CONCEPT ALTERNATIVE OVERVIEW
GRAND CANAL MULTI-USE PATH PHASE II

PURPLE ALTERNATIVE: PRIEST DRIVE
GREEN ALTERNATIVE: PEDESTRIAN BRIDGE
BLUE ALTERNATIVE: CENTER PARKWAY
RED ALTERNATIVE: LAKE VIEW DRIVE

= UNION PACIFIC RAILROAD
= MULTI-USE PATH
= GRAND CANAL MULTI-USE PATH PHASE I

MAG Contract No. 828A-0N
May 2019
N. PRIEST DR - EXISTING CONDITIONS

N. PRIEST DR - PROPOSED IMPROVEMENTS

N. PRIEST DR - EXISTING SECTION

N. PRIEST DR - PROPOSED SECTION

N. PRIEST DR - PROPOSED SIGNAGE

PURPLE ALTERNATIVE: PRIEST DRIVE
GRAND CANAL MULTI-USE PATH PHASE II
Purple Alternative: Priest Drive
Grand Canal Multi-Use Path Phase II

Existing Conditions

Proposed Improvements

Existing Section

Proposed Section

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

MAG Contract No: 828A-0N
May 2019
RED ALTERNATIVE: LAKE VIEW DRIVE

GRAND CANAL MULTI-USE PATH PHASE II

LAKE VIEW DR - EXISTING CONDITIONS

LAKE VIEW DR - PROPOSED IMPROVEMENTS

LAKE VIEW DR - PROPOSED SECTION

LAKE VIEW DR - PROPOSED SIGNAGE
GREEN ALTERNATIVE: PREFABRICATED PEDESTRIAN BRIDGE

GRAND CANAL MULTI-USE PATH PHASE II
# Alternatives Matrix

<table>
<thead>
<tr>
<th>Evaluation Criteria</th>
<th>Purple Alternative (Priest Drive)</th>
<th>Blue Alternative (Central Parkway)</th>
<th>Red Alternative (Lake View Drive)</th>
<th>Green Alternative (Pedestrian Bridge)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trail Connectivity</td>
<td>Improved connectivity of existing route connecting North Bank Rio Salado MUP to Grand Canal MUP along Priest Drive</td>
<td>Centralized crossing of SR 202L connecting North Bank Rio Salado MUP to Grand Canal MUP</td>
<td>Improved connectivity of existing route connecting North Bank Rio Salado MUP to Grand Canal MUP along Lake View Drive</td>
<td>Dedicated bicycle/pedestrian bridge connecting North Bank Rio Salado MUP to Grand Canal MUP</td>
</tr>
<tr>
<td>Proposed Improvements</td>
<td>Widen existing protected sidewalk to 10-foot Multi-Use Path (MUP)</td>
<td>Remove one travel lane</td>
<td>Restripe existing travel lanes to include 2-foot separated bike lanes</td>
<td>Construct new prefabricated pedestrian bridge with approach ramps over SR 202L</td>
</tr>
<tr>
<td>Trail Slope</td>
<td>5.7% slope maximum 4.5% average slope</td>
<td>7.0% slope maximum Long run at maximum slope</td>
<td>6.6% maximum slope 4.5% average slope</td>
<td>8% on approach ramps 5-foot landings every 30-feet</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>No Right-of-Way or land acquisitions Easements needed</td>
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<td></td>
</tr>
<tr>
<td>City of Tempe Property Impacts</td>
<td>Widen existing sidewalk to a 10-foot wide multi-use path Restripe edge travel lane</td>
<td>Restripe travel lanes on existing roadway Remove one travel lane (traffic study required) Add multi-use path with concrete barrier Provide access from North Bank Rio Salado multi-use path</td>
<td>Restripping travel lanes on existing roadway Construct new ADA accessible sidewalk</td>
<td>Provide new approach ramps and from North Bank Rio Salado multi-use path Provide new approach ramps and multi-use path to Grand Canal multi-use path</td>
</tr>
<tr>
<td>ADOT Property Impacts</td>
<td>Restripe edge travel lane on bridge Reconstruct existing sidewalk to a 10-foot wide multi-use path</td>
<td>Restripe travel lanes on bridge Remove one travel lane (traffic study required) Add at-grade multi-use path with concrete barrier Provide access from North Bank Rio Salado multi-use path</td>
<td>No ADOT Impacts</td>
<td>Construct new bridge over SR202L Construct new approach ramps and multi-use path</td>
</tr>
<tr>
<td>Utilities</td>
<td>No major utility impacts</td>
<td>No major utility impacts</td>
<td>No major utility impacts</td>
<td>No major utility impacts</td>
</tr>
<tr>
<td>SRP Impacts</td>
<td>No major SRP impacts</td>
<td>No major SRP impacts</td>
<td>No major SRP impacts</td>
<td>Provide new multi-use path connection through SRP property to existing Grand Canal multi-use path</td>
</tr>
<tr>
<td>Railroad Impacts</td>
<td>No major railroad impacts</td>
<td>No major railroad impacts</td>
<td>No major railroad impacts</td>
<td>Maintain 25-foot minimum clearance from railroad right-of-way to connect to existing Grand Canal multi-use path</td>
</tr>
<tr>
<td>Cost</td>
<td>$55 $500,000 - $600,000</td>
<td>$5 $400,000 - $500,000</td>
<td>$ $140,000 - $150,000</td>
<td>$555 $4,500,000 - $5,500,000</td>
</tr>
</tbody>
</table>

**KEY:**

- **OPPORTUNITY**
- **NEUTRAL**
- **CONSTRAINT**