

# Meeting Minutes

## Resident Bond Public Works Subcommittee

### Regular Meeting

October 29, 2024 | 4:00 p.m.  
Chandler City Hall  
175 S. Arizona Ave., Chandler, Arizona



### Call to Order

The meeting was called to order by Chair Rick Heumann at 4:00 p.m.

### Roll Call

#### Subcommittee Attendance

Chair Rick Heumann  
Chris Dobson  
Jennifer Hawkins  
Terri Kimble  
Duane Lidman  
Spike Lawrence

#### Staff Attendance

John Knudson, Public Works & Utilities  
Director  
John McFarland, Transportation Manager  
Ryan Peters, Strategic Initiatives Director  
Jason Crampton, Transportation Planning  
Manager  
Toni Smith, Marketing & Communications  
Manager  
Danny Sargent, Water Systems Senior  
Manager  
Dan Haskins, Capital Projects Manager  
Liz Denning, Public Works Financial Services  
Supervisor  
Raquel Diaz, Management Assistant  
Gina Ishida-Raybourn, Principal Engineer  
Lauren Koll, Downtown Redevelopment  
Program Manager

#### Absent

Subcommittee Member Heidi Paakkonen – excused

## Action Agenda Item No. 1

1. October 2024 Resident Bond Public Works Subcommittee Meeting Minutes  
Move Resident Bond Public Works Subcommittee approve the meeting minutes of the October 15, 2024, Regular Meeting.

## Action Agenda Item No. 1 Motion and Vote

**CHAIR HEUMANN** moved to approve the meeting minutes of the October 15, 2024, Regular Meeting; Seconded by **SUBCOMMITTEE MEMBER DOBSON**.

Motion carried unanimously, 6-0.

## Discussion

2. Public Works & Utilities Department Projects Presentation

**CHAIR HEUMANN** introduced the Public Works Bond Subcommittee Meeting No. 3 and called John Knudson for a PowerPoint presentation.

John Knudson, Public Works & Utilities Director, presented the following presentation.

- McQueen Road Project Review
- Collector Street Program Review
- Bonded Project Budget Detail
- Washington St. Project Discussion
- Ocotillo Bike Lane Project Discussion
- Street Maintenance & Rehab Program Discussion

**CHAIR HEUMANN** asked Mr. Knudson to move the Street Maintenance and Rehab Program Discussion to the front of the discussion. **CHAIR HEUMANN** said the reason for this is because Streets will be a little easier, and some of the other things will take more discussion. Mr. Knudson said the pavement maintenance and rehabilitation work is housed with the Streets Department and we have a group of 3 individuals that watch over the Street Maintenance for the entire city. This includes mil overlays, seal coats, and a multitude of ADA work. John McFarland is the manager over the Manager over this department. Mr. Knudson provided a PowerPoint presentation, introduced John McFarland, and turned over The Pavement Maintenance Program presentation to Mr. McFarland. Mr. Farland discussed the PowerPoint, gave an overview of what is done in the streets, and explained PQI. PQI is what we use/Strick quality indicator, a brand-new street has a PQI of 100 an overall average goal for the city is at 70, and today we are at 64.

**SUBCOMMITTEE MEMBER LAWRENCE** asked how many people do you have in the operation that rate the roads? How many people can give that rating out on the booking? Mr. Knudson said we

use a particular consultant who has used the same consultant for years. They happen to be the same consultant that does pretty much the entire valley.

**SUBCOMMITTEE MEMBER LAWRENCE** Asked someone a private developer could hire. Mr. Knudson said yes, for sure. Stantec is the name of the company. Mr. Peters said the data collection is fast, but it's going through everything it takes them time, usually, they do a survey 7 to 10 months before they get it out to us, that's the hard part, after that everything goes quickly.

**SUBCOMMITTEE MEMBER KIMBLE** asked Mr. Knudson is 70 something that the city just arbitrarily does or is that industry standard, and who determines what that is. Mr. Knudson said it's a goal, best practices goal in the industry. The idea is that if you let your average street quality go down below 70 (65, 60) then the investment to bring it back is more. The road as it deteriorates, it falls apart more rapidly, so you want that spot of 70. You will see in the presentation as we go on, we're going to have a hard time keeping it to 70 because we simply can't afford it. Mr. McFarland said you get to a point where collectors and residents have a little more leeway. We typically like industry you get in arterial, you get down in the sixties and that's when you start having a lot of safety concerns. It is not good for the traveling public anymore, it's not a safe roadway for the residents.

**SUBCOMMITTEE MEMBER KIMBLE** asked Mr. Knudson what kind of impact are with all the broad bound/micro trenching having on lowering that number. Mr. Knudson said It's a challenge, we have a fine that if a contractor gets into one of our newly paved roads, then they pay us a fine. We work hard... Dennis Aust works hard with all those fiber companies to go into the roads that will soon need work. They are not going into roads that are freshly paved, and if they do, they pay for it. They know this fee/charge and all of them are looking to go into locations where they will not be paying those fines because of new asphalt, and that is why that asphalt fee was put into place. Dan did it years ago because we had an awful lot of brand-new paved streets being torn up by contractors. Mr. McFarland said what the city's also done is they'll say we're going to do a Chandler Blvd., or something, they will let utilities know ahead of time and say we're doing this and we will say now is the time to go if you want to do stuff, and if you come back later you're going pay for it and going to pay a penalty to have to repair it. Mr. McFarland continued with the PowerPoint presentation, and Discussion ensued.

**CHAIR HEUMANN** said are you only doing ADA stuff when you plan to do the streets? Mr. McFarland said Yes. Mr. Knudson said the ADA work for those that don't know is all the ramps at intersections, if they are not up to the newest standard, we hope they don't change the standard again because it just starts all over again, they were in and there were ramps, but apparently, they don't meet the current standards, so we have to go back in and then also we have to adjust if we have a sidewalk that has a cross slope that is more than 2% so in neighborhoods where you have the driveway where it goes down and you have that nice drive you reach the end of your driveway and it ramps down to the street, those have to be redone. We go into the neighborhood and all that gets torn out, and we literally go up onto people's driveways and adjust the slope anywhere from 3 to 10 ft. back onto people's driveways onto their properties to adjust that slope

to make it correct. There's an awful lot of work in the neighborhoods. I like people to think about this, year one of the project starts by trying to get the right of access to the homes, they notify all the homes and get rights of access so that we have the ability to go do the work. Year two concrete begins in the neighborhood, and all the concrete comes up and they get all the concrete done. Year three is when actual paving comes through.

**CHAIR HEUMANN** said to clarify you don't just go do ADA unless you're doing the street. ADA is written so that as long as you're not doing repairs, but once you start doing overlay, that's why it has to be done. Mr. Knudson said Yes, certain processes trigger it. Mr. McFarland continued with the presentation and discussion ensued.

**SUBCOMMITTEE MEMBER DOBSON** said a month ago I read the heat islands with the special coding, I think they did a test piolet in Tempe and Phoenix, but I don't know how successful it was, does that qualify for IRA? Mr. Knudson said I don't know. I think what the article said was it was a nice try and test, but they didn't think they were going to continue the process. Mr. McFarland said going back to price we are talking about 260 a gallon, the cool seal is \$26 a gallon, and what we're looking or that's a significant investment for the concept. **CHAIR HEUMANN** said at the same point though that at least to try something and they did it in a limited way that it didn't work, but they're trying to faith in the heat island in the city is something we need to try and figure out. Mr. Knudson said it was a noble effort, but the pilot didn't work out. Pavement Maintenance Program presentation ensued.

**CHAIR HEUMANN** asked have you guys seen anything in terms of heat, the extreme heat we've had the last couple of summers where it won't quit, is that affecting the asphalt? Mr. McFarland said I'm sure it is, it's hard to tell but I know water is the one that gets in. A lot of the oxidation even on new asphalt is better if we can get it covered within the first year and a half or two years to reduce the oxidation. Mr. Knudson said the crack seal is to keep water out until we can do a mill/overlay.

Mr. Knudson continued the PowerPoint presentation on the Pavement Maintenance Program Budget, lane miles treated per fiscal year.

**CHAIR HEUMANN** said inflation from 125 was \$9 million, at 121 it's almost double that number in terms of the cost? Mr. McFarland said Yes, the prices after COVID prices went way up. Mr. Knudson said the cost of asphalt is directly related to the cost of oil.

Mr. Knudson continued with the PowerPoint presentation and discussion of how much money we need to spend on paving to keep this PQI or get the PQI up to 70.

**CHAIR HEUMANN** asked Mr. Peters if there any prop 479 money because it's maintenance? Mr. Peeters said No, we just talked about it, but ultimately there was not enough money to go around, and maintenance and local roads were determined they were going to be local. Mr. Crampton

said there is some competitive money for it, but it would be probably a drop in the book wherever we can but there is some we'll go after that could slightly reduce this.

**SUBCOMMITTEE MEMBER KIMBLE** said the extra \$5 million that was put in the proposed streets maintenance/repaving budget, how did you come up with that number? Was that arbitrary or is that due to inflation, is there an inflation indicator in there? Mr. Knudson said it's a number that Dawn Lang believes will be able to find and fund locally, within city funding. As far as needs vs wants, we have to maintain what we own and that's going to be difficult in the future. With the added treatment that Mr. McFarland's group is doing, we've got to concentrate on those to get the most out of the road when we pave it.

**CHAIR HEUMANN** said one of the jobs this committee is going to do when we go through all the projects, is going to be this conversation as needs vs wants in terms of making sure we're able to maintain what we have and there only going to be X amount of dollars so were going to have to make some tough decisions in terms of that. Mr. Knudson said that the presentation is all for Streets.

**CHAIR HUEMANN** asked if there were any questions on paving.

**SUBCOMMITTEE MEMBER LIDMAN** said the \$223 million, what PQI level payment is that going to get you to, less than 65? Mr. Knudson said less than 65 depending on inflation and everything else.

**SUBCOMMITTEE MEMBER DOBSON** said you're short \$139 million, what would be optimal? Mr. Knudson said that's correct.

**CHAIR HEUMANN** asked if there were any more questions, no questions were asked.

**CHAIR HEUMANN** asked Mr. Knudson to move the PowerPoint presentation to McQueen Road.

Mr. Knudson shared a PowerPoint presentation about the McQueen Road Cost Impact that the subcommittee asked to see from our last meeting and asked Dan Haskins to continue with the McQueen Road Improvements (Warner to Pecos) PowerPoint presentation. Mr. Haskins discussed some of the goals listed in the PowerPoint presentation.

**SUBCOMMITTEE MEMBER KIMBLE** said for phase 1, why wouldn't you take the road all the way to the 202? **CHAIR HEUMANN** said it's already 3 lanes.

Mr. Haskins discussed the McQueen Road Phases, there are three total phases, visual slide is presented in the presentation as Mr. Haskins discussed each phase.

**SUBCOMMITTEE MEMBER DOBSON** said for phase 2 is it just the 12 KV that's getting underground, not the 69 KV? Mr. Haskins said it will be discussed more in a little bit, but the goal is to

underground the 12 KV, that's a must, and then we'll get into the tiers if we decide to move forward with underground the 69 KV.

**CHAIR HEUMANN** said let's do this once and let you finish, I know there are a lot of questions, so continue to the end.

Mr. Haskins continued the presentation with Phase 3 – Chandler Boulevard to Pecos Road, McQueen Road Cost Impacts, and the tier levels 1, 2, and 3. The goal will be to build tier two which only includes the 12 KV power lines and doesn't include the 69 KV power lines to get to this level tier two we will be pursuing federal competitive grant funds from ADOT and we will also look if it's possible to use SRP aesthetic funds if available. Mr. Knudson said it's a question for us to think about, if we don't have enough money in the aesthetics funding from SRP, could we advance aesthetic funding like we did on the 230 KV underground? We would hate to build this road and not put it underground because the 12 KV is going underground everywhere else in town. We are trying hard to get to tier two so we can do the 12 KV undergrounding, the 69 KV is not feasible, and especially in some of the corridors, there is no place to put it if you were to underground, you'd be in someone's backyard.

**CHAIR HEUMANN** said we talk about wants and needs. If we don't do anything on the McQueen Road, right now you're saying it's a B? Mr. Haskins said it's a D. Talking with Dana our Transportation Engineer right now we're at a D when this product goes out to construction which is starting in the year 2029. We have a lot of development going in on the areas so that would get worse, and we want to try to get ahead of that and get it improved before that happens.

**CHAIR HEUMANN** said I drove Ray to Warner Road, there's a landscape median in the middle, is that leaving that in there based on this? Mr. Haskins said we would expand and go into the middle. We would remove that median and then it would be thinned. Mr. Knudson said there would still be a median, but it would be thinner. The road right now is about 15 feet, and many roads were designed this way so that if you have a large median, when the time came you could widen the inside and it would be less expensive.

**CHAIR HEUMANN** said you've got on here bike lanes, but you also have a multi-use path. Have you guys looked at it with just bike lanes on both sides and not a multi-use path? Mr. Haskins said Yes, we looked at it and the cost breaks even with that because what happens is on phases one and two the curb and gutter line stays in the exact same location.

**CHAIR HEUMANN** asked if there were questions on McQueen.

**SUBCOMMITTEE MEMBER LIDMAN** the bike lanes would be outside of the sidewalk? Mr. Knudson said the nice thing about McQueen is that it does link to Fry Road, and that's the idea. Building a bike lane to nowhere is not a great idea, these links up to Fry going South.

**SUBCOMMITTEE MEMBER LIDMAN** said that in Phase 3 that right -away is already there, we just have to work to the outside. Mr. Haskins said there will be some right-away takes that need to happen in phase three. **SUBCOMMITTEE MEMBER LIDMAN** said but just slivers and not entire properties? Mr. Haskins said I'll have to look at the numbers.

**CHAIR HEUMANN** said the intersections of Warner and McQueen, Ray and McQueen as a part of this you're blowing those up and making this what we see on this presentation? Mr. Haskins said Yes, we are going to make the dual lefts, and we'll look at each one individually.

**CHAIR HEUMANN** said like we did years ago we've done this in other places we've widened the intersections and left the road itself, it helped free up at the intersections. What's the price difference if we just did intersection improvements versus doing all this other stuff? Mr. Knudson said that's an alternative design where you could widen the intersection like we've done and skinny it down back down to the two. **CHAIR HEUMANN** said we've done it in other places, and it seems to work it keeps traffic flowing. If you widen the intersection with double turn lanes and everything else all of a sudden, you've got a situation, I'd love to see the number based on that.

**SUBCOMMITTEE MEMBER KIMBLE** said what are traffic counts in the area as opposed to five years, what they are currently, and what are your projections? Mr. Haskins said I would need to rely on Dana our Traffic Engineer for that, she's not here right now but I can get that information for you. **SUBCOMMITTEE MEMBER KIMBLE** said what I mean is we can look at those projects that are coming. Mr. Peters said a couple of sections we went over in the Transportation Master Plan a couple of weeks ago, does become this entire corridor level of service to have, I don't know the traffic counts. **CHAIR HEUMANN** asked Mr. Peters if this has any of the Prop 479 money if we did widen intersections, it used to cover that, does it still cover that? Mr. Peters said there's a project within 479 that is identified as an intersection project, which was identified as a corridor project. **CHAIR HEUMANN** said this would be great to be able to look at this, we're looking for dollars, what's the difference between winding intersection versus doing all this other stuff too? Mr. Peters said the 479 is not programmed for just doing intersections on this corridor, it's for improving the six lanes.

Mr. Knudson continued the PowerPoint presentation and discussed the Collector Street Program Review. Willis Road Street collector is a shoulder widening project and these projects are already taken care of within our current financing. The second project is Armstrong Road, and this is to extend the road, this is the city yard where Utilities, Streets, Warehouse, and Fleet are. The idea is to extend the road to the West and then tie it in up to Willis Road, and then back down to Germann Road, this is currently funded and in design. Armstrong Way and Hamilton Street is the project that needs to get done.

**SUBCOMMITTEE MEMBER LIDMAN** said is that going to be half-street developments against the dairy or is it going to be both sides. Mr. Knudson said we are coming in and doing our half street to tie into the half street already finished by the dairy. **SUBCOMMITTEE MEMBER LIDMAN** said is that going to be a concern for when you go through the North, is that going to take the recycling

traffic up North and cause a problem for those people on those streets? Mr. Knudson said when those streets are completely down there will be traffic changes, and traffic patterns will change. **CHAIR HEUMANN** asked if this is already in the budget. Mr. Knudson said Yes, this is already in the budget. El Monte is the project that we should be talking about, El Monte is a very small roadway that has gone down to a half street, the work that we have to do is less than a thousand feet, and the work has gotten less with the development in the area. The Collector Street Program is very minor.

Mr. Knudson moved on to the next topic of the PowerPoint Presentation and asked everyone to look at the bond sheet that was provided and shown in the presentation.

**SUBCOMMITTEE MEMBER KIMBLE** asked if the sidewalks are separate funding from street funding or together. Mr. Knudson said it's all together.

**SUBCOMMITTEE MEMBER KIMBLE** said now that the council has approved the new hospital going in over by the airport, how do we address the significant increase in traffic? Mr. Knudson said hospitals generally speaking; compared to multi-family or some other uses, may not be all the heavy in traffic. We do have a build-out condition for the transportation system in Chandler, once we get to three lanes in each direction, and double-turn lanes, once these roads get built out there will be a level of traffic that we probably going to have to live with, and I think the area your speaking of is already built out. **SUBCOMMITTEE MEMBER KIMBLE** said I'm looking at it, and maybe this falls within the airport too. Ryan Road or inside way loops back around then you've got FedEx that leads into Queen Creek, that whole road is also going to be a feeder into where the hospital is going. Mr. Knudson said I will have to get you an image of what that airport loop is going to look like, it's in design and almost ready to go into construction. **CHAIR HEUMANN** said to John's point; as we continue to grow, and luckily we had a southeast area where we didn't put a lot of the density down there, a lot of our traffic is coming from Gilbert and Queen Creek, and things like that, and we don't have a lot of control over, but John's right we widen all the streets and we have done all these things there is no more room to go, you don't want to start wiping out houses. Traffic is going to be one of the challenges for the whole valley. That's why Prop 479 is so important to add more transit and things like that.

Mr. Knudson continued the PowerPoint Presentation with the Public Works Bond Subcommittee Project Budget Worksheet. This is what was represented in last year's Capital Improvement Project Program. Everything on this is what has been approved by the council. It's what we anticipated to come through on our grant funding, everything that we're asking or here in the bond ties back to last year's capital program. Mr. Knudson discussed the Project Cost Increases Due to Design Evolution and Inflation that is in the PowerPoint, Discussion ensued.

**CHAIR HEUMANN** said in the orange area that says bond, that's what you're asking for, that is all the bond requests for this group here? Mr. Knudson said Yes, so the dollars that you've seen are represented here in that orange color.



**SUBCOMMITTEE MEMBER KIMBLE** said correct me Ryan, Prop 479, if that doesn't pass, that's going to cost the city of Chandler with these projects about \$90 million? Mr. Peters said correct. Chair Heumann said the challenge is that we'll have an idea for next Tuesday night, hopefully, but that there's \$90 million that if Prop 479 doesn't pass, it goes away.

**CHAIR HEUMANN** asked if there were any other questions on the Project Budget worksheet, no questions were asked.

Mr. Knudson introduced Lauren Koll who is here filling in for Kim Moyers who is out, to speak about re-envisioning of our Washington Street area plan it's been ongoing for years. Ms. Koll provided a PowerPoint to her presentation and discussed Washington Street Alignment, the design plan, and the history of the area. Discussion ensued.

**CHAIR HEUMANN** said the houses we've bought over the last 20 years; are they being rented out or have they been built? Ms. Koll said in the next couple of slides I'll show that to you and you can see all the vacant property that we own and what private developers own, but most of ours is vacant, with no buildings on them. Ms. Koll continued with a PowerPoint presentation on Outreach and Community Involvement and the Washington Street, base connection. Discussion ensued.

**SUBCOMMITTEE MEMBER KIMBLE** said for the Washington St., base connection... all those properties that are privately owned, are those all-buildable lots? Ms. Koll said some of them are, some are properties where there's nothing on them and a lot of them is what we own as the city and what's vacant proper parcel owned by private companies.

**SUBCOMMITTEE MEMBER LIDMAN** said does this current plan have you going through Pecos? Ms. Koll said we are still working with neighbors, they are in support of it, and we have another stakeholder meeting with them on Monday. This project is still a work in progress, we are showing the base connection. Ms. Koll continued the presentation, and discussion ensued.

Ms. Koll finished the presentation and asked if there were any questions.

**CHAIR HEUMANN** said what's the additional ask for the bonds, is it \$10 million? Do you guys classify this as a want or a need because it does the street go through? Where is it going? What is it going to accomplish if it doesn't punch through to Pecos, is it going to take any traffic off Arizona Avenue? **SUBCOMMITTEE LIDMAN** said to that point it doesn't take you through to Chandler Blvd, it's not going to be a reliever. Ms. Koll said I know the neighborhood is very vocal about it. Residents currently can't get in off Pecos, they only get in off Arizona Ave and Fry Road. It is something that the neighborhood would like to see, and I know we're continuing work with them, it's a work in progress, and we need the council's direction. **CHAIR HEUMANN** said I know it's very challenging. Even some of your neighborhood comments there seem to be yes and no's, in terms of what they want and what they don't want. And the private sector is going to come in on some of

the property because we're not going to be able to make the pencil work now, it's going to be higher density. If it comes down to that they should be kicking some money in if they want to build higher higher-density city.

**CHAIR HEUMANN** said are there any other questions?

**SUBCOMMITTEE MEMBER LIDMAN** asked does any of the money could be a downtown community partnership in downtown redevelopment or any external money coming in from other departments. Ms. Koll said I don't know the answer. The downtown Chandler community partnership area stops at Fry Rd., so this is not part of that. **CHAIR HEUMANN** said DCCP is not funding, they marketing downtown.

Mr. Knudson introduced Jason Crampton to continue the PowerPoint presentation on the Ocotillo Road, Shared-Use Path. Mr. Crampton said this is a 6.7-mile project along Ocotillo Road from Dobson Road on the West to the Town of Gilbert boundary on the East, which is about a half mile East of Lindsay Road. This project would add a shared-use path on one side of Ocotillo Road. Mr. Knudson said do you know if Gilbert is building into their new bridge? Are they building any bike lanes on there? Mr. Crampton said they do have plans for sharing and have already built onto that. **CHAIR HEUMANN** asked Where's their bridge end? Mr. Crampton said I forget but may Val Vista.

The presentation continued with the Transportation Master Plan Survey, Mode Types. Discussed current mode of travel, what mode of travel should the city invest in, and expected primary mode of travel in 20 years.

**CHAIR HEUMANN** said it's an interesting survey, you got a contradiction on your chart, accounting because you've got 3% current, 10% think, and 5% don't use it, so which is the real number? Mr. Crampton said maybe the other 5% is more recreation usage, and the 5% is more for meeting and transportation. Yes, there's a gap.

Mr. Crampton continued with the PowerPoint presentation discussing a study done a couple of years ago and we are looking at off-tier roads and the Price Road corridor for shard paths. Looking at the county's travel reduction survey information shows that about 18% of people in this area live and work in the area and 7% of the residents in this area are interested in commuting by bike. There is a pool of people that are interested in commuting.

**SUBCOMMITTEE MEMBER LIDMAN** said would they use it in the summer, but probably not as much. Mr. Crampton said Yeah, I would but I'm your exception to the rules.

Mr. Crampton continued with the PowerPoint discussing the Alternative Analysis in the presentation. The study that the consultant did was an alternative analysis, so we looked at both Chandler Heights and Ocotillo to make sure our Transportation Master Plan recommended still made sense, Ocotillo Road did rise to the top based on the number of factors, largely due to

the connection employment uses and the town of Gilbert's plan to continue a path in the town of Gilbert. Mr. Crampton discussed Facility Types Considered, one-way shared use paths, two-way shared use paths, and separated bike lanes.

**CHAIR HEUMANN** said does this qualify for Prop 479 or not? Mr. Crampton said Yes, I will get to that, there is an opportunity. Mr. Crampton continues with a PowerPoint presentation and stakeholder input survey.

**CHAIR HEUMAN** said the stakeholders were they advent bikers or random people. Mr. Crampton said No, it's more like commercials, business sellers, HOA things like that. Mr. Crampton continues with PowerPoint presentation.

Mr. Crampton said as Rick was asking there could be some funding available competitive funding programs for active transportation, which we can apply for, and we will regardless of what happen with this Bond funding. This project is not going to be the most competitive project in the valley, but I think it's a good project with all the connectivity, I don't know that we'll get the funding, but we'll go for it. Then there is Federal Funding – the Safe Streets for all program, we are about to embark on a road-based safety action plan, which once completed will make us eligible for infrastructure funding through the safe streets for all grant program and we can put in an application for this.

**CHAIR HEUMANN** asked is this a want or need? Mr. Crampton said it's an investment in the community for sure.

**CHAIR HEUMANN** asked when Fry Road is starting, so we get an idea of usage. Mr. Crampton said that should start construction in February, probably.

**CHAIR HEUMANN** said you have on her only \$900 million from Dobson to Alma School, which is through the Ocotillo neighborhood, and there are only two lanes now. That's a tight area, I can't believe it's only going to cost a million dollars for the right-away. Mr. Crampton said the right-away on Ocotillo Road is well behind the side lot where there's room for this path. There are not areas where we lack space.

**CHAIR HEUMANN** said on those areas at this point have you sat down with the HOA associations that control that because they've got walking pass and everything else, have you guys talked to them about the potential for something like this? I'm just concerned that they would have to approve you're trying to take some of their landscaping and things like that. Mr. Crampton said they would have to approve an area where there are hedges or right up to the sidewalk that they'd have to be moved back, there is a right-away there but you're right. We have not gone deep into the design so you're right, the numbers could change some very high-level estimates just based on preliminary design.

**CHAIR HEUMANN** said are there any other questions?

Mr. Knudson said before we end this meeting is there any more information that you want on any of this presentation? **CHAIR HEUMANN** said McQueen Road I'd like to see that kind of thing and I'd like Jason on this collector shared bike, and maybe getting done that right-away number I think it's a kind of low. Mr. Knudson said on McQueen Road, you'd like to understand what the saving maybe if we just did intersections. **CHAIR HEUMANN** said Yes, just like we did at every other intersection with everything.

**SUBCOMMITTEE MEMBER KIMBLE** said out of all these projects that we're looking at, if you have current bike lanes are the bike lanes being replaced or incorporated back? Mr. Knudson said the intention with all our road projects are that we maintain bike lanes, if they currently exist, and try to get bikes lanes if they don't exist. I think the multi-use paths, the shared use paths that Jason is doing, the enhancement is above and beyond, and that's the goal to make it more convenient and comfortable. **SUBCOMMITTEE MEMBER KIMBLE** said I agree.

**CHAIR HEUMANN** said thanks everyone, we will see everyone at the next meeting.

## Public Comment

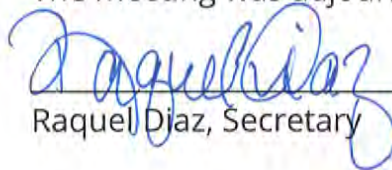
None.

## Calendar

The next Resident Bond Public Works Subcommittee meeting will be held on November 12, 2024, at 4 p.m. in City Hall, 175 S Arizona Ave., Chandler, Arizona, on the 5<sup>th</sup> floor Large Conference room.

## Adjourn

The meeting was adjourned at 5:35 p.m.

  
Raquel Djaz, Secretary

  
Rick Heumann, Chair