



MAG On-Call Contract No. 1137A-0A, Task Order No. 28

PASEO TRAIL CANAL SHARED USE PATH



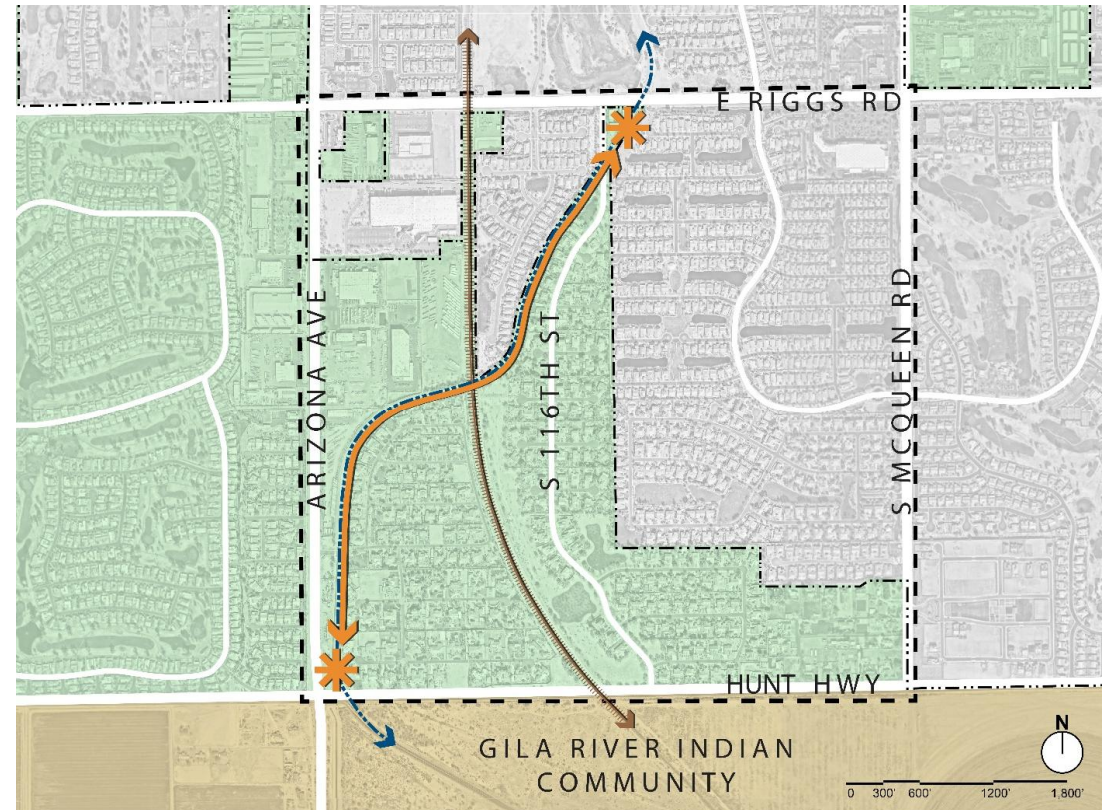


PROJECT LOCATION

- Along the SRP Consolidated Canal between Riggs Road and Hunt Highway

PROJECT PURPOSE AND OBJECTIVES

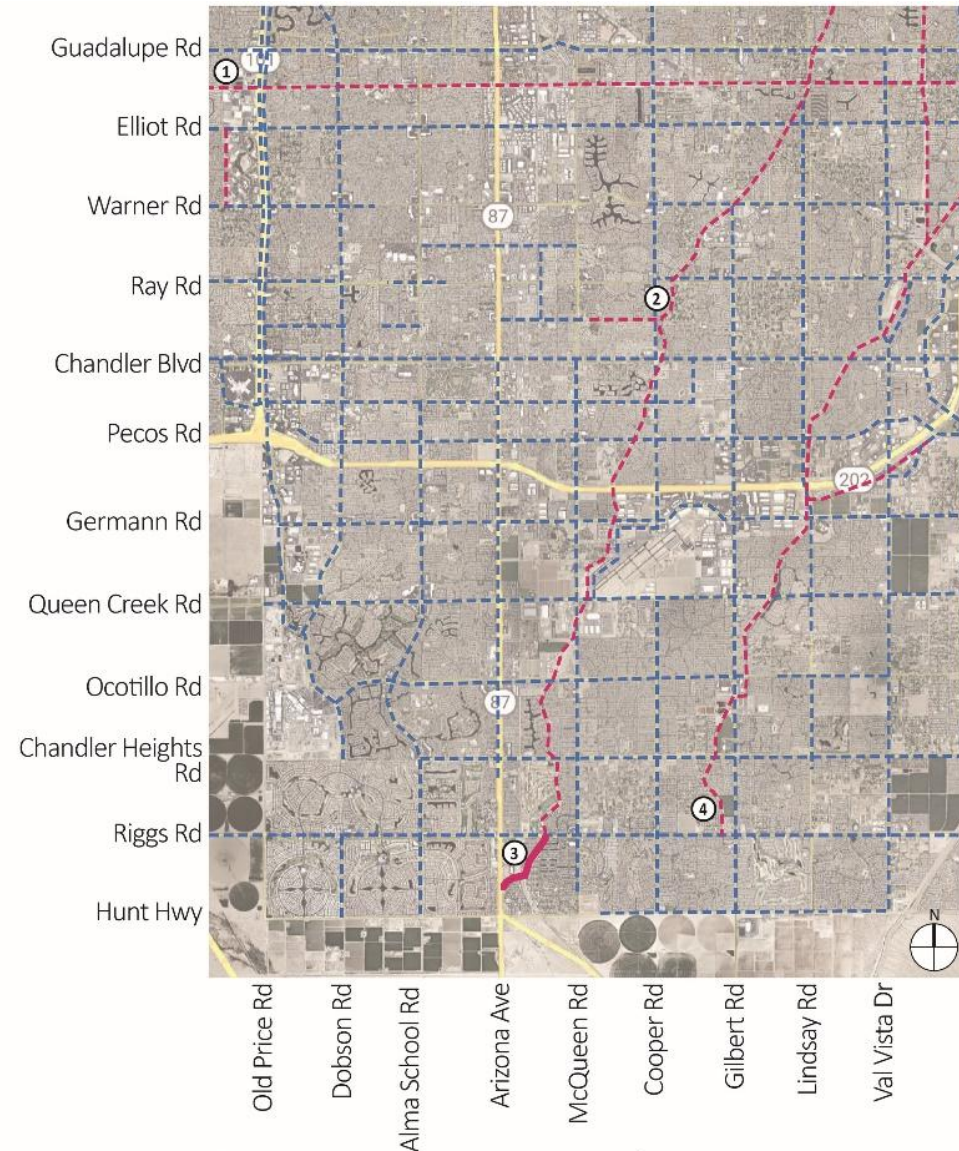
- MAG Design Assistance Study
- Evaluate 10-ft wide, concrete shared use path alignment alternatives
- Evaluate crossing improvements at Riggs Road, 116th Street, UPRR, and Elmhurst Drive
- Final deliverable – Project Assessment Report and Preliminary (15%) Plans





NEED FOR THE PROJECT

- Existing Paseo Trail system runs through Chandler, Gilbert, and Mesa
- Provides connectivity to Heritage Trail, Western Canal Path, Frye Road protected bike lanes, and existing bike lanes on nine arterial streets
- Final segment of an overall 9.2-mile bicycle and pedestrian corridor



Key Notes

- ① Western Canal Trail
- ② Heritage Trail
- ③ Chandler Paseo Trail
- ④ Eastern Canal Path

Legend

- Existing Path
- SUP Project Improvements
- Existing Bike Lane



SHARED USE PATH ALIGNMENT ALTERNATIVES

- Evaluated two overall pathway alignment alternatives
- Divided alternatives into four distinct segments
 1. Riggs to AZ Ave
 2. AZ Ave to Hunt
 3. Riggs to UPRR/Path Xing
 4. UPRR/Path Xing to Hunt
- Identified advantages/disadvantages for each





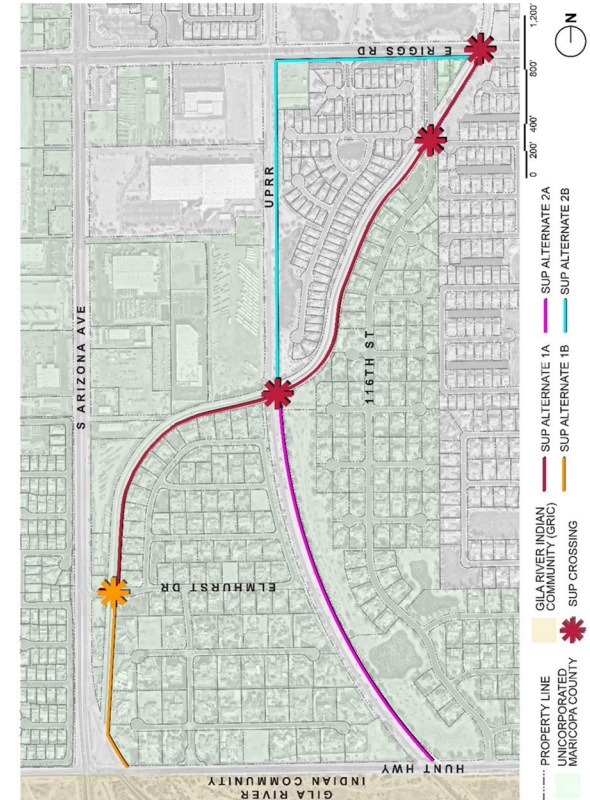
ADVANTAGES

- Direct connection to Chandler Paseo Trail
- Maximizing improvements within City owned parcels
- Leveraging familiarity of path users with existing route
- Taking advantage of adjacent open space



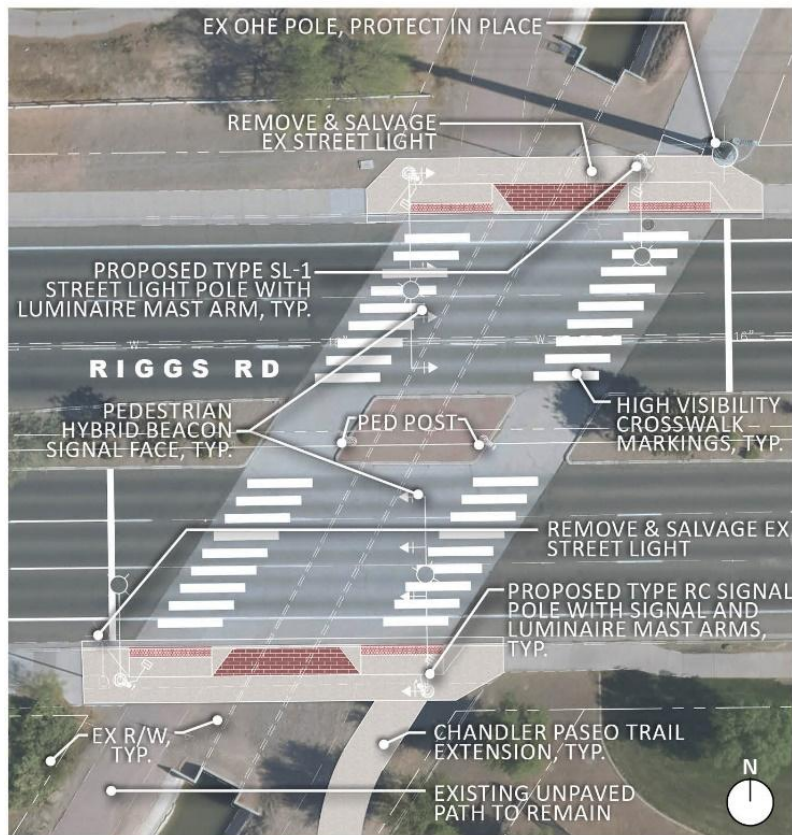
DISADVANTAGES

- UPRR crossing improvement approval process
- UPRR right-of-way agreement
- Avoiding existing overhead power
- Terminating at a complicated intersection

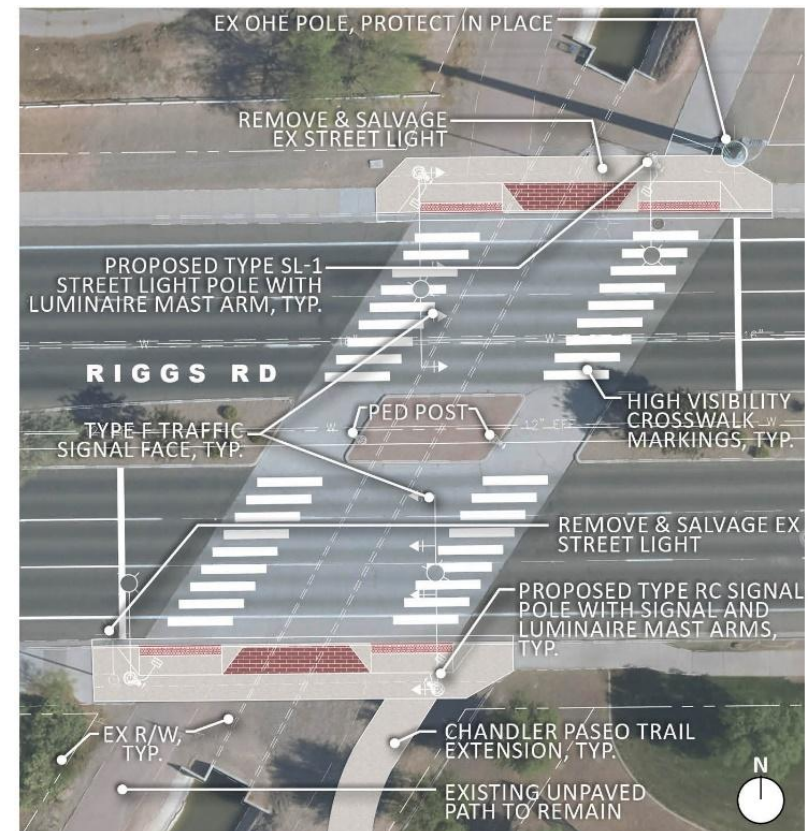




CROSSING ALTERNATIVES – RIGGS ROAD



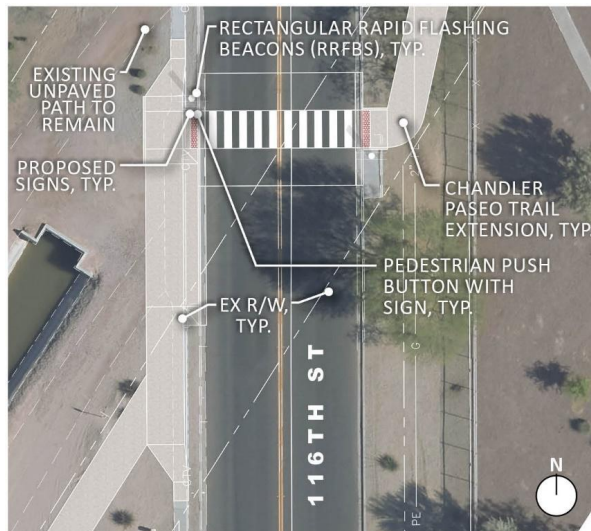
Pedestrian Hybrid Beacon



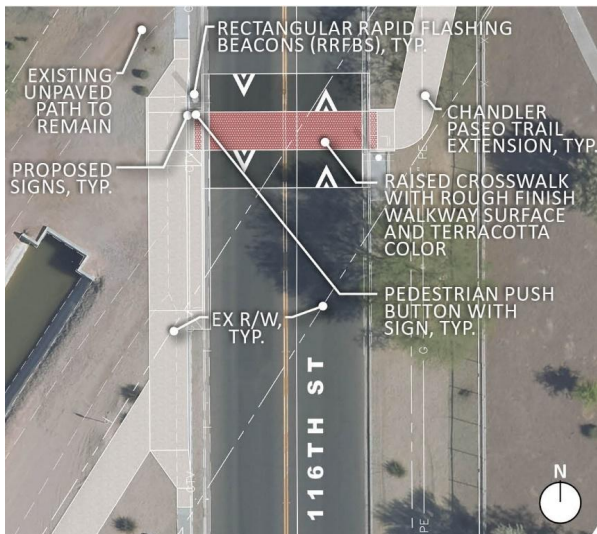
Pedestrian Signal



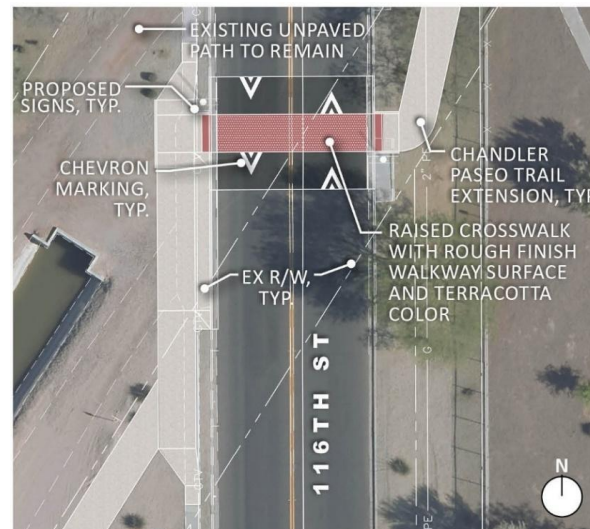
CROSSING ALTERNATIVES – 116th STREET



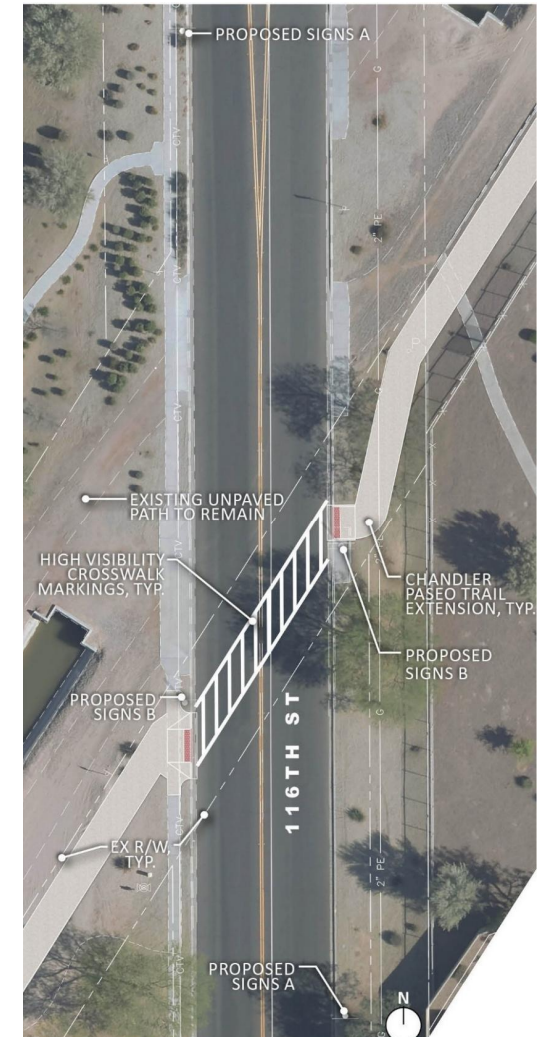
High-Vis Sidewalk & RRFBs



Raised Sidewalk & RRFBs



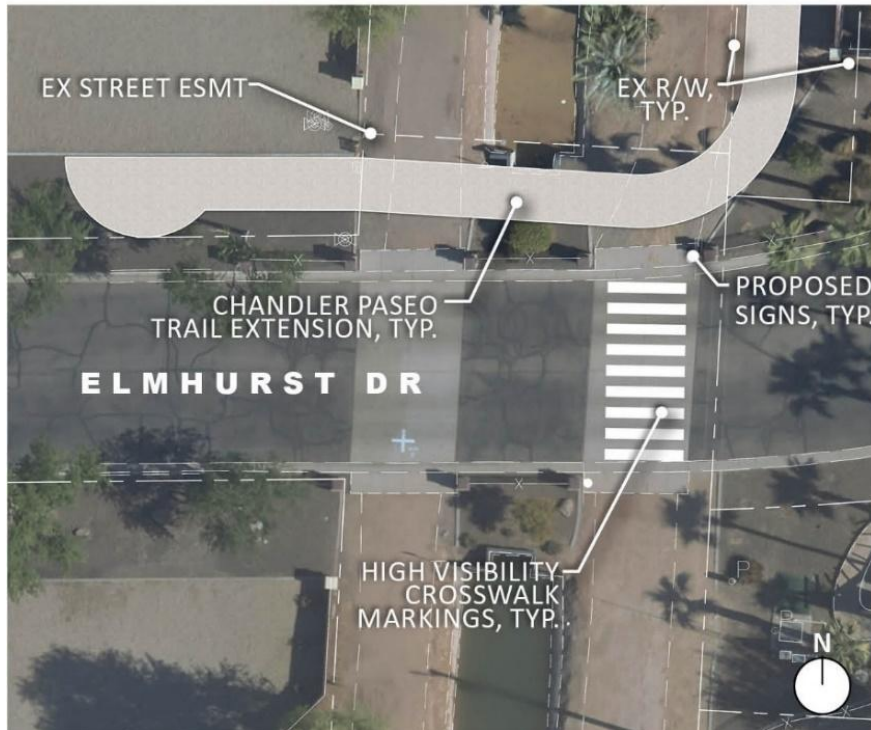
Raised Sidewalk



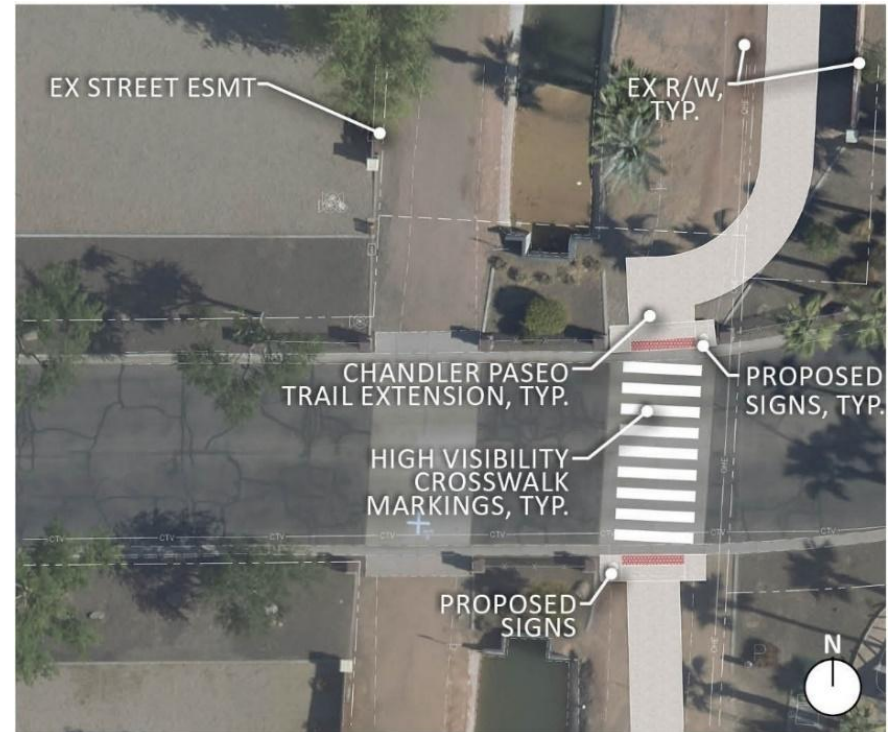
High-Vis Sidewalk



CROSSING ALTERNATIVES – ELMHURST DRIVE



High-Vis Sidewalk



High-Vis Sidewalk & Detectable Edge



CROSSING ALTERNATIVES MATRIX – RIGGS ROAD

Riggs Road Crossing Alternatives Analysis			
Crossing Alternative	Description	Advantages	Disadvantages
Alternative 1: Pedestrian Hybrid Beacon	A new crosswalk with flashing red signal heads overhead and pole mounted. Signs will also communicate drivers may continue when safe	• Illuminates crossing at night • Improves safety for trail users • Only interrupts the flow of vehicular traffic when a pedestrian or bicyclist is waiting to cross • Pedestrians and bicyclists more likely to continue on the trail	• Adjacent driveway (golf cart dealer) • Construction and maintenance costs • Driver compliance may be lower due to driver unfamiliarity • Multi-use path users pause their trip waiting to cross • Potential higher crash risk from turning vehicles not yielding to the new signal
Alternative 2: Pedestrian Signal	New crosswalk with standard pedestrian traffic signal heads overhead and pole mounted	• Higher driver compliance than Pedestrian Hybrid Beacon • Illuminates crossing at night • Improved safety for trail users • Pedestrians and bicyclists more likely to continue on the trail	• Adjacent driveway (golf cart dealer) • Close proximity to intersection with 116th St • Construction and maintenance costs • May cause longer delays than Pedestrian Hybrid Beacon. • Trail users pause their trip waiting to cross
No-Build Alternative: Existing Conditions to Remain	No new installation is completed and trail users cross at risk	• Lower cost than other alternatives • No change needed for the existing roadway/crossing. • Existing median will continue to provide pedestrian refuge for jaywalking	• Current trail detour is about one mile round-trip to use closest existing crosswalk • Discourages use of trail south of Riggs • Does not provide protected crossing • High safety risk



CROSSING ALTERNATIVES MATRIX – 116TH STREET

116th Street Crossing Alternatives Analysis			
Crossing Alternative	Description	Advantages	Disadvantages
Alternative 1: Rectangular Rapid Flashing Beacons (RRFB) with High Visibility Crosswalk	A new crosswalk with high visibility transverse markings and signage enhanced with user-activated RRFBs.	- Activated notification of presence of trail users - Lower cost compared to Raised Crosswalk alternatives - Notifies drivers of trail crossing - Pedestrians and bicyclists more likely to continue on the trail - RRFBs increase visibility of trail users, especially at night	- Some construction and maintenance costs - Effectiveness of RRFBs may decrease over time - Provides less protection for trail users than other actionable alternatives
Alternative 2: Rectangular Rapid Flashing Beacons (RRFB) with Raised Crosswalk	A new crosswalk constructed on a speed table spanning the width of the roadway, with signage enhanced with user-activated RRFBs.	- Activated notification of presence of trail users - Increased crosswalk height improves visibility of pedestrians and cyclists - Notifies drivers of trail crossing - Pedestrians and bicyclists more likely to continue on the trail - RRFBs increase visibility of trail users, especially at night - Speed table forces drivers to slow down	- Highest construction and maintenance costs - Effectiveness of RRFBs may decrease over time
Alternative 3: High Visibility Crosswalk	A new crosswalk with high visibility transverse markings and signage.	- Lowest cost compared to other actionable alternatives - Notifies drivers of trail crossing - Pedestrians and bicyclists more likely to continue on the trail	- No activated notification of presence of trail users - Provides less protection for trail users than other actionable alternatives - Some construction and maintenance costs
Alternative 4: Raised Crosswalk	A new crosswalk constructed on a speed table spanning the width of the roadway with signage.	- Increased crosswalk height improves visibility of pedestrians and cyclists - Notifies drivers of trail crossing - Pedestrians and bicyclists more likely to continue on the trail - Speed table forces drivers to slow down	- High construction and maintenance costs - No activated notification of presence of trail users
No-Build Alternative: Existing Conditions to Remain	No new installation is completed and trail users cross at risk	- Lower cost than other alternatives - No change needed for the existing roadway/crossing	- Does not provide protected crossing - Does not notify drivers of trail crossing - Trail users will cross at risk.



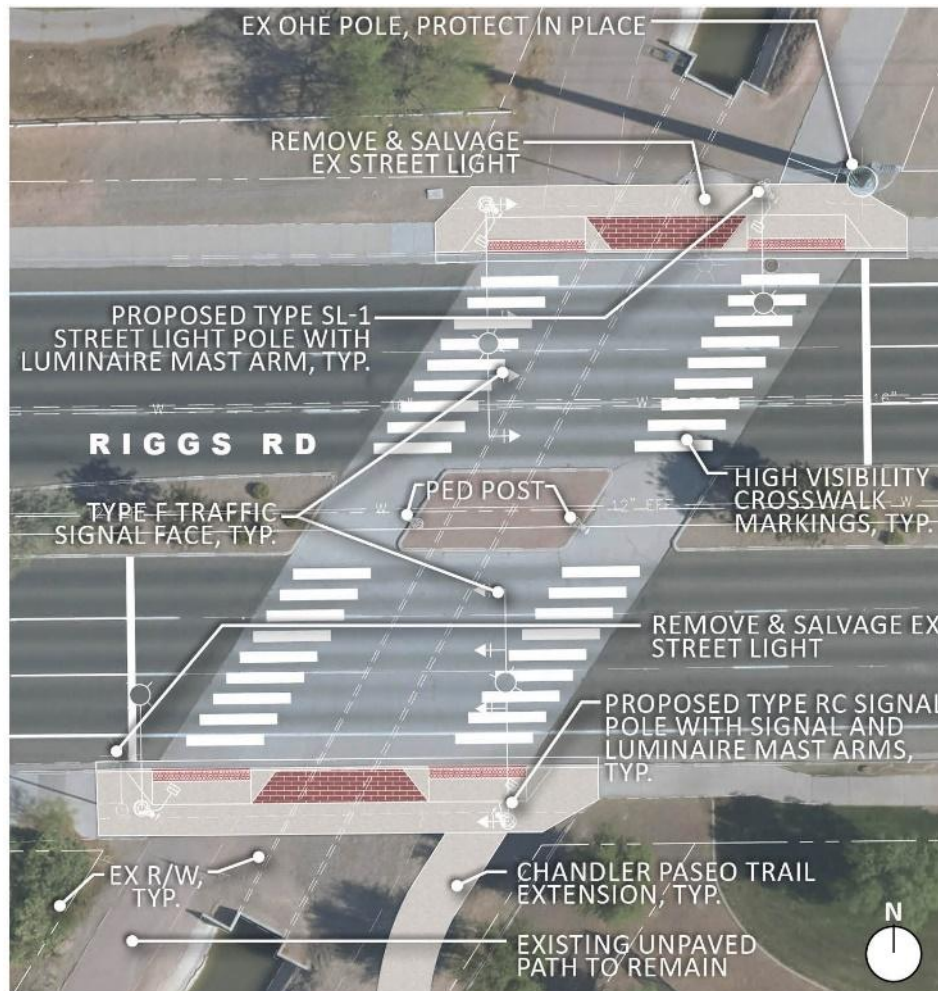
PREFERRED PATH ALIGNMENT



- Direct connection to Chandler Paseo Trail
- Maximizing improvements within City owned parcels/minimizing need for SRP agreement
- Terminates at City owned parcels on AZ Ave for future trailhead and parking
- Leveraging familiarity of path users with existing route
- Taking advantage of adjacent open space along UPRR right-of-way
- Creates future opportunity for looped system



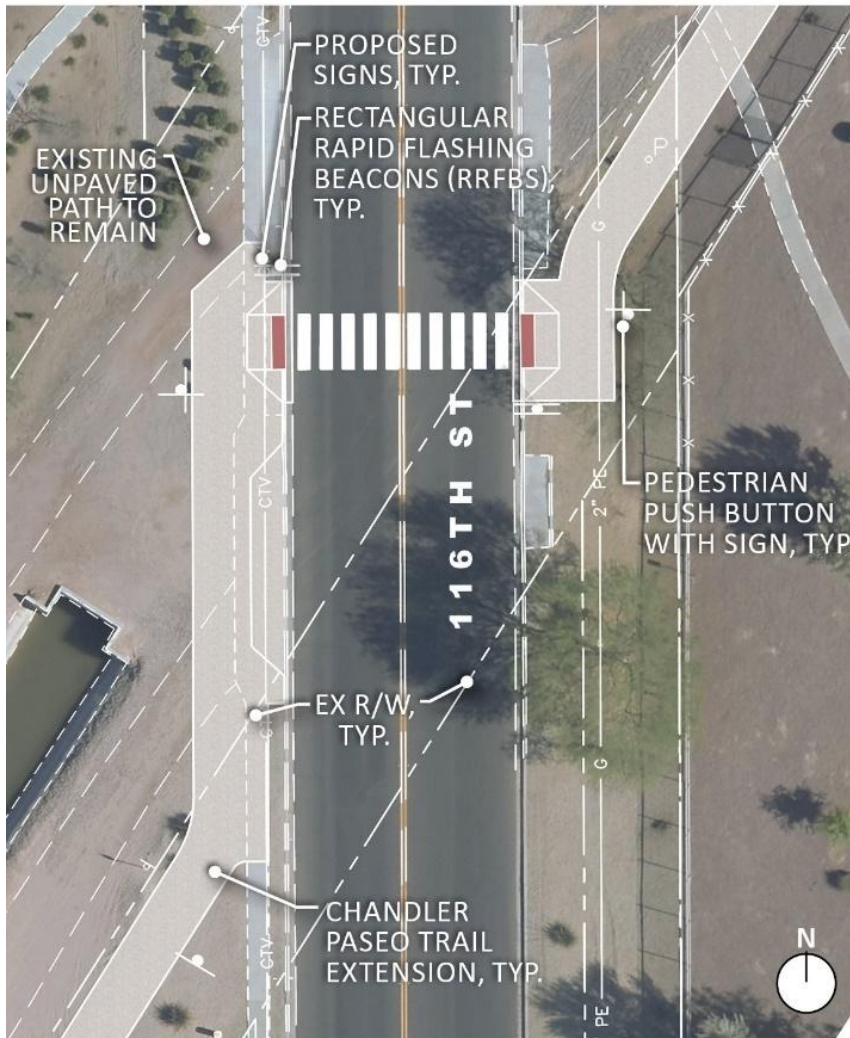
PREFERRED RIGGS ROAD CROSSING



- Higher driver compliance compared to PHB
- Illuminates crossing at night
- Improves safety for trail users
- Increases likelihood of pedestrians and bicyclists continuing trail to the south
- Consistent with other signalized arterial crossings along the Paseo Trail



PREFERRED 116th STREET CROSSING



- Maricopa County preferred alternative
- Visually notifies drivers of trail crossing (day/night)
- Encourages trail use with safer crossing

Note: Based on the preferred path alignment, no crossing improvements will be proposed for Elmhurst Drive



STAKEHOLDER OUTREACH/PROJECT MEETINGS

- Project Kick-off Meeting – 04/03/2025
- Path Alignment & Crossing Alternatives Review Meeting – 07/14/2025
- City of Chandler-Maricopa County Stakeholder Meeting – 07/31/2025
- Transportation Commission Meeting – 09/17/2025
- Public Outreach – Public survey for public comment/feedback (at completion of PA)

PROJECT SCHEDULE

- Task 1: Project Kick-off Meeting and Scope of Work: 04/10/2025
- Task 2: Stakeholder Matrix and Meeting Schedule – 05/28/2025
- Task 2: Data Collection Memorandum – 06/04/2025
- Task 3: Data Analysis Technical Memorandum – 07/14/2025
- Task 4: Draft Project Assessment Report and Preliminary (15%) Plans – 09/04/2025
- Task 5: Final Project Assessment Report and Preliminary (15%) Plans – targeting October 2025
- Task 6: Executive Summary and Regional Significance Report – targeting November 2025



QUESTIONS/OPEN DISCUSSION