative is selected what will happen to the other two alternatives, will they go away.

Mr. Lozano responded with what we envision as part of an outcome from this study is a prioritization of those three corridors but by going through the analysis we will rank them #1-3 and will be able to provide the trade off to each of those corridors but it is really up to the decision makers and the public to decide which corridor will advance.

Commissioner Dean Brennan he understands that. Let's say that the Arizona Avenue corridor advances, then what is the long term disposition of the other two corridors that are part of this study. All three seem pretty important and have the potential to improve transportation system in Chandler.

Jason Crampton responded with as Mr. Lozano mentioned, it helps to prioritize those projects with this study, but if an alternative comes in at priority number three it doesn't necessarily mean that we never move forward with that, it helps us to advance some of these projects earlier than others; we look at our transportation system as a whole network. We want to see how each one of them perform when we start to model and if they all perform well through the model it is possible that all three could move forward but we'd be limited by funding. There aren't any expectations because a project falls as a third priority in the study and it doesn't mean that the project is dead. It is possible that more than one project could advance out of here or if none of them model well, it is possible that none of them could advance.

Commissioner Dean Brennan thanked Mr. Crampton for his response.

Vice Chairman Bill Kalaf made a comment based on the analysis you are providing on and the three alternatives, and the prioritization, is there a scheduling/funding sequence issue in regards to our transportation plan in Chandler in regard to what takes place. If we select one of the alternatives, will that adjust our bike plans or any of our other transit plans because if we are implementing one, and we chose an alternative and if that doesn't fit with our plan, what is the impact of that, and is there a scheduling sequence issue based on alternatives for selecting here.

Jason Crampton responded the Master Plan recommended Chandler Boulevard, Rural Road and Arizona Avenue as high capacity corridors to be studied. It doesn't necessarily spell out timing although, the Arizona Avenue line was recommended earlier than the other two just because we made more progress with previous. It is a great question to rise about how the advancement of one these studies affects others. There is only so much funding that can go around so if we develop one of these studies it could influence funding we may receive for other transportation projects in Chandler. But at the same time, if we advance one of these corridors, we definitely want to make sure we feed bike and connecting transit into the corridor to make sure we lift it up so it is going to be delicate balance and the funding is going to be a critical component and our challenge to secure region and federal funding if we advance any of these.

Vice Chairman Bill Kalaf thanked Mr. Crampton for his response.

Commissioner Dan Henderson made the comment as it relates to Economic Development taking into context what Tempe, Phoenix and Mesa have done it really important but there are some real lessons learned as to what Boston, what Colorado or what Utah have done and he encourages this group to not think locally, but to draw upon those areas that have embraced transit master planning and alternatives. We all know this region faces tremendous transportation challenges as our population grows and traffic congestion is a big one, he would encourage the group to think regionally outside the state of Arizona and look at Texas, Colorado and Utah have been able to effect through transportation of Economic Development.

Chairman Ron Hardin agreed with Commissioner Henderson's comments and that was the point he was making with his previous comments.

c. Price Road Corridor Flexible Transit Study

Jason Crampton introduced Mr. Deron Lozano, Project Management with Valley Metro. Mr. Crampton stated the new Transportation Master Plan has an emphasis in flexible transit, which is more nimble, smaller vehicles usually utilizing smart phone Apps to request pick up at a location and time, not at a set schedule and it is different than our traditional bus. Mr. Lozano briefed the commission on the following information.

This study stemmed directly from the Transportation Master Plan which was recently approved. The map referenced came from the plan and is the study area. The purple area was referenced as the Price Road Corridor area. What we have done for the past month is to develop a scope of work on how are we going to complete this flexible transit study. He stated this will define where the service area is with respect to size, location, span and days run. Develop a plan outlining operating characteristics: fleet needs; KPIs/targets; pickup/drop-off locations and fares when this service is implemented. Cost is a major element of this such as capital-fleet, signage; operating - labor, licensing and what type of funding would it be (regional or private). While the study is ongoing more consideration is given to demand estimation/modeling; conducting stakeholder outreach and peer city research. The goal is to finalize a microtransit pilot route. We see this as a great opportunity with kicking it off next month.

Commissioner John Repar appreciated Mr. Lozano's presentation and this is something he is very interested in with technology moving quickly, and Chandler should be a hub of information for transportation for developing and looking at the demand of getting people around with smaller vehicles. He is very encouraged.

6. MEMBER'S COMMENTS/ANNOUNCEMENTS

Vice Chairman Kalaf thanked everyone for the information presented. Through all these three studies that were presented one of the things that keeps creeping up into his mind are we really linking all these various projects together and considering what we expect traffic patterns to be (e.g. bicycles, cars, etc.) and where we expect the majority of the transportation to take place. I'm only talking north/south and east/west depending on where people live, depending on business expansion, and it is just a comment for consideration and a thought he wanted to share.

Commissioner Dan Henderson had no comments/announcements.

Commissioner Dean Brennan made the following requests for future agenda items: complete streets policies, vision zero program (adopted one in Tempe), proposing a bike/pedestrian planning subcommittee, follow up discussion on the MAG Active Transportation Plan, and a review on the public comment review done by the Transportation Commission.

Commissioner Sam Enoch had no comments/announcements.

Commissioner Donald Smith had no comments/announcements.

Commissioner John Repar had no comments/announcements.

Chairman Ron Hardin had no comments/announcements.

7. CALENDAR

- a. Holly Granillo announced that in July, staff will submit a recommendation to the Commission to set the remainder of 2020 meeting schedule.

8. INFORMATION ITEMS

- a. Nancy Jackson provided an update on COVID-19 as it relates to Transit Services. In keeping with the City of Phoenix's transit recommendation and Mayor Hartke's proclamation, Valley Metro will require all passengers to wear a face mask while using public transit effective July 1st. Key things to point out is operators will not prevent a passenger from boarding, Valley Metro has been communicating (e.g. social media, outreach, posters, website) to their riders to wear a face mask and to distribute face masks. City staff will work with Valley Metro to host some outreach events.
- b. Holly Granillo stated the Transportation Projects Update was provided for the Commission's review. Going forward staff will not do a presentation due to the length of the report, but staff is available if there should be any questions, comments or concerns. Chairman Hardin made a comment about the report. He

requested staff indicate the progress of the various projects with respect to being on time, on budget and how it relates to any prior plans, if applicable.

9. ADJOURNMENT

A motion was made by Vice Chairman Bill Kalaf to adjourn the meeting at 5:27 p.m., seconded by Commissioner John Repar. The motion was approved unanimously (7-0).



Chairman Ron Hardin
Transportation Commission



Holly Granillo
Management Assistant

MINUTES OF THE TRANSPORTATION COMMISSION MEETING
City of Chandler, Webex Meeting +1-415-655-0001 Access Code: 145 307 9281
Wednesday, July 22, 2020 at 4:00 p.m.

Chairman Ron Hardin called the meeting to order at 4:01 p.m.

1. CALL TO ORDER / ROLL CALL

a. The following members answered roll call:

Chairman Ron Hardin
Vice Chairman Bill Kalaf
Commissioner Dean Brennan
Commissioner Samuel Enoch
Commissioner Dan Henderson
Commissioner John Repar
Commissioner Donald Smith

b. Staff in attendance:

John Knudson, Public Works & Utilities Director
Kevin Lair, Transportation Manager
Ryan Peters, Governmental Relations & Policy Manager
Alexis Apodaca, Governmental Relations Coordinator
Jason Crampton, Transportation Planning Supervisor
Nancy Jackson, Transit Services Coordinator
Kimberly Moon, Principal Engineer
Holly Granillo, Management Assistant

2. APPROVAL OF MINUTES

a. Minutes of Wednesday, June 23, 2020

A motion was made by Commissioner Repar, seconded by Vice Chairman Kalaf to approve the minutes of May 19, 2020, as presented. The motion passed unanimously (7-0).

3. SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES/CALL TO PUBLIC

None.

4. ACTION AGENDA

a. Alma School Road Project Agreement:

Transportation Planning Supervisor JASON CRAMPTON introduced the project agreement with the Maricopa Association of Governments (MAG) in the amount of \$3,999,308.37 for regional reimbursement for design, right-of-way, and construction improvements related to the Alma School Road project (improvements to Alma School Road, from Pecos to Germann roads.

Principal Engineer KIM MOON provided an overview of the project, and reviewed project renderings with the commission. Ms. Moon stated that the ongoing project was to widen Alma School Road to three through lanes in each direction from Maplewood Street through the Germann Road intersection, with the road width tapering back to match the existing road width at Kingbird Drive. She stated the portions of the project to narrow the median would occur mostly by the holidays.

Improvements include modification and restoration of median, landscaping, street lighting, storm drainage, irrigation, wet/dry utilities, and installation of new portions of ITS. Similar improvements between Pecos Road and Fairview Street are to be brought forward as a separate phase.

COMMISSIONER REPAR expressed his concerns with traffic management and congestion in the area. He questioned how traffic would be diverted during the construction time.

MS. MOON responded that traffic control was negotiated with the general contractor. It is not the intent to reroute traffic in the area and that traffic control would only be up when work was being conducted. She said that the crews would bring traffic control in to the median when they were not working. She added that police officers and flaggers would be available to assist with traffic management as part of the project.

A motion was made by Commissioner Smith, seconded by Vice Chairman Kalaf to approve the project agreement with the Maricopa Association of Governments (MAG) for the reimbursement of \$3,999,308.37 in fiscal year 2020-21 of Proposition 400 funds. The motion was approved unanimously (7-0).

b. Lindsay Road Project Agreement:

JASON CRAMPTON introduced the project agreement with MAG for regional reimbursement for design, right-of-way, and construction improvements to Lindsay Road (Ocotillo Road to Hunt Highway), in the amount of \$7,450,860.71. He added that a more detailed presentation on the project would be provided to the commission in the future to discuss the right-of-way and seek the Commission's recommendation regarding the alignment of the project.

KIM MOON provided a general overview of the project. She stated that the project was for the widening of the roadway to include two through lanes in each direction from Ocotillo to Hunt Highway. The project would also complete the remaining unimproved roadway and includes turn lanes, bike lanes, raised landscaped median, curb, gutter, sidewalk, ADA upgrades, traffic signal upgrades, streetlights, traffic signal interconnect, storm drainage, irrigation, block walls, and wet/dry utility improvements. She added that she anticipated the next design to take place within the next three months.

In response to a question from COMMISSIONER BRENNAN, Ms. Moon stated that it would be possible to look into the feasibility of a separated bike path along Lindsay Road.

COMMISSIONER BRENNAN asked for a timeframe as to when the project would be brought back to the Commission.

MS. MOON explained that the item would be brought back to the Commission once 15% plans or concept development for discussion and review of the concept and alignment.

COMMISSIONER BRENNAN asked if there was a process for public input.

MS. MOON confirmed that a public meeting would be held after concept development to present details to the public.

A motion was made by Commissioner Smith, seconded by Commissioner Henderson to approve the project agreement with the Maricopa Association of Governments (MAG) for the reimbursement of \$7,450,860.71 in fiscal year 2020-21 of Proposition 400 funds. The motion was approved unanimously (7-0).

c. Valley Metro Intergovernmental Agreement Amendment

Transit Services Coordinator NANCY JACKSON presented an overview of the intergovernmental agreement between the City of Chandler and the Regional Public Transportation Authority (RPTA). She noted that the amendment before the Commission was the second of six annual amendments to provide fixed route bus, paratransit and RideChoice services. She explained that an amendment was made each year to adjust operating costs and service levels. She stated the second amendment would run through June 30, 2021 was in an estimated amount of \$1,490,168.

In response to a question from VICE CHAIRMAN KALAF, Mr. Crampton stated that the CARES Act provided one-time funding to the Phoenix region for public transportation. Valley Metro programmed the funds out to offset programming costs for Fiscal Year 2020-21, which ends June 30, 2021.

VICE CHAIRMAN KALAF noted that ridership would be down and result in a higher cost to the City due to the on-going COVID-19 pandemic. MR. CRAMPTON concurred but stated that staff would be monitoring ridership and costs.

In response to a question from COMMISSIONER BRENNAN, Ms. Jackson stated that the cost to the City for paratransit services was \$45 per trip, while RideChoice was \$15 per trip.

MS. JACKSON went on to explain that RideChoice provides similar services, such as including wheelchair accessibility. She informed the Commission that staff would initiate a campaign to educate residents about the RideChoice program and its benefits.

A motion was made by Vice Chairman Kalaf, seconded by Commissioner Smith to approve the amendment to the intergovernmental agreement between the City of Chandler and the Regional Public Authority (RPTA) to provide fixed route bus, paratransit and RideChoice service for Fiscal Year 2020-21, in an estimated amount of \$1,490,168. The motion passed unanimously (7-0).

d. Transportation Commission Meeting Schedule:

Management Assistant HOLLY GRANILLO presented the proposed Transportation Commission meeting schedule for the remainder of 2020 calendar year. She explained that an effort had been made to set meeting dates in order to avoid conflicts with holidays, observations, and conferences. Meetings could be cancelled or special meetings may be called if needed. Meetings would be held on the third Wednesday of every month at 4:00 p.m. The proposed schedule included the following dates: August 19, September 26, October 21, November 18 and December 16.

A motion was made by Commissioner Repar, seconded by Commissioner Smith to approve the Commission's remainder of 2020 calendar year meeting schedule as presented. The motion passed unanimously (7-0).

5. BRIEFING ITEMS

a. First-Mile, Last-Mile Program Update:

JASON CRAMPTON provided an overview of the First Mile, Last Mile pilot program. He stated that the program's goal was to leverage technology to expand transit coverage area in a convenient and cost-effective manner and noted the following:

- Respond to resident feedback requesting public transportation in southeast Chandler.
- Increase Transit ridership through technology.
- Utilize public-private partnership to advance transportation in Chandler.
- Provide efficient, low-cost, and convenient access to transit.
- Pilot a new transit type in Chandler that could be replicated.
- Analyze ridership trends and travel behavior.

MR. CRAMPTON stated that the program would be a 1-year pilot, beginning on September 1, 2020. He stated that residents participating in the program would receive 50% off the cost of Lyft trips to and from bus stops in the outlined service area. He further noted that the total program budget was \$49,000 and that Lyft would provide data to the city.

COMMISSIONER REPAR asked if multi-passenger capability would be available to Lyft riders.

MR. CRAMPTON responded that ridesharing (multi-passenger rides) was not provided by Lyft currently in the Phoenix area. He explained that anyone taking part of this service would get their own private ride.

VICE CHAIRMAN KALAF noted that the software used for these requests was owned by Lyft. He questioned if a form of validation would be done by Lyft to institute the discount to avoid rides that do not fit the pre-determined criteria using the 50% off code.

MR. CRAMPTON responded that staff was providing Lyft with GPS coordinates of all of the eligible bus stops and the rules of the program.

COMMISSIONER SMITH asked if the City could partner with Waymo to offer a similar service.

MR. CRAMPTON stated that an RFP had been issued last year and explained that Waymo did not submit a bid. He noted that Waymo's services were not broad enough to cover the program area. He expressed hope that Waymo can expand and be part of the program in the future.

In response to a question from CHAIRMAN HARDIN, Mr. Crampton informed the commission that Lyft was the single sole contractor for this particular 1-year pilot program. He noted that there was the ability to complete a 1-year extension to the agreement with Lyft at the conclusion of the pilot program.

Commissioner Brennan inquired as to how residents would be informed of the pilot program.

MR. CRAMPTON stated that staff developed a marketing strategy that included: advertisements at 50 bus stops, social media, and videos with the Mayor and Councilmembers outreach on Channel 11, press releases and other tools in conjunction with the Communications and Public Affairs team.

COMMISSIONER HENDERSON commended staff on the innovative approach to the pilot program. The commissioner requested information regarding the funding source for the program.

MR. CRAMPTON replied that the funding derived from the General Fund for the pilot year.

COMMISSIONER HENDERSON inquired what would be used by staff to determine and measure whether the pilot program was successful.

MR. CRAMPTON explained that the primary measure would be ridership and map out where people are traveling to and from. He hoped that staff would be able to establish some methodology whether people were transferring to a bus or not. He said the larger goal was to have people transfer to a bus. He said he would look at boarding at bus stops in the service area.

b. Gilbert Road (Ocotillo to Chandler Heights) Project Overview:

Transportation Planning Supervisor JASON CRAMPTON provided a general overview of the project. He told the commission that the city was working with the school district to provide extra capacity in the roadway as a result of a school being constructed in the area.

Principal Engineer KIM MOON stated that on July 16, 2020, the City Council approved Pre-Construction Services Construction Manager at Risk Contract No. ST2004.252, with Sunland Asphalt & Construction, Inc., for the Gilbert Road Improvements Phase II (Ocotillo to Chandler Heights Road). She told the commission that she anticipated a construction contract going before the City Council within the next few months. She added that she anticipated the construction to be completed by the summer of 2021 and noted that the school district anticipated holding classes at the new high school in the fall of 2021.

6. MEMBER'S COMMENTS/ANNOUNCEMENTS

VICE CHAIRMAN KALAF asked staff to look into the ability to provide residents with news of transportation updates and changes in their water bill once a year.

COMMISSIONER BRENNAN had no comments/announcements.

COMMISSIONER ENOCH expressed his excitement regarding the First-Mile, Last-Mile/LYFT pilot program.

COMMISSIONER HENDERSON had no comments/announcements.

COMMISSIONER REPAR had no comments/announcements.

COMMISSIONER SMITH had no comments/announcements.

CHAIRMAN HARDIN thanked staff for their work.

7. INFORMATION ITEMS

- a. As an informational item, the roadway project status spreadsheet dated July 21, 2020 was included in the Commission's meeting materials for their review.

8. ADJOURNMENT

A motion was made by Vice Chairman Kalaf, seconded by Commissioner Smith to adjourn the meeting at approximately 5:03 p.m. The motion passed unanimously (7-0).


Chairman Ron Hardin
Transportation Commission


Holly Granillo
Management Assistant

MINUTES OF THE TRANSPORTATION COMMISSION MEETING
City of Chandler, Webex Meeting +1-415-655-0001 Access Code: 145 538 3265
Wednesday, August 19, 2020 at 4:00 p.m.

Chairman Ron Hardin called the meeting to order at 4:01 p.m.

1. CALL TO ORDER / ROLL CALL

- a. The following members answered roll call:

Chairman Ron Hardin
Vice Chairman Bill Kalaf
Commissioner Dean Brennan
Commissioner Samuel Enoch
Commissioner Dan Henderson
Commissioner John Repar
Commissioner Donald Smith

- b. Staff and Guest in attendance:

John Knudson, Public Works & Utilities Director
Kevin Lair, Transportation Manager
Ryan Peters, Governmental Relations & Policy Manager
Jason Crampton, Transportation Planning Supervisor
Nancy Jackson, Transit Services Coordinator
Kimberly Moon, Principal Engineer
Alexis Apodaca, Government Relations Coordinator
Craig Younger, Public Information Officer
Holly Granillo, Management Assistant
Jennifer Valentine, Transportation Planner III, Maricopa Association of Governments

2. APPROVAL OF MINUTES

- a. Minutes of Wednesday, July 22, 2020

A motion was made by Commissioner Henderson seconded by Vice Chairman Kalaf to approve the minutes of July 22, 2020, as presented. The motion passed unanimously (7-0).

3. SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES/CALL TO PUBLIC

None.

4. ACTION AGENDA

- a. None.

5. BRIEFING ITEMS

- a. MAG Commuter Bus Study:

JENNIFER VALENTINE, Transportation Planner III, Maricopa Association of Governments (MAG) presented the results from the MAG Commuter Bus Feasibility Study. Ms. Valentine noted the purpose was to explore the viability of expanding commuter bus to other portions of the valley; to start a conversation about a regional investment in commuter bus; and to inform the development of the next Regional Transportation Plan.

She highlighted the study's criteria, results, and recommendations, particularly at the Price Road Corridor area. She noted that the bus service in the Price Road Corridor area resulted in and depended on use of shuttle services. She concluded by stating that the study's recommendations were based on the technical analysis and stakeholder's input. All analysis was run on pre-COVID-19 data.

VICE CHAIRMAN KALAF had a question that stemmed from Slide 18 (Market Size – Travel Flows); he asked what it means if Price Corridor 3 is grayed out and assuming it is zero side of the market share.

MS. VALENTINE responded that is correct in the table on the left between 2,500-3,000 commuters of a trip flow or either less than 2,500 that you would not score points.

VICE CHAIRMAN KALAF if you move forward in the presentation on Slide 20 (Cost Competitiveness - Operating Cost) and the score was around a 1 and we see the cost and the score associated this necessarily market share which is an interesting number and the one after that operational costs which is pretty hot, this indicates to me that the Price Road Corridor is an expensive cost for ridership based upon the market share that it supports.

MS. VALENTINE responded yes, that is a fair generalization. Part of that is to state the obvious, you don't have as many people using the service (the cost per rider is going to be higher) but also depending on how the shuttle was routed and how long the shuttle needed to be to connect to a chunk of major employers that drove up the cost as well.

CHAIRMAN HARDIN thanked Ms. Valentine for her presentation. But noted Price Road Corridor was not going to fall out and wasn't going to be considered anyway.

MS. VALENTINE responded not necessarily that was the importance having the opportunity to score individually in different areas.

In response to inquiries from Commissioners, MS. VALENTINE explained the criteria and scoring that was provided to each route. She further explained that the study assumed that costs for shuttle services were part of the overall costs associated in providing bus service. She agreed with the Commissioners that there was possibility for a public-private partnership, where an employer, such as Intel could absorb the costs for shuttle services.

Transportation Planning Supervisor JASON CRAMPTON discussed the scoring of the routes at the Price Corridor. He stated that the study also looked at other options with Chandler serving as a place of origin, to alternative destinations. He stated that one of the recommendations from the Chandler Transportation Master Plan Update was to consider a new development express route from Chandler to Downtown Tempe. He stated there was interest in exploring the possibility of the route in the future.

COMMISSIONER SMITH asked if the report would be revised to include post COVID-19 data and if an updated presentation would be provided.

MS. VALENTINE replied that MAG would be unable to go back and re-do the analysis included in the report, explaining that post COVID-19 data sets would not be available for some time. She stated that study would include some indicators noting when data would be getting back to pre-COVID-19 levels. She added that the final report could be shared with the Commission.

COMMISSIONER BRENNAN asked what would happen after the report was completed and final recommendations.

MS. VALENTINE responded that study conducted by MAG was part of many studies being done to inform the development of their Regional Transportation Plan. She stated that MAG was currently reviewing projects and noted that there were always funding issues, particularly as to who would be paying for what, when it came to transit services. She stated her hope to have commuter bus services be considered as a regional investment and have one pot of money allocated for the service.

b. ADA Transition Plan:

JASON CRAMPTON, Transportation Planning Supervisor presented an update to the Commission on the City of Chandler's Americans with Disabilities Act (ADA) Transition Plan. Mr. Crampton noted that Title II of the ADA required public entities with more than 50 employees to conduct a self-evaluation and develop an ADA

Transition Plan. He explained that a self-evaluation would assess ADA compliance of city programs and facilities and that a transition plan would provide a phased schedule of retrofits over time to bring city programs and facilities into compliance.

Mr. Crampton informed the Commission that the 2020 update to the ADA Transition Plan included a citywide self-evaluation that assessed every City park, facility, and rights-of-way. The update would merge the results of the citywide self-evaluation with the findings from the City's 2016 ADA Transition Plan to create the ADA Transition Plan 2020 Update. Additionally, he noted the following:

- Public Outreach – Four public meetings were held to allow residents the opportunity to help prioritize improvements.
- The plan would distribute park and facility retrofits over a period of 20 years.
- Planned retrofits have a total cost estimate of \$10.26 million.
- The Transition Plan disperses public rights-of-way retrofits over a period of 100 years, with the most significant barriers being addressed within the first 20 years.

Mr. Crampton highlighted next steps in the process.

COMMISSIONER REPAR inquired if the city offered any compliance audit assistance to residential Homeowner's Associations (HOAs) by reviewing areas in their communities for ADA compliance.

MR. CRAMPTON responded that the plan solely focused on City of Chandler programs and facilities. He explained that commercial establishments and residential HOAs were out of the city's purview. He noted that any neighborhood developments after 2010 had been reviewed by the city for ADA compliance and already meets the standards. He stated he would look to see if the city could offer any assistance to HOAs.

VICE CHAIRMAN KALAF noted that residential HOAs had a service available through the City of Chandler, where a HOA could access attorney assistance from a private attorney for HOA issues.

CHAIRMAN HARDIN inquired as to the accountability and what resources would be available to residential HOAs.

MR. CRAMPTON stated that anyone at a residential HOA could access the ADA Transition Plan report. Additionally, he stated he would be happy to meet with HOA representatives to explain the report and its methodologies.

CHAIRMAN HARDIN questioned how a resident could report an ADA related issue or concern. Another question was asked if the city had an established hotline.

MR. CRAMPTON responded that concerns would be forwarded to him as the city's ADA Coordinator. He further explained that city departments had staff identified as ADA liaisons. He provided an example, stating that if a resident spotted a concern about a sidewalk, the resident could contact the city's Streets Division to report the issue.

COMMISSIONER BRENNAN noted a photograph in the presentation that showed an old and worn trash receptacle at a Chandler park. He asked if it would be possible to contact Parks staff to see if it would be possible to have it replaced with something more aesthetically pleasing.

CHAIRMAN HARDIN thanked Jason Crampton for his presentation.

c. Bond Election Update:

RYAN PETERS, Governmental Relations & Policy Manager informed the Commission that the City Council had recently adopted Ordinance No. 4933, which forms a Citizen Bond Exploratory Committee and Subcommittees to review and identify the needs of the city and to make recommendations to the City Council for financing Capital Improvement Projects at a 2021 Bond Election. Tentatively, the city will hold a bond election on November 2, 2021. An integral part of the bond election process comes from the participation of citizens. The citizen group will review the programs requiring financing over the next several years. Their recommendations will be presented to the City Council early in 2021.

He noted Chairman Hardin was appointed to the Public Works Subcommittee. Additionally, Vice Chairman Kalaf was appointed to the Public Safety Committee.

CHAIRMAN HARDIN inquired how the Transportation Commission would fit into some of the issues that the bond committee would be considering.

MR. PETERS responded that a lot of work had already been completed during the deliberation of the city's Transportation Master Plan. He added that it would be useful to survey the Commission once it came time to prioritizing the various recommended projects.

6. COMMISSION MEMBER'S COMMENTS/ANNOUNCEMENTS

VICE CHAIRMAN KALAF thanked the presenters for the information provided.

COMMISSIONER HENDERSON complimented city staff and the presenters for the information provided.

COMMISSIONER REPAR complimented the MAG feasibility study but expressed disappointment in the scoring given to the Price Corridor routes.

COMMISSIONER BRENNAN thanked staff for all of their efforts.

COMMISSIONER ENOCH thanked staff for the information provided. He complimented the work being done as part of the ADA Transition plan.

COMMISSIONER SMITH thanked staff and presenters for the information provided. He stated that sidewalks improvements to meet ADA requirements had been completed in his neighborhood.

CHAIRMAN HARDIN thanked staff and the presenters for the information they had provided today.

7. INFORMATION ITEMS

- a. As an informational item, the roadway project status spreadsheet dated August 12, 2020 was included in the Commission's meeting materials for their review.

8. ADJOURNMENT

A motion was made by Vice Chairman Kalaf, seconded by Commissioner Henderson to adjourn the meeting at approximately 5:12 p.m. The motion passed unanimously (7-0).


Chairman Ron Hardin
Transportation Commission


Holly Granillo
Management Assistant

MINUTES OF THE TRANSPORTATION COMMISSION MEETING
City of Chandler, Webex Meeting +1-415-655-0001 Access Code: 145 538 3265
Thursday, November 12, 2020 at 4:00 p.m.

Chairman Ron Hardin called the meeting to order at 4:05 p.m.

1. CALL TO ORDER / ROLL CALL

The following members answered roll call:

Chairman Ron Hardin
Commissioner Dean Brennan
Commissioner Dan Henderson
Commissioner John Repar
Commissioner Donald Smith

The following members were absent:

Vice Chairman Bill Kalaf
Commissioner Samuel Enoch

a. Staff and Guests in attendance:

John Knudson, Public Works & Utilities Director
Kevin Lair, Transportation Manager
Ryan Peters, Governmental Relations & Policy Manager
Jason Crampton, Transportation Planning Supervisor
Nancy Jackson, Transit Services Coordinator
Kimberly Moon, Principal Engineer
Alexis Apodaca, Government Relations Coordinator
Holly Hunter, Management Assistant

2. APPROVAL OF MINUTES

a. Minutes of Wednesday, August 19, 2020

A motion was made by Commissioner Smith seconded by Commissioner Repar to approve the minutes of August 19, 2020, as presented. The motion passed unanimously (5-0).

3. SCHEDULED/UNSCHEDULED PUBLIC APPEARANCES/CALL TO PUBLIC

None.

4. ACTION AGENDA

- a. Transportation Commission 2021 Meeting Schedule – A motion was made by Commissioner Henderson, seconded by Repar to approve the Transportation Commission 2021 meeting schedule as presented. The motion passed unanimously (5-0).

5. BRIEFING ITEMS

- a. FY 2019/20 Annual Report for Transportation Policy:

Transit Services Coordinator NANCY JACKSON presented the FY 2019/20 Annual Report for Transportation Policy to the commission. She noted that ridership was down in 2020 due to the COVID-19 pandemic. She highlighted various health and safety protocols that were enacted, including enhanced cleanings, PPE, mandated face coverings for riders and the installation of temporary operator barriers and hand sanitizer stations. She also noted that CARES Act funding in the amount of \$120,000 was awarded to Paratransit. She further highlighted contracts with Street Media Group and Southwest Fabrication; noting that both contracts were being renewed for new terms beginning in January 2021.

COMMISSIONER REPAR inquired as to how many bus stops were in the city.

MS. JACKSON responded that there were 378 bus stops in the City of Chandler. She went on to explain that additional and more intensive cleaning of bus stops had been done to the bus shelters by our contactor (Street Media Group) throughout the city's boundaries.

CHAIRMAN HARDIN asked if Street Media Group had asked to recoup costs associated with the extra cleanings.

MS. JACKSON responded that Street Media Group had not asked to recoup additional costs. Transportation Planning Supervisor JASON CRAMPTON added that revenue going back to the city from the contract with Street Media Group had decreased in 2020 as a result of fewer advertisers due to the COVID-19 pandemic.

CHAIRMAN HARDIN inquired about the structure of both contracts; explaining that he wanted to ensure the city was receiving the best pricing. He was also curious about when do we put the contracts out for bid.

MR. CRAMPTON explained that the contracts (with Southwest Fab and Street Media Group) offered the most revenue. In 2015, the bids were awarded for a five year period with two three-year extensions. He added that the city negotiated a higher rate in advertising revenue resulting in an additional 1 or 2% going back to the city for the duration of the next contract terms.

MR. CRAMPTON reviewed the following grants that the city received during FY 19/20:

- Kyrene/McClintock Bike Lanes - \$1,436,000
- Chandler Blvd. Bike Lanes - \$409,000
- Price Road/Ocotillo Shared Use Path \$75,000
- Wall Street - \$67,000
- Alma School Road - \$4,000,000
- ATAN Round 5 - \$135,000

COMMISSIONER SMITH inquired about the status of the Kyrene/McClintock project.

MR. CRAMPTON noted project delays and stated he believed the project would be completed in March 2021 pushing contracts to be completed sooner.

MS. JACKSON presented an overview of the Family Bike Ride and Bike to Work special events.

MR. CRAMPTON announced to the commission that Nancy was named Outstanding Transportation Coordinator and that the division (Transportation Policy) won the Outstanding Travel Reduction Program for organizations with more than 500 employees at the 33rd Annual Clean Air Campaign Awards presented by Valley Metro. The commissioners congratulated staff for their hard work.

b. Bond Election Committee Update:

Governmental Relations & Policy Manager RYAN PETERS provided an update to the commission regarding the Bond Election Committee and noted next steps for 2021, which included recommendations forwarded to the City Council; Council discussion of recommendations; call for election and eventually election day being held on November 2, 2021.

MR. CRAMPTON presented various projects to the commission and noted various project recommendations, highlighting Transportation Master Plan recommendations, proposed roadway recommendations, active transportation proposed recommendations, and transit recommendations.

MR. PETERS informed the commission that staff would present an update to the commission in the spring listing what the Council determines to be the completed Bond package.

COMMISSIONER HENDERSON made the following comments. Well-deserved and is impressed with Chandler because of its Triple A Bond Rating – he congratulated city staff.

c. Transportation Projects Update:

Principal Engineer KIMBERLY MOON and Transportation Planning Supervisor JASON CRAMPTON provided updates on various projects (roadway projects and active transportation projects) to the commission noting current project status and anticipated completion dates.

COMMISSIONER BRENNAN asked if the materials provided to the commission could be updated in the future to include a column listing estimated or actual costs.

MR. CRAMPTON responded that costs for some projects are unknown. He stated he would follow-up with staff from the Capital Improvements Office to see what funding information could be provided.

6. COMMISSION MEMBER'S COMMENTS/ANNOUNCEMENTS

The commissioners thanked staff for the information presented.

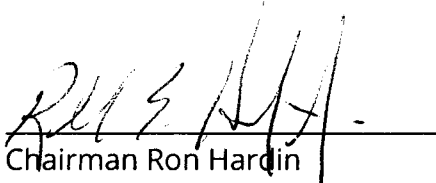
7. OTHER ITEMS

a. The next meeting date was tentatively scheduled for December 16, 2020.

b. MS. JACKSON informed the commission about the city's upcoming CIVIC Program kicking off in 2021. The program will be designed to help residents connect with their government. Participants will meet with city leaders, tour facilities that keep our city running, participate in interactive sessions and learn how to stay engaged with the city and in their community.

8. ADJOURNMENT

A motion was made by Commissioner Smith, seconded by Commissioner Repar to adjourn the meeting at approximately 5:15 p.m. The motion passed unanimously (5-0).


Chairman Ron Hardin
Transportation Commission


Holly Hunter
Management Assistant