

PURPLE ALTERNATIVE: PRIEST DRIVE

GREEN ALTERNATIVE: PEDESTRIAN BRIDGE

BLUE ALTERNATIVE: CENTER PARKWAY

RED ALTERNATIVE: LAKE VIEW DRIVE



**CONCEPT ALTERNATIVE OVERVIEW**  
**GRAND CANAL MULTI-USE PATH PHASE II**

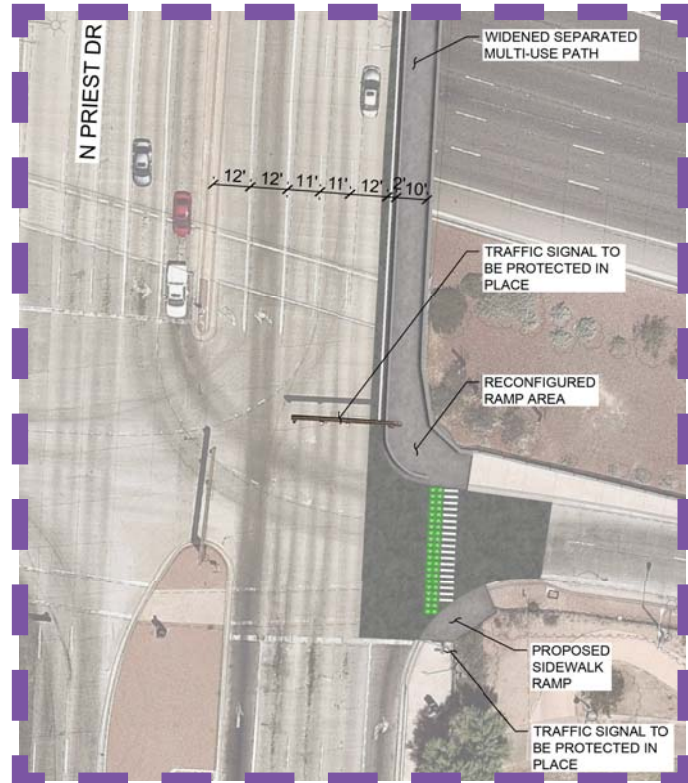
MAG Contract No. 828A-0N  
 May 2019



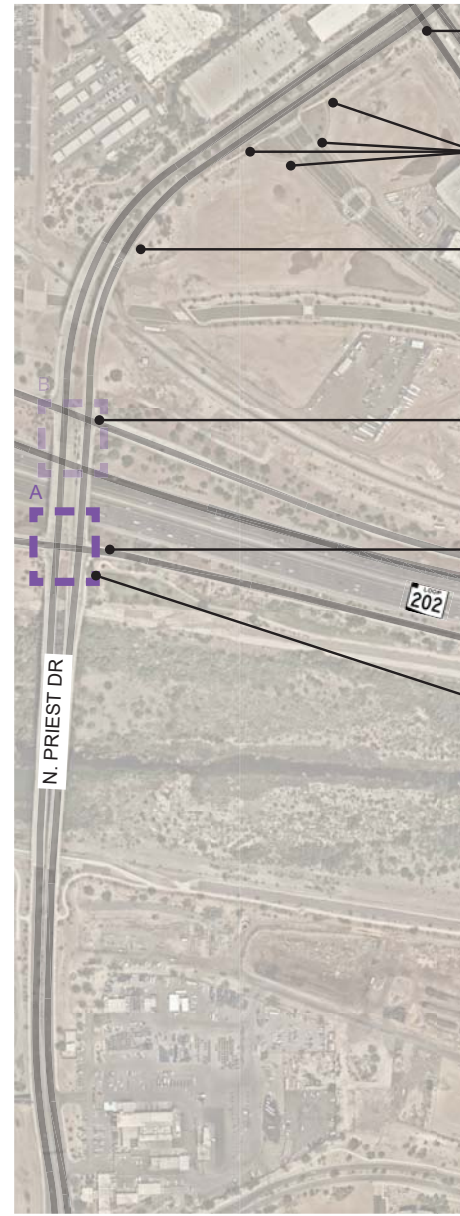




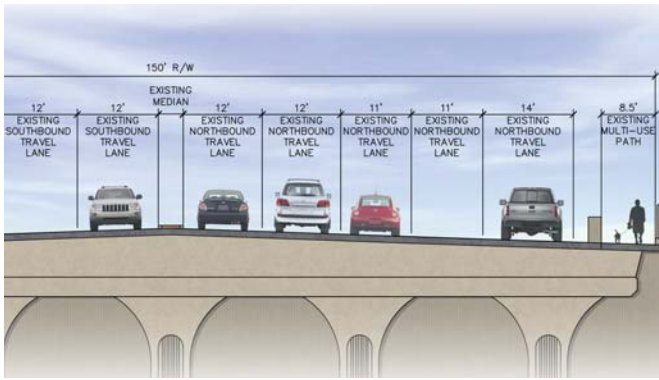
1 N. PRIEST DR - EXISTING CONDITIONS



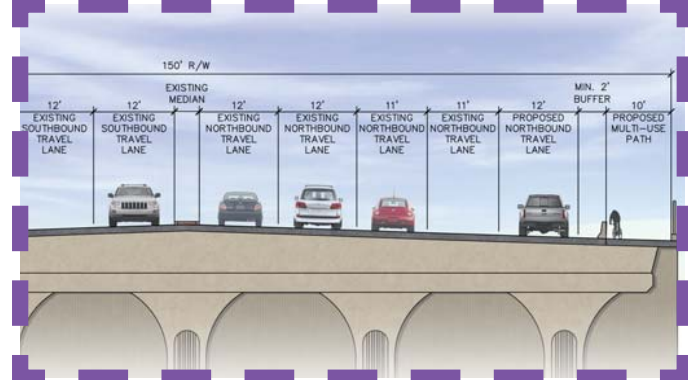
1 N. PRIEST DR - PROPOSED IMPROVEMENTS



1 N. PRIEST DR - PROPOSED SIGNAGE



1 N. PRIEST DR - EXISTING SECTION



1 N. PRIEST DR - PROPOSED SECTION

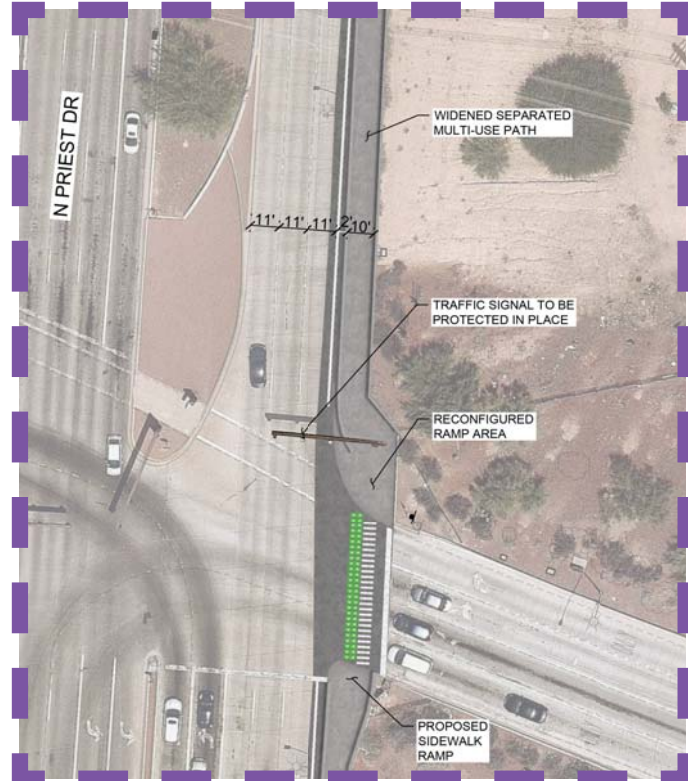
**PURPLE ALTERNATIVE: PRIEST DRIVE**  
**GRAND CANAL MULTI-USE PATH PHASE II**



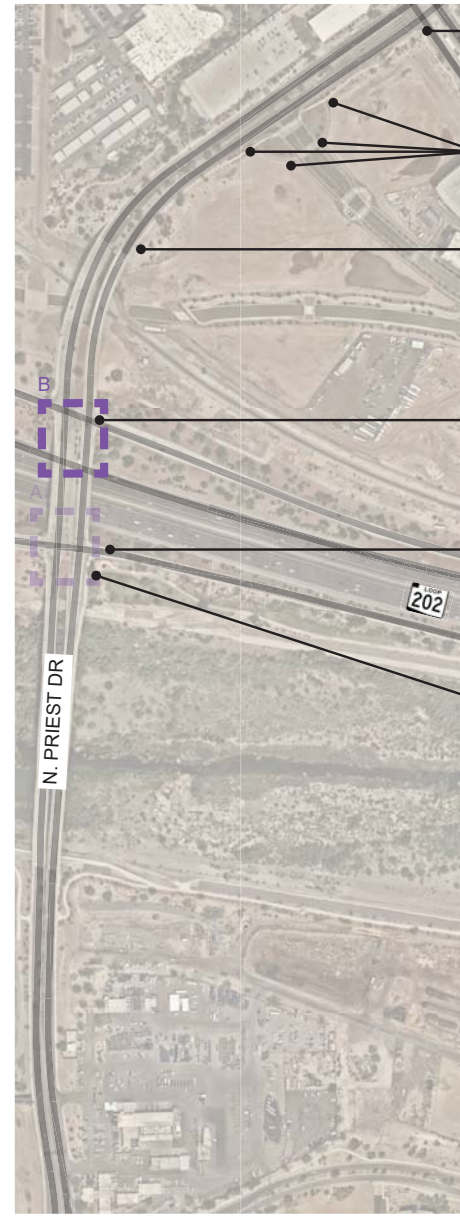




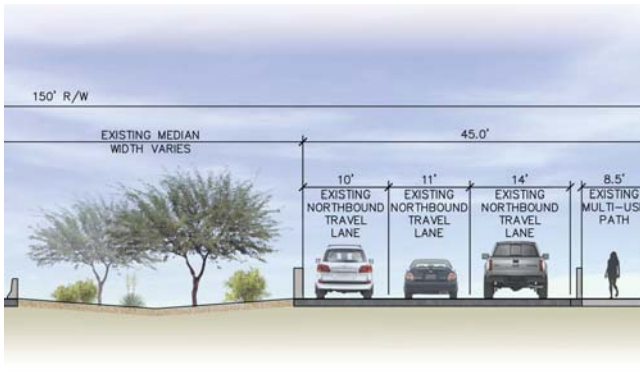
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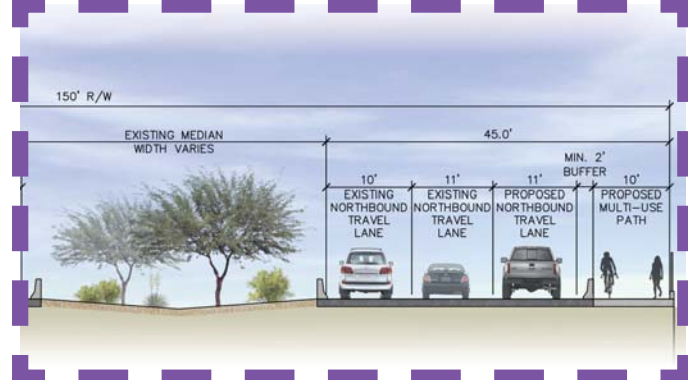
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1 N. PRIEST DR - PROPOSED SIGNAGE



1 N. PRIEST DR - EXISTING SECTION



1 N. PRIEST DR - PROPOSED SECTION



**PURPLE ALTERNATIVE: PRIEST DRIVE**  
**GRAND CANAL MULTI-USE PATH PHASE II**

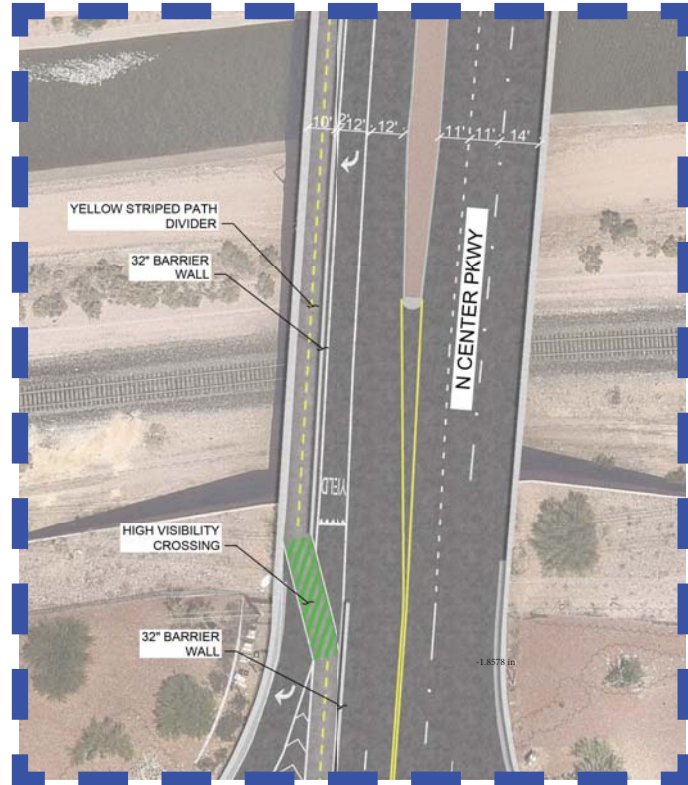
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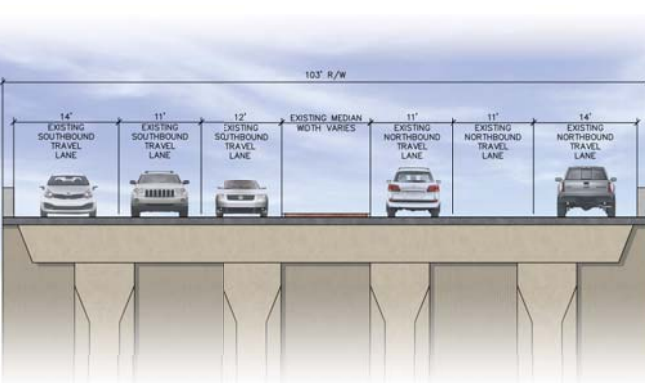




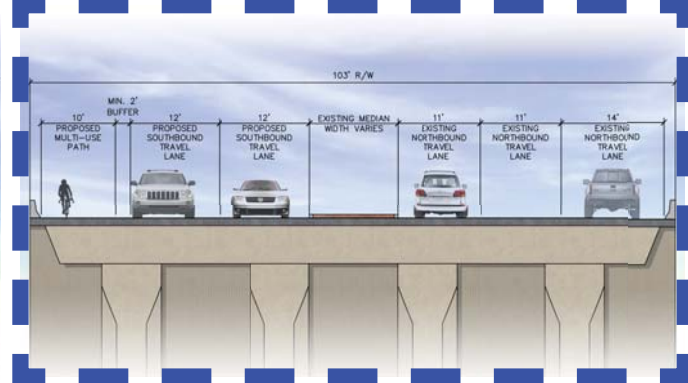
2 N. CENTER PKWY - EXISTING CONDITIONS



2 N. CENTER PKWY - PROPOSED IMPROVEMENTS



2 N. CENTER PKWY - EXISTING SECTION



2 N. CENTER PKWY - PROPOSED SECTION



2 N. PRIEST DR - PROPOSED SIGNAGE



**BLUE ALTERNATIVE: CENTER PARKWAY**  
**GRAND CANAL MULTI-USE PATH PHASE II**

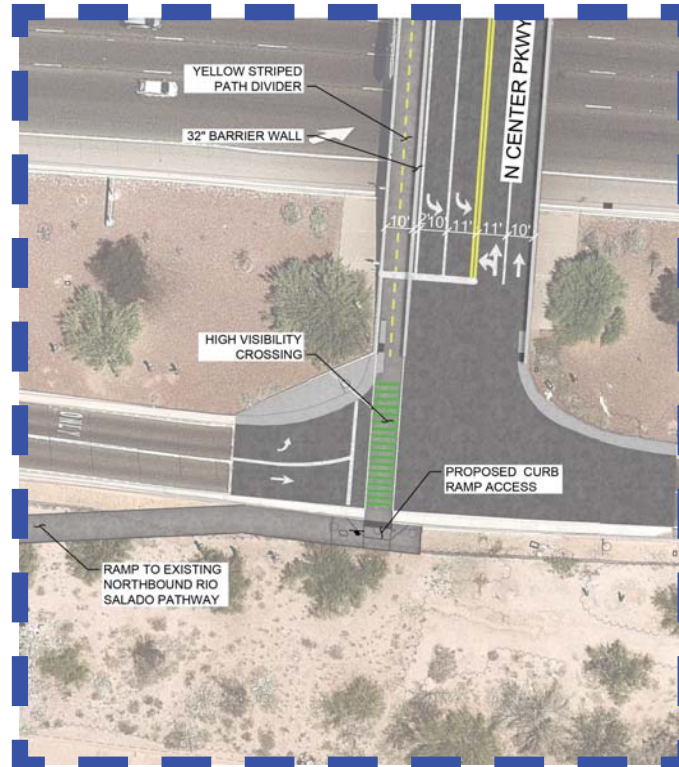
MAG Contract No. 828A-0N  
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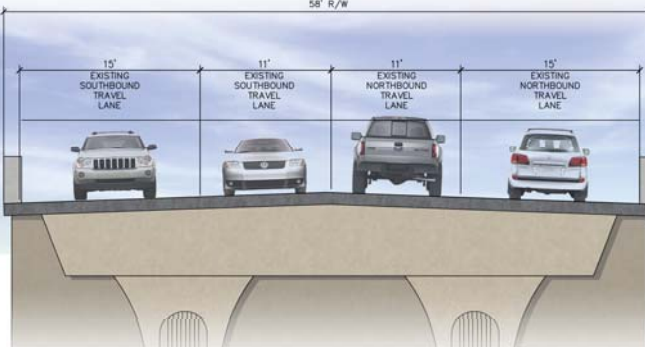




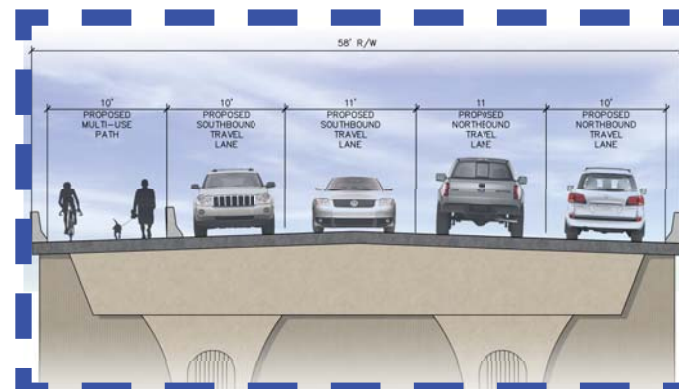
2 N. CENTER PKWY - EXISTING CONDITIONS



2 N. CENTER PKWY - PROPOSED IMPROVEMENTS



2 N. CENTER PKWY - EXISTING SECTION



2 N. CENTER PKWY - PROPOSED SECTION



2 N. PRIEST DR - PROPOSED SIGNAGE



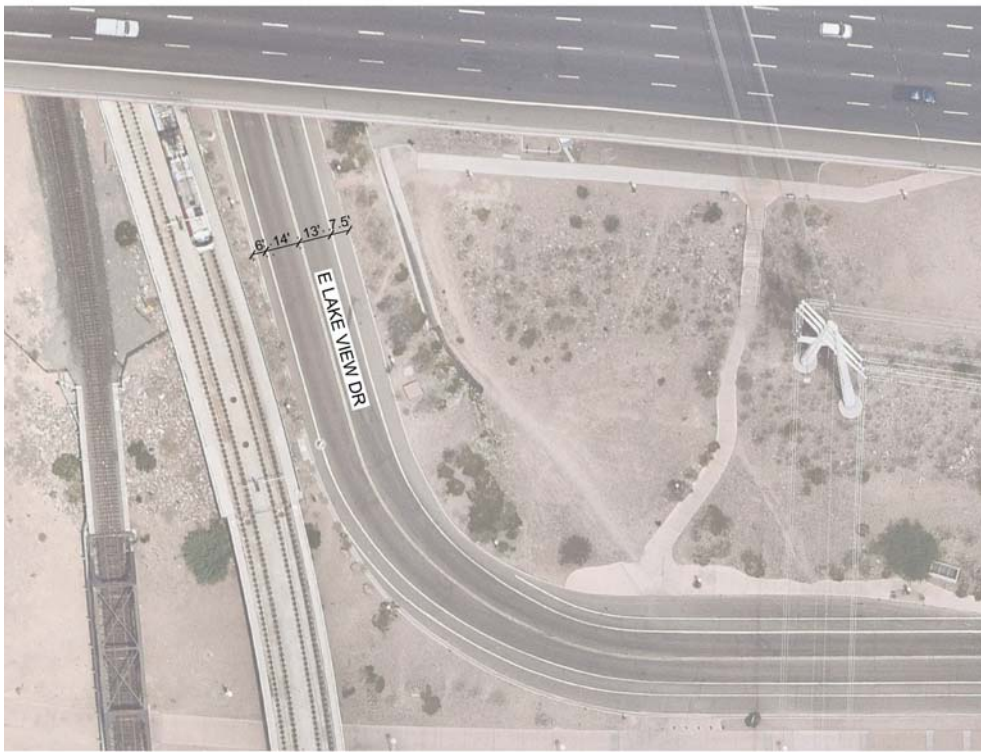
**BLUE ALTERNATIVE: CENTER PARKWAY**  
**GRAND CANAL MULTI-USE PATH PHASE II**

MAG Contract No. 828A-0N  
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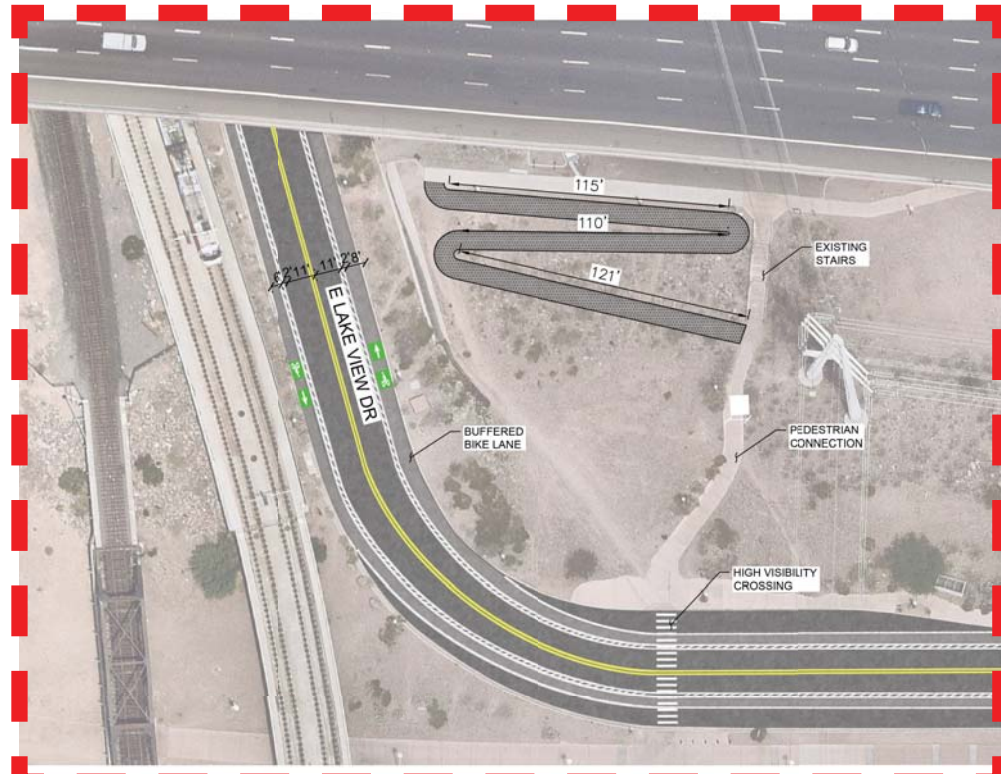


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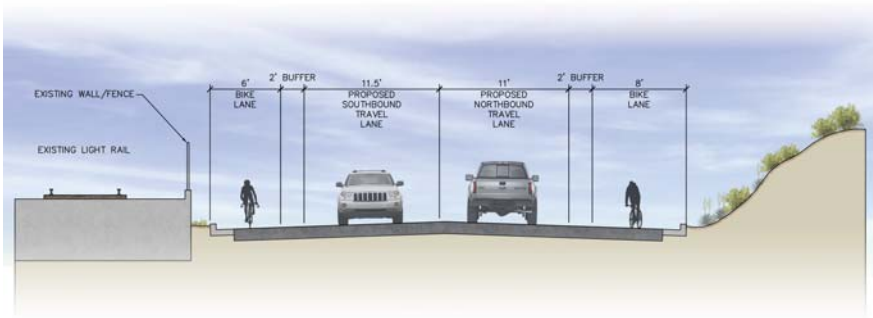




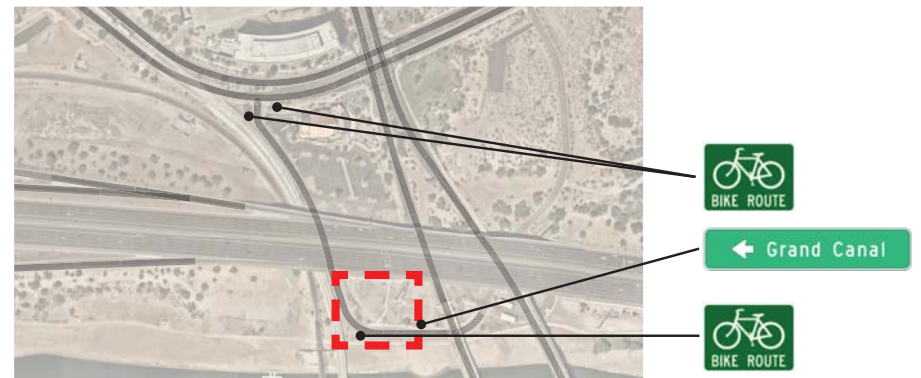
3 LAKE VIEW DR - EXISTING CONDITIONS



3 LAKE VIEW DR - PROPOSED IMPROVEMENTS



3 LAKE VIEW DR - PROPOSED SECTION

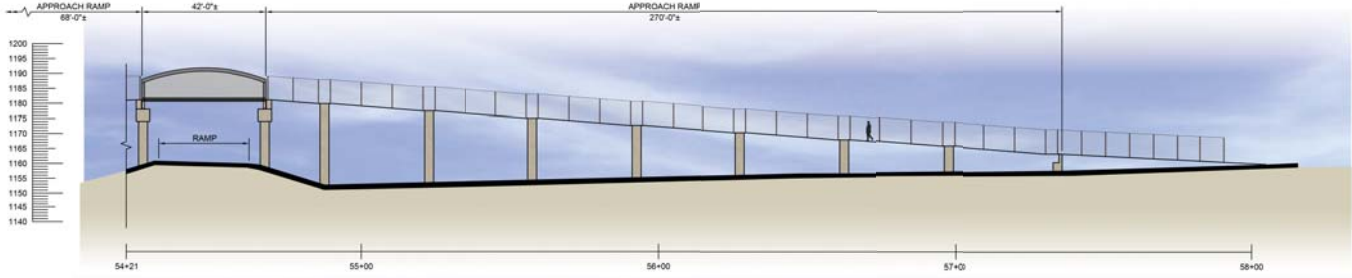
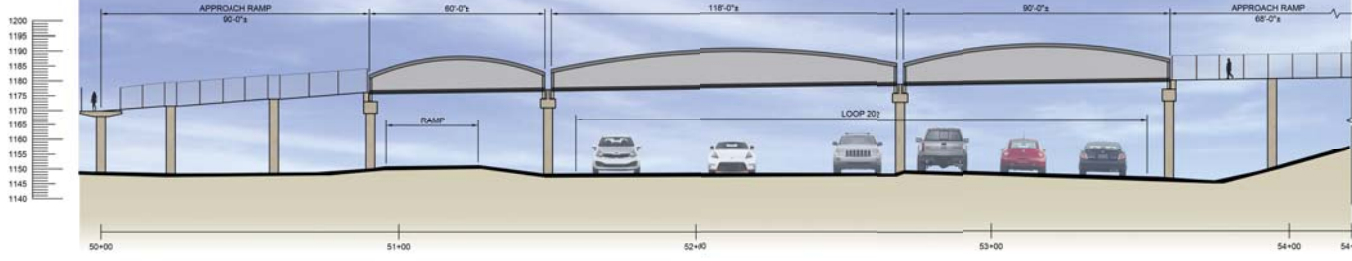
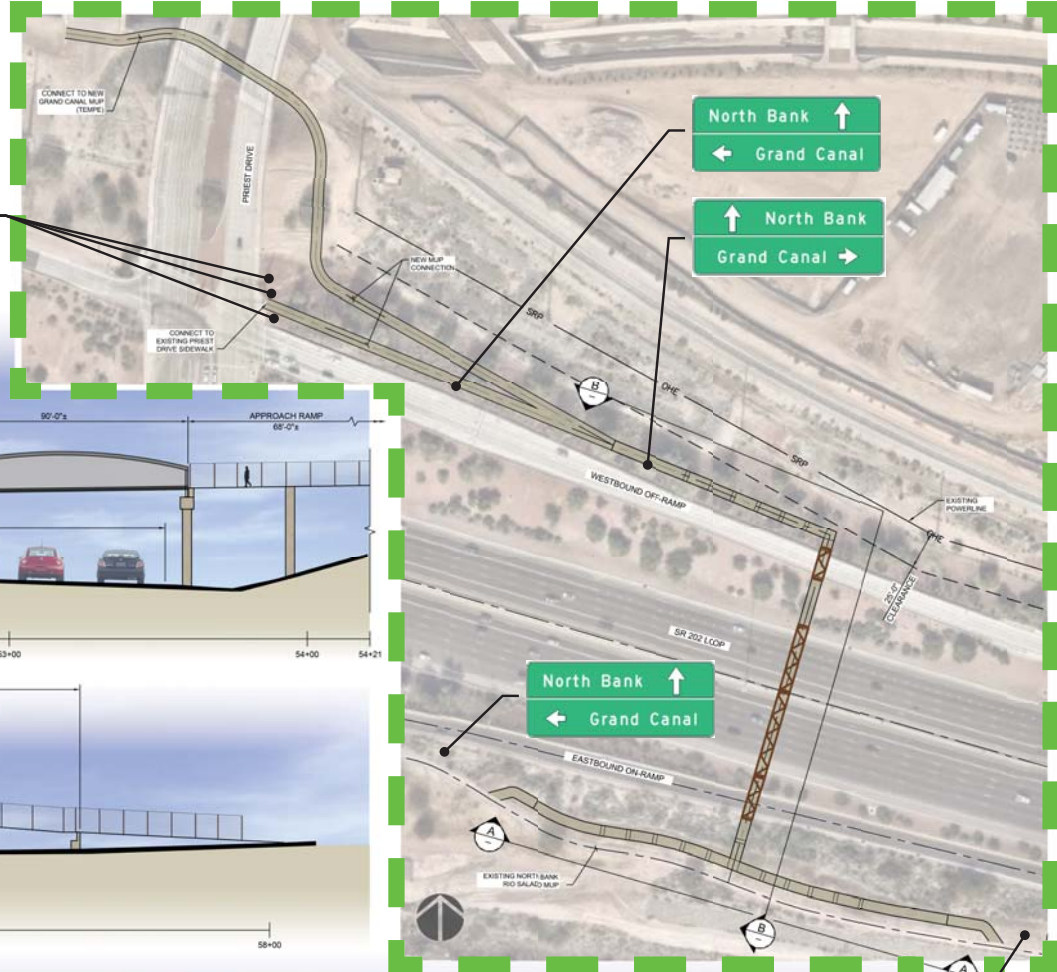


3 LAKE VIEW DR - PROPOSED SIGNAGE

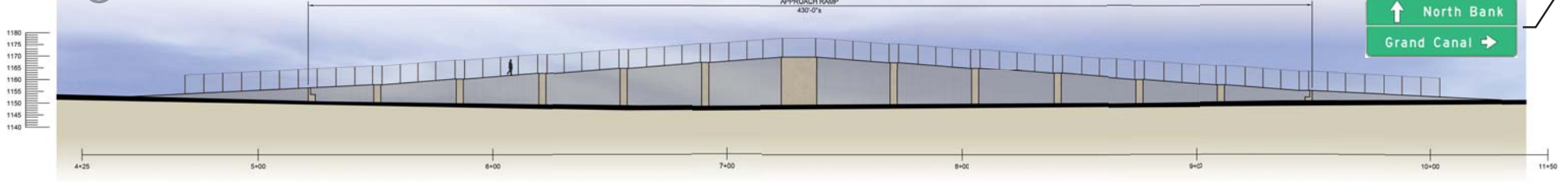


**RED ALTERNATIVE: LAKE VIEW DRIVE**  
**GRAND CANAL MULTI-USE PATH PHASE II**





4 PEDESTRIAN BRIDGE - SECTION B-B



4 PEDESTRIAN BRIDGE - SECTION A-A

**GREEN ALTERNATIVE: PREFABRICATED PEDESTRIAN BRIDGE**  
**GRAND CANAL MULTI-USE PATH PHASE II**



MAG Contract No. 828A-0N  
May 2019





**MAG Contract No. 828A-ON – Grand Canal MUP Phase II  
Alternatives Matrix**

Evaluation Criteria	Purple Alternative Priest Drive	Blue Alternative Center Parkway	Red Alternative Lake View Drive	Green Alternative Pedestrian Bridge
Trail Connectivity	<ul style="list-style-type: none"> <li>Improved connectivity of existing route connecting North Bank Rio Salado MUP to Grand Canal MUP along Priest Drive</li> </ul>	<ul style="list-style-type: none"> <li>Centralized crossing of SR 202L connecting North Bank Rio Salado MUP to Grand Canal MUP</li> <li>Close proximity to Tempe Town Lake pedestrian bridge</li> </ul>	<ul style="list-style-type: none"> <li>Improved connectivity of existing route connecting North Bank Rio Salado MUP to Grand Canal MUP along Lake View Drive</li> </ul>	<ul style="list-style-type: none"> <li>Dedicated bicycle/pedestrian bridge connecting North Bank Rio Salado MUP to Grand Canal MUP</li> </ul>
Proposed Improvements	<ul style="list-style-type: none"> <li>Widen existing protected sidewalk to 10-foot Multi-Use Path (MUP)</li> <li>Narrow inner travel lane</li> <li>Add high visibility crosswalks</li> <li>Add safety/informational/directional signing</li> </ul>	<ul style="list-style-type: none"> <li>Remove one travel lane</li> <li>Narrow remaining travel lanes</li> <li>Add protected 10-foot Multi-Use Path (MUP)</li> <li>Add high visibility crosswalks</li> <li>Add safety/informational/directional signing</li> </ul>	<ul style="list-style-type: none"> <li>Restripe existing travel lanes to include 2-foot separated bike lanes</li> <li>Construct new ADA accessible sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>Construct new prefabricated pedestrian bridge with approach ramps over SR 202L</li> </ul>
Trail Slope	<ul style="list-style-type: none"> <li>5.7% slope maximum</li> <li>4.5% average slope</li> </ul>	<ul style="list-style-type: none"> <li>7.0% slope maximum</li> <li>Long run at maximum slope</li> </ul>	<ul style="list-style-type: none"> <li>6.6% maximum slope</li> <li>4.5-5% average slope</li> </ul>	<ul style="list-style-type: none"> <li>8% on approach ramps</li> <li>5-foot landings every 30-feet</li> </ul>
Right-of-Way	<ul style="list-style-type: none"> <li>No Right-of-Way or land acquisitions</li> <li>Easements needed</li> </ul>	<ul style="list-style-type: none"> <li>No Right-of-Way or land acquisitions</li> <li>Easements needed</li> </ul>	<ul style="list-style-type: none"> <li>No Right-of-Way or land acquisitions</li> </ul>	<ul style="list-style-type: none"> <li>No Right-of-Way or land acquisitions</li> <li>Easements needed</li> </ul>
City of Tempe Property Impacts	<ul style="list-style-type: none"> <li>Widen existing sidewalk to a 10-foot wide multi-use path</li> <li>Restripe edge travel lane</li> </ul>	<ul style="list-style-type: none"> <li>Restripe travel lanes on existing roadway</li> <li>Remove one travel lane (traffic study required)</li> <li>Add multi-use path with concrete barrier</li> <li>Provide access from North Bank Rio Salado multi-use path</li> </ul>	<ul style="list-style-type: none"> <li>Restriping travel lanes on existing roadway</li> <li>Construct new ADA accessible sidewalk</li> </ul>	<ul style="list-style-type: none"> <li>Provide new approach ramps and from North Bank Rio Salado multi-use path</li> <li>Provide new approach ramps and multi-use path to Grand Canal multi-use path</li> </ul>
ADOT Property Impacts	<ul style="list-style-type: none"> <li>Restripe edge travel lane on bridge</li> <li>Reconstruct existing sidewalk to a 10-foot wide multi-use path</li> </ul>	<ul style="list-style-type: none"> <li>Restripe travel lanes on bridge</li> <li>Remove one travel lane (travel study required)</li> <li>Add at-grade multi-use path with concrete barrier</li> <li>Provide access from North Bank Rio Salado multi-use path</li> </ul>	<ul style="list-style-type: none"> <li>No ADOT impacts</li> </ul>	<ul style="list-style-type: none"> <li>Construct new bridge over SR202L.</li> <li>Construct new approach ramps and multi-use path</li> </ul>
Utilities	<ul style="list-style-type: none"> <li>No major utility impacts</li> </ul>	<ul style="list-style-type: none"> <li>No major utility impacts</li> </ul>	<ul style="list-style-type: none"> <li>No major utility impacts</li> </ul>	<ul style="list-style-type: none"> <li>No major utility impacts</li> </ul>
SRP Impacts	<ul style="list-style-type: none"> <li>No major SRP impacts</li> </ul>	<ul style="list-style-type: none"> <li>No major SRP impacts</li> </ul>	<ul style="list-style-type: none"> <li>No major SRP impacts</li> </ul>	<ul style="list-style-type: none"> <li>Provide new multi-use path connection through SRP property to existing Grand Canal multi-use path</li> </ul>
Railroad Impacts	<ul style="list-style-type: none"> <li>No major railroad impacts</li> </ul>	<ul style="list-style-type: none"> <li>No major railroad impacts</li> </ul>	<ul style="list-style-type: none"> <li>No major railroad impacts</li> </ul>	<ul style="list-style-type: none"> <li>Maintain 25-foot minimum clearance from railroad right-of-way to connect to existing Grand Canal multi-use path</li> </ul>
Cost	<ul style="list-style-type: none"> <li>\$\$\$</li> <li>\$500,000 - \$600,000 ○</li> </ul>	<ul style="list-style-type: none"> <li>\$\$</li> <li>\$400,000 - \$500,000 ○</li> </ul>	<ul style="list-style-type: none"> <li>\$</li> <li>\$140,000 - \$150,000 ⊕</li> </ul>	<ul style="list-style-type: none"> <li>\$\$\$\$</li> <li>\$4,500,000 - \$5,500,000 ⊖</li> </ul>

**KEY:** ⊕ OPPORTUNITY ○ NEUTRAL ⊖ CONSTRAINT

**ALTERNATIVES MATRIX**  
GRAND CANAL MULTI-USE PATH PHASE II

