

MULTI-USE PATH ACCESS/EGRESS LOCATION SUMMARY

Construction of multi-use paths in Tempe started over 20 years ago. Now there are over 30 miles of multi-use paths across the City. Transportation/Transit is responsible for maintaining the paths including sweeping, landscaping, and lighting.

As the mileage increased, the maintenance needs increased. Pick-up trucks can access most of the paths for the landscaping and lighting work, though turning around is a challenge in some places. Paths were hand swept at one time; however, the increase in path mileage justified the acquisition of a “vacuum truck”. In addition to keeping the path clear, the vacuuming provides benefit in the reduction of PM-10 levels. The vacuum truck needs a ramp to access the paths. About half of the 30 miles are accessible for the vacuum. The rest of the paths are currently swept “on demand” based on weather or complaints.

This project will review access/egress options at 21 locations along the multi-use path system. Some of the locations don’t have a ramped access point; and others may have ramp access but it cannot be used by the vacuum truck. The project will provide design plans for the necessary modifications at each location. The locations are listed with year of construction and the issue that is causing the need for a design/redesign of the ramp.

Location	PATH	CONSTRUCTION YEAR	ISSUE
1	Indian Bend Wash MUP at McKellips	2005	There is an existing Flood Control gate that needs to be modified or a new access point provided.
2	Indian Bend Wash MUP at Weber	2005	This path was an Army Corps project. Path access by vehicles was not considered.
4	Grand Canal MUP at Washington (SW)	2003	Path was built by a private developer but is maintained by the City. Need cul-de-sac for turn around.
5	Grand Canal MUP at Washington (E)	2003	Path was built by a private developer but is maintained by the City. Need vehicle access to street.
6	Rio Salado North Bank MUP at Priest Dr	1998	Constructed prior to sweeper/vehicle consideration. (design will depend on ADOT agreement)
7	Rio Salado South Bank	2012	Need to provide paved

	MUP at 48 th St		access to 48 th St. It is possible that this or the next location could be done to make the path accessible and that both are not needed.
8	Rio Salado South Bank MUP at Priest Dr	2012	Need to provide paved access to Priest Dr

9	Rio Salado South Bank MUP at McClintock	1997	Path connection to McClintock sidewalk was built as part of an Army Corps project. Traffic signal pole obstructs the path a vehicle would follow.
11	Rio Salado South Bank MUP at Marketplace	2004	Existing path access point is gravel and not usable by the vacuum or ADA users. This access point needs to be paved.
12	Rio Salado South Bank MUP at east end	2014	Though recently constructed, a turn-around was not provided for the change in jurisdictional maintenance. If left as is, the sweeper would need to drive a mile or so into Mesa to exit the path creating out of direction travel.
14	Terrace Rd/8 th St Connector at Terrace	1992	Vehicle access was recently removed by developer of property at Terrace and Rural in order to provide a signal. Once the signal moved, path access was removed.
15	Terrace Rd/8 th St Connector at 8 th St	1992	Ramp access does not accommodate vacuum truck. This entrance could be addressed with the 8 th St project.
16	Tempe Canal MUP at Price Rd	2008	Sweeper access was not considered when the path was constructed.
18	El Paso MUP at Gaiki Park	2001	Not constructed to current standards with installation of ramp to allow sweeper access.

19	Grove MUP thru Signature Place Condos	1995	Path goes through private development and was constructed by the private development.
20	Highline Canal MUP at Grove	1993	Path splits north of Grove – need wider ramp and path at street access point
21	Highline Canal MUP at parking lot	2003	Path was originally built by developer. Path access point is split which makes it too narrow for sweeper access.
22	Western Canal MUP at Baseline Rd	2007	Ramp access was not provided at path/Baseline interface. Originally trying to discourage pedestrians from crossing Baseline at this location. Solution would include developing an access from the driveway to the Kiwanas parking lot so condition which discourages pedestrian crossing can be maintained.
23	Kyrene Canal MUP at Elliot Rd	2001	Path was built by developer – vehicle access was not considered.
24	Kyrene Canal MUP at Warner Rd	1997	Path was built by developer – vehicle access was not considered.
25	Sierra Tempe MUP at Parkside Dr	1993	Path was built by developer – vehicle access was not considered.