Town of Miami Trail System Study

Existing and Future Conditions

DRAFT

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Purpose

In 2024, the Arizona Department of Transportation (ADOT) provided funding to support the Town of Miami (the Town) with a Trail System Study (Study) that aims to improve safety, enhance user comfort, increase destination connectivity, and provide mobility options for people who walk, bike, and roll (using modes such as e-scooters, wheelchairs and mobility devices, and skateboards) throughout the town. The Study will inventory existing conditions, evaluate gaps and opportunities in the transportation network, and provide recommendations for future improvements.

As part of the Town of Miami Trail System Study, the Study team evaluated existing and future conditions and reviewed relevant planning documents. This in-depth understanding of the community will provide a basis for a needs and gap analysis of the town's proposed trail alignment.

This report consists of three sections:

- an overview of current and future demographic, socioeconomic, and development conditions in the town;
- a review of relevant previous studies and documentation, and a summary of guiding documents for pedestrian and bicycle facility improvements; and
- an assessment of existing conditions along the trail alignment.

Community Context

The Town has played an important role in the production of copper since the late nineteenth century, when it was founded as a mining town. Today, copper mining is central to the local economy and identity of the town and its residents. The Miami Unified School District (MUSD) is situated east of town, in Claypool (an unincorporated area). The town of Globe is located east of Claypool along U.S. Route 60 (US 60). Combined, the area is home to nearly 9,000 people.

Demographic, Socioeconomic, and Employment Conditions

The Town is located in southern Gila County and consists of mountainous topography. It was historically referred to as "Miami Flats" because mountain washes flowed from the hillside areas surrounding the town to pool in what is now the downtown core. As one of the world's greatest copper producers, Miami has a rich mining history, and sets of staircases strategically located throughout the town historically carried mine workers traveling on foot from their homes to the mine sites.

In 2022, the population of Miami was 1,353, with 75 percent of the population identifying as a racial/ethnic minority. Nearly half (49 percent) of the town's population is under the age of 18 or 65 and older. Miami's median household income is $30,417, which is just over half (55 percent) of the countywide median income ($55,242). One in four (25 percent) of Miami households have incomes below the federal poverty level, which is 51 percent higher than the household poverty rate for Gila County (16 percent). A quarter (24 percent) of Miami households do not have a vehicle, compared to 18 percent of households countywide without a vehicle (American Community Survey [ACS], 2018–2022).

Responding to the existing socioeconomic conditions in Miami, pedestrian and bicycle facility improvements recommended through this Study will make lower-cost, active transportation (for example, walking, bicycling, and rolling) a more feasible option for the Miami community, improve first- and last-mile connectivity to existing transit stops, and provide safer and more accessible active transportation routes to education, employment, shopping, and leisure destinations throughout the town. Appendices A and B provide additional context on the town's population.

Mining continues to be an important economic sector in Miami, with more than 20 percent of employment in the Miami and Globe area related to mining and the production of copper (Globe-Miami Regional Chamber of Commerce), as is much of the heavy truck traffic on US 60. Appendix C details the breakdown of employees in Miami by job sector. Miami's unemployment rate is 12 percent, which is more than twice as high as the Gila County unemployment rate (at 5 percent) (ACS). Current and future economic development initiatives in the Town aim to bring additional mining jobs and other businesses into the community, which may result in increased employment and more demand for safe and convenient active transportation routes.

Land Use and Growth Projections

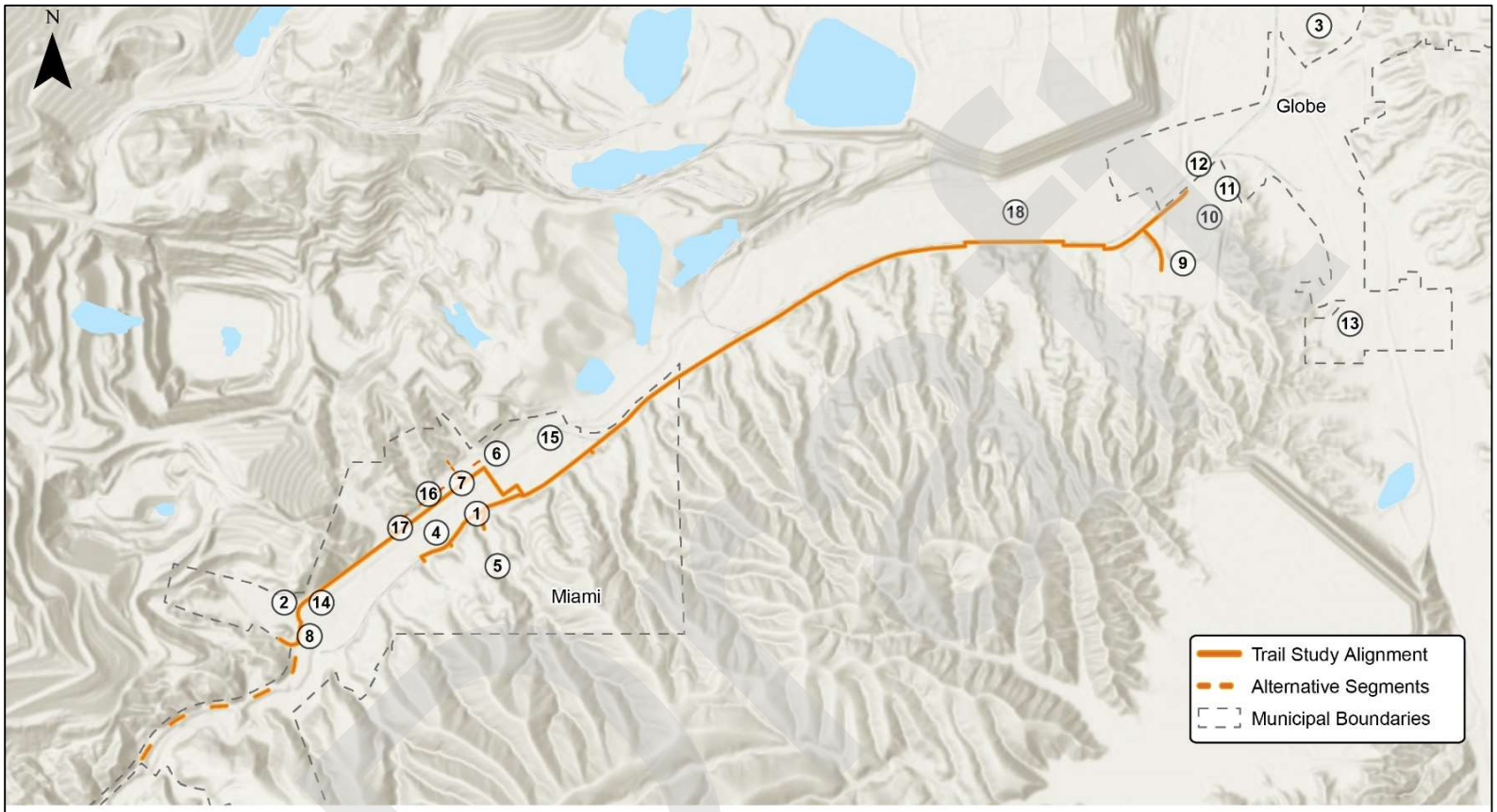
The Town's copper industry is a large economic generator, and population and employment growth is, to some extent, dependent on the mines. The Arizona Office of Economic Opportunity's 2023 to 2060 population projections anticipate that Miami's population will remain largely consistent over the time period, with a slight decline toward the end of the forecasting period. However, these projections don't reflect the planned opening of up to three mines in the area. An increase in mining activity and additional copper producers could bring additional residents and employment to the area, also increasing the demand for safe and convenient active transportation routes.

Appendix D shows a zoning map for the Town; approximately three quarters of land within the town's boundaries is zoned for residential uses. The downtown core (including the historic district) is largely zoned commercial, with residential uses allowed on the upper levels of multistory buildings. Industrial uses are concentrated in the northwestern and southeastern parts of the town, containing mining and other suitable operations. Additional maps in Appendix D detail building occupancy, identifying vacant and abandoned parcels throughout the town.

Community Destinations

In addition to the Bullion Plaza Cultural Center and Museum, MUSD, and surrounding neighborhoods, other destinations in the area will benefit from improved connectivity. Figure 1 shows the locations of some of these destinations in relation to the proposed trail alignment.

Figure 1. Town of Miami Community Destinations Map



1. Alicia Garcia Senior Center
2. Bullion Plaza Cultural Center & Museum
3. Cobre Valley Recreation Center
4. Hostetler Pool
5. Memorial Library
6. Miami Mercantile YMCA
7. Miami Town Hall
8. Head Start Miami
9. Lee Kornegay Intermediate School
10. Miami High School
11. Miami Little Vandals Preschool
12. Walmart Supercenter
13. Cobre Valley Regional Medical Center
14. Bullion Plaza Lawn
15. Vandal Memorial Park
16. Veteran's Memorial Park
17. Miami Police and Fire Departments
18. Tri-City Fire Department Station 11

Previous Studies and Documentation

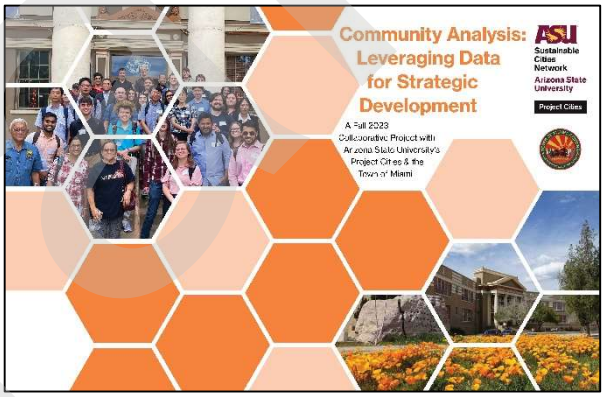
The following section summarizes local projects, planning studies, and reports that guide planning and development in the Town and surrounding region, highlighting specific projects and recommendations that align with this Study.

Historic Keystone Stairs Rehabilitation Project (Ongoing)

The Town received a Community Development Block Grant (CDBG) to support the rehabilitation of the town's historic Keystone Stairs. The CDBG funds will be used for construction services, which may involve renovation of the staircase, adjacent walkway, curb and gutter, and related elements. The Keystone Stairs, located north of the Keystone Avenue and Gibson Street intersection, are one of five historic staircases that have been identified as highlights along the Study trail alignment. This Study's recommendations in the Keystone Stairs area will complement the concurrent CDBG project and enhance the quality of pedestrian and bicycle facilities in the area.

Arizona State University Project Cities – Town of Miami (2023–2024)

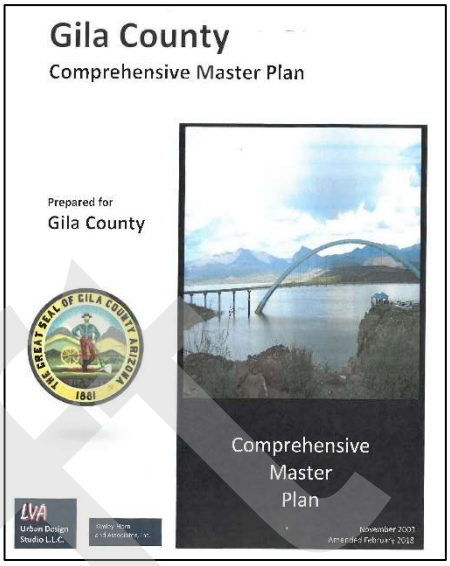
As part of the Arizona State University Project Cities Program, students collaborated with the Town to compile reports on the town's history, community makeup, and opportunity areas, culminating in a series of strategies and recommendations for downtown revitalization. These reports enhanced the Study team's analysis of existing community conditions and included recommendations for projects that may be complementary to the Study, such as initiatives to promote the Town as a destination for outdoor activity enthusiasts (with suggestions for increasing biking, hiking, and walking tourism).



Arizona State University's Project Cities Program report on Miami (2024).

Gila County Comprehensive Plan (Amended 2018)

The Gila County Comprehensive Plan guides growth and development in the unincorporated portions of Gila County. The comprehensive plan includes a Claypool/Copper Hills Community Plan that details development and zoning conditions for the unincorporated area between Miami and Globe (which encompasses the eastern portion of the Study trail alignment). Commercial land uses are clustered along US 60, while residential uses are located in neighborhoods along local roadways extending from the highway.



The Gila County Comprehensive Master Plan guides development in unincorporated Gila County.

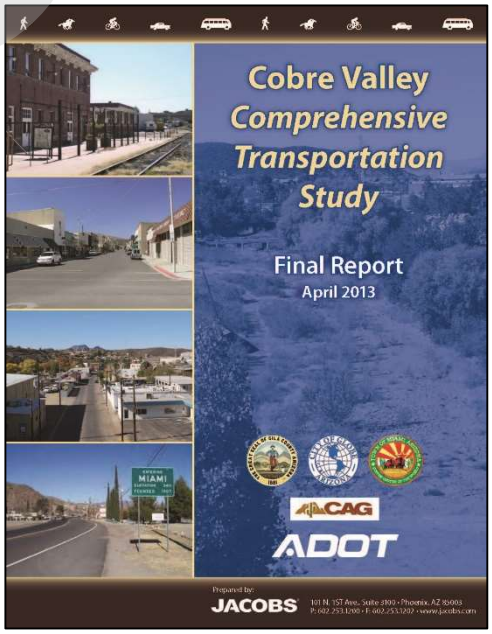
Some of the development issues identified in the community plan include topographic and geologic constraints, lack of adequate road rights-of-way, and aging or unavailable utility infrastructure. Additional countywide transportation issues identified in the comprehensive plan include a lack of alternative transportation mode facilities and unimproved roadways/dust control.

Transportation-related policies in the comprehensive plan align with the goals and objectives of this Study, including the use of multimodal street design elements and natural-surface pedestrian trails, where appropriate.

Cobre Valley Comprehensive Transportation Study (2013)

The Cobre Valley Comprehensive Transportation Study is a long-range multimodal transportation plan for the region (which consists of 160 square miles of Gila County, including Miami and Globe). The analysis of existing conditions identified inadequate street lighting and bike and pedestrian facilities throughout the region, and the need for an alternative route to US 60 through the town. Recommendations in the study identified potential bike and pedestrian improvements within the town, including:

- Short-term Project ST-7: Construct a walking path (Miami River Walk trail) along Bloody Tanks Wash from Bullion Plaza to the mine entrance.
- Mid-term Project MT-13: Redesign Sullivan Street from Plaza Avenue to Miami Avenue by enhancing the streetscape with pavers, shade trees, and walking paths.
- Mid-term Project MT-21: Construct new sidewalks along the northern side of US 60 between Globe and Miami.



The Cobre Valley Comprehensive Transportation Study included several recommendations supportive of improved walkability in Miami.

Guidance Documents

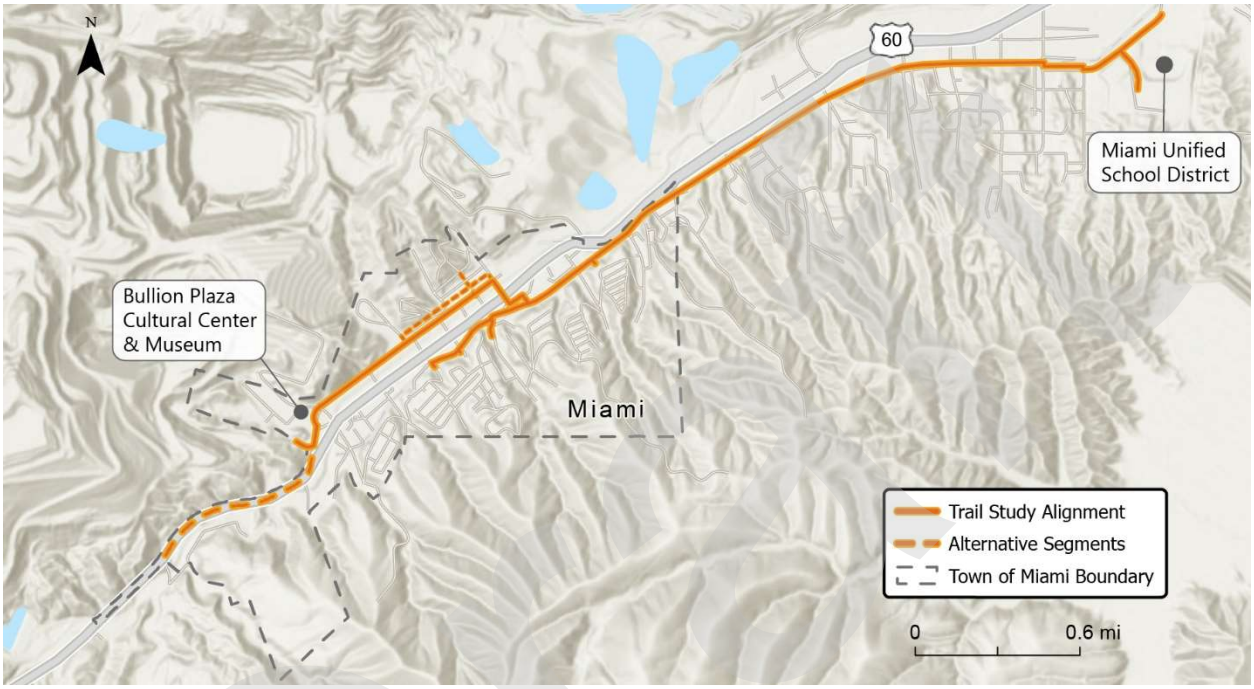
As this Study advances, the Study team will consult resources that shape state and national best practices for the planning and design of active transportation facilities. These resources include, but are not limited to:

- AZ Safe Transportation for Every Pedestrian (STEP) Guide: This is an Arizona-specific guide to choosing improvements that will enhance pedestrian safety. The guide aligns with the Federal Highway Administration's (FHWA's) *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations*. It provides state and national best practices for designing roadways that are safer for pedestrians.
- 2013 Urban Street Design Guide (National Association of City Transportation Officials [NACTO]): This guide outlines national principles and best practices for designing safer streets. It provides a toolbox of street and intersection design elements (for example, appropriate roadway lane widths, sidewalks, landscaping, crosswalks and midblock crossings, and speed control elements). NACTO also publishes an *Urban Bikeway Design Guide*, which provides similar tools and recommendations specific to planning for bicycle facilities.
- Manual on Uniform Traffic Control Devices (MUTCD): The MUTCD is a FHWA resource that defines national standards for the installation and maintenance of traffic control devices on all streets, highways, pedestrian and bicycle facilities, and site roadways. It guides the design of devices such as road markings, highway signs, and traffic signals.

Overview of Corridor-wide Conditions

The Study team conducted a review of previous studies and documentation, desktop spatial analysis, and a field visit to assess current physical conditions along the Study trail alignment, shown in Figure 2. This alignment was identified by the Town as a safe, efficient and attractive alternative to US 60 for connecting between important destinations in the corridor.

Figure 2. Town of Miami Trail System Study alignment



The proposed trail alignment connects Bullion Plaza Cultural Center and Museum with the historic downtown and neighborhoods to the south of US 60 with MUSD.

The following sections identify entities with ownership and maintenance responsibility along the alignment, summarize the results of a safety analysis, and describe existing mobility options for Miami's transportation network.

Jurisdictions and Entities along the Trail Alignment

The objective of the proposed trail alignment is to connect Miami with safer routes to key community destinations, including the MUSD campus. Proposed trail segments cross through the town and unincorporated Gila County. A portion of the trail travels along an Arizona Eastern Railway (AZER) railroad spur. As a result, this Study will require close coordination with the following jurisdictions and entities responsible for the ownership and maintenance of roadways, railroad lines, and other facilities along the trail alignment.

Town of Miami

The Town has ownership of local routes within its boundaries. US 60, both within the town's boundaries and in unincorporated Gila County, is owned and maintained by ADOT. The Town's planning boundaries are shown in dashed gray in Figure 2.

Gila County

The proposed trail alignment extends from Miami's municipal boundaries east to MUSD, which is located in unincorporated Gila County (Claypool). Roadways in the Claypool area fall under Gila County's jurisdiction with regard to ownership and maintenance. Any trail improvements recommended within these areas will warrant discussion with the County to create a shared understanding of goals and responsibilities. The proposed trail alignment outside of the Town's planning boundaries falls within Gila County's jurisdiction.

Arizona Eastern Railway

Railroad lines along the trail alignment are owned and maintained by AZER. Any trail improvements near the railroad tracks will require close partnership and cooperation with AZER. Safety considerations will be paramount, particularly in areas where there is no physical barrier/separation between the railroad and adjacent right-of-way (ROW).

Safety Analysis

The Study Team analyzed area crash data within a quarter mile of the trail alignment for a 5-year period (2019 to 2023) to identify any crash patterns and trends along the trail alignment. The data, obtained from ADOT's Traffic Safety Division, provides information such as the incident date and time, crash location and severity, and collision manner and causes.

- There were 208 total incidents during the analysis period, with 65 percent of crashes resulting in no injury.
- Of the 208 total crashes, 69 percent occurred on US 60. Of the remaining crashes on roadways other than US 60, 28 percent occurred within the town's boundaries.
- There were two fatal crashes during the 5-year period; both occurred on US 60.
- There were three pedestrian/bicyclist-related incidents in the following locations:
  - US 60 near the Turner Street unsignalized intersection (resulting in one suspected minor injury),
  - US 60 at the Reppy Avenue intersection (resulting in one suspected serious injury), and
  - Sullivan Street between Forrest Avenue and Cordova Avenue (resulting in one suspected minor injury.

Appendix E provides tables that show the breakdown of crash types in the area over the 5-year period.

Town of Miami Transportation Network Overview

This section describes Miami's existing roadway network and the range of mobility options within the community.

Roadways

Miami's roadway network consists largely of local roadways, with the exception of US 60, which travels through the center of the community, connecting to the Phoenix metropolitan region some 50 miles to the west and to the neighboring community of Globe to the east. Sullivan Street, a major collector street, runs parallel to US 60 and provides access to the town's historic downtown district. Several minor collector roadways serve as key connections to US 60 and

Sullivan Street for Miami community members living in hillside neighborhoods (ADOT Functional Classification Map).

Active Transportation

There are sidewalks along both sides of US 60 within the town's boundaries; as US 60 crosses into unincorporated Gila County, there are mostly continuous sidewalks with some sidewalk gaps north of the roadway. The Town's sidewalk network branches from US 60, with most intersecting minor collector roadways north of the highway having sidewalks on both sides, including across the six bridges crossing Bloody Tanks Wash to connect with the historic downtown district. There is little to no pedestrian infrastructure within the town's boundaries south of US 60. The presence and condition of sidewalks varies near MUSD; sidewalks are continuous immediately adjacent to the campus. There are no existing marked bike lanes within the Town or the surrounding unincorporated areas of Gila County.

Transit

Transit service in Miami is provided by Copper Mountain Transit, which serves Miami, Globe, and unincorporated Gila County. Copper Mountain Transit has two fixed-route bus routes that operate Monday through Friday from 6 a.m. to 6 p.m.; passengers may request route deviations within a quarter mile of the nearest bus stop. The routes run from the Miami Senior Center east through the city of Globe.

The agency also offers Dial-a-Ride service, which allows individuals with mobility challenges to schedule trips to locations throughout the service area. Bus fares are $1.00 for adults one way; $0.50 for students, seniors, and persons with disabilities; and free for children under 12 with an adult. The agency also offers monthly fare passes.

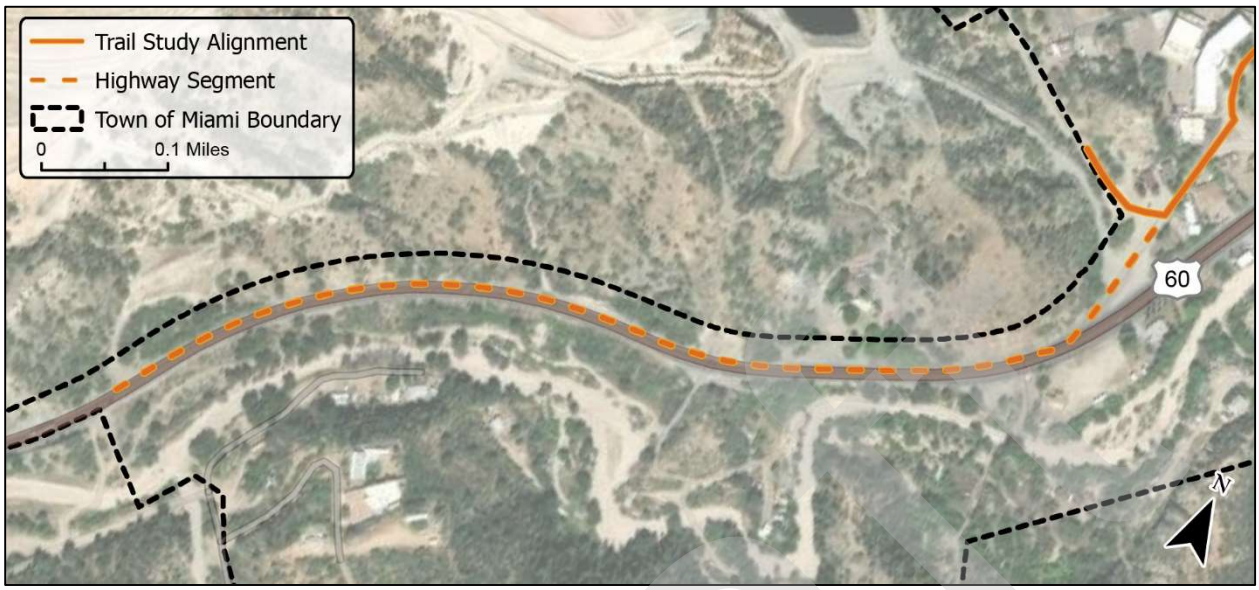
Existing Conditions Assessment

To better understand conditions along the trail alignment and provide a clear basis for the subsequent needs and gap analysis, the trail alignment was divided into segments that have similar characteristics. These segments are further divided into sub-units, which highlight changes in conditions along a segment and provide a detailed overview of distinct conditions, needs, and opportunities.

This is a planning-level assessment, based on field observations and desktop review. Right-of-way, where noted, is estimated from County Assessor parcel layer. Verification of all information prior to construction is necessary and recommended.

US Route 60

Figure 3. Town of Miami proposed trail alignment – US 60 segment



As US 60 enters the Town boundaries from the west, the route consists of a two-lane highway with limited development outside of a 210-foot (typical) ROW. Adjacent to the highway, land is zoned for residential uses; beyond this to the north, land is zoned for heavy industrial uses (largely consisting of copper production operations). US 60 is owned and maintained by ADOT. The trail veers from US 60 where it follows Turner Street northeast to the Bullion Plaza Cultural Center and Museum.

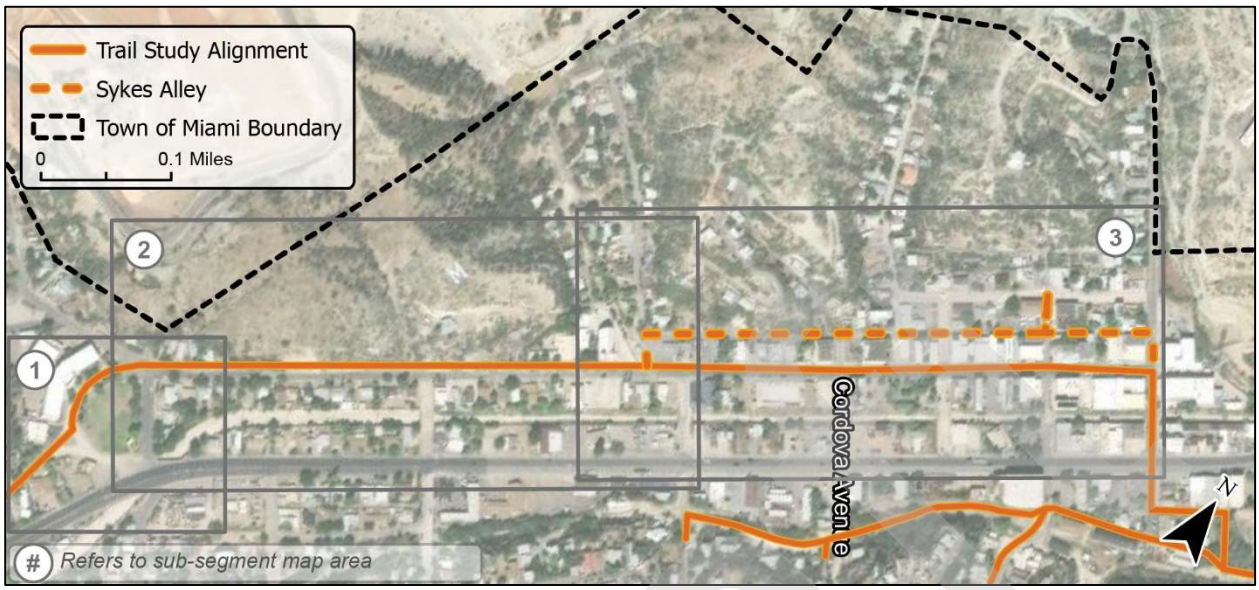
US 60 carries heavy truck traffic through Miami, including traffic associated with mining operations. As a result, pedestrian and bicycle comfort is low along the segment. The 2023 average annual daily traffic (AADT) along this segment is 9,600 (ADOT). Truck traffic is also expected to increase over the next several years as new mining operations open in the area, which will increase pedestrian and bicycle safety concerns. There are currently no bicycle or pedestrian facilities along this portion of US 60. The highway's paved shoulders are narrow (approximately 5 feet wide) north of the roadway and abut steep hillside slopes in some areas; south of the roadway, shoulders are wider (approximately 8 feet wide) with guardrail along most of the segment. There is ample ROW on both sides of US 60, with somewhat to very dense vegetation throughout the segment.

Table 1. US 60 segment infrastructure observations

Infrastructure	Observations
Roadway	
Pavement: 35 feet wide; two **12-foot** lanes; good condition	❖ Portions of US 60 are flanked by low guardrails.
Speed Limit: 45 mph	—
ROW:	❖ Typical 210 feet, varies
Sidewalk/Shoulder	
Curb: None	—
Sidewalk: None	—
Americans with Disabilities Act (ADA) Ramps: None	—
Shoulder: Unpaved	❖ Shoulder/ROW width varies along this segment. ❖ Unpaved pullout areas are located in some places but may be used for private property access.
ROW Obstructions/Constraints:	❖ Upper Hummingbird Trail connection point was not identified during field visit.
Crossings/Lighting	
Crosswalks: None	—
Streetlighting: None	—
Additional Observations	
Truck Traffic:	❖ Frequent heavy truck traffic occurs along this segment.

Sullivan Street

Figure 4. Town of Miami proposed trail alignment – Sulivan Street segment



Beginning at Turner Street, the trail alignment enters local roadways owned and maintained by the Town. It curves around Bullion Plaza Cultural Center and Museum before continuing east along Sullivan Street. The Bullion Plaza area has a mix of commercial and residentially zoned parcels and is a key community destination.

For the segment from Plaza Avenue to Elwood Avenue, Sullivan Street is characterized by single-lot residential development. From Elwood Avenue to Miami Avenue, Sullivan Street features commercial uses in the historic downtown core (with some residential development conditionally allowed, such as in the upper stories of multistory buildings). This segment also provides connectivity to the Keystone Stairs. Traffic along Sullivan Street is relatively low, with the AADT below 350 near Bullion Plaza, and 600 near the intersection with Cordova Avenue (in the commercial downtown core).

Sykes Alley (shown as an orange dashed line on figures) was identified as a potential alignment through this area, connecting the residential portion of Sullivan Street with the Keystone Stairs and Miami Avenue. However, the Study team's site visit revealed that Sullivan Street may be a more suitable alignment than Sykes Alley between Davis Canyon Road and Miami Avenue. The Town imagines Sykes Alley as a vibrant pedestrian path in the future, with amenities and business access—making it an attractive option for the future. Field observations for Sykes Alley are not discussed in this section, but can be found in Appendix G.

Bullion Plaza Cultural Center and Museum

Figure 5. Town of Miami proposed trail alignment – Bullion Plaza Cultural Center and Museum

Turner Street (looking west)

Turner Street connects between the Bullion Plaza Cultural Center and Museum and US 60 on the west side of town.

Plaza Avenue (looking south)

Plaza Avenue forms a loop around the Bullion Plaza park and includes 6-foot-wide sidewalks and a landscaped strip on the western and northern portions of the plaza, with mature shade trees.

Table 2. Bullion Plaza Cultural Center and Museum infrastructure observations

Infrastructure	Observations
Roadway	
Pavement: 40-feet wide; two lanes; fair condition	❖ No roadway striping. ❖ Pavement condition showed some cracks near Bullion Plaza. Deteriorates to poor condition along Turner Street (unpaved near US 60). ❖ Unmarked on-street parking along Plaza Circle. Usable pavement 22-feet-wide (accounting for parked vehicles).
Speed Limit: 15 mph	—
ROW Width:	❖ Plaza Circle is typically 72 feet, 60 feet where constrained. ❖ Turner Street typically 48 feet.
Sidewalk/Shoulder	
Curb: Yes	❖ Curb height exceeds 12 inches along Plaza Circle.
Sidewalk: 6 feet wide; concrete; along both sides of roadway; fair condition	❖ Narrow landscaped shoulder and portion of sidewalk along western side of Turner Street. ❖ Continuous sidewalk along Plaza Circle. South of Plaza Circle roadway, sidewalk shows numerous cracks and chips. The pavement is slightly tilted.
ADA Ramps: Yes	❖ Diagonal ramps present at Plaza Avenue and Sullivan Street. ❖ No ADA ramps present along steep Plaza Circle curbs; ADA entrance for Bullion Plaza is located in the rear of building. Front has only steps, set at intervals. ❖ The steps directly in front of Bullion Plaza entrance have ADA railings/handholds on both sides.
ROW Obstructions/Constraints:	❖ Sidewalk constrained by property frontages and park.
Crossings/Lighting	
Crosswalks: Yes	❖ There is one crosswalk crossing Plaza Circle directly in front of Bullion Plaza entrance. Markings were somewhat faded.
Streetlighting: Yes	❖ Streetlights present on both sides of roadway. Includes some decorative/historic lampposts.

Sullivan Street – Plaza Avenue to Davis Canyon Road

Figure 6. Town of Miami proposed trail alignment – Sullivan Street, Plaza Avenue to Davis Canyon Road

Sullivan Street (looking west)

Sullivan Street connects between the Bullion Plaza Cultural Center and Museum and Miami's historic downtown.

Sidewalks are located exclusively on the southern side of the street along this segment, with a steep slope and few residences located on the northern side.

Sullivan Street (looking west, past the hill slope)

Sidewalks are located exclusively on the southern side of the street along this segment, with a steep slope and few residences located near Plaza Avenue and Davis Canyon Road on the northern side.

Table 3. Sullivan Street – Plaza Avenue to Davis Canyon Road infrastructure observations

Infrastructure	Observations
Roadway	
Pavement: 30 feet wide; two lanes; poor to fair condition	❖ Some cracking and unevenness from patchwork/pavement resurfacing. ❖ Vehicles parked on southern side of roadway.
Speed Limit: 15 mph	—
ROW Width:	❖ Typical 72 feet
Sidewalk/Shoulder	
Curb: Yes	—
Sidewalk: 6 feet; concrete; fair to good condition	❖ Only on south side of roadway. Cracks and uneven surfacing where large trees are located. ❖ 12-foot sidewalk and additional 4-foot brick buffer with streets trees/utility poles near National Register of Historic Places (NRHP)-listed church. Sidewalk on both sides of roadway in good condition.
ADA Ramps: Yes	❖ Diagonal ramps exist at Plaza Avenue and directional ramps at Reppy Avenue.
ROW Obstructions/Constraints:	❖ Occasional driveway aprons cause sloped/uneven sidewalks. ❖ North of roadway, a low chain link fence is located near edge of pavement, separating it from a steeply sloped, rocky hillside.
Crossings/Lighting	
Crosswalks: Limited	❖ One crosswalk is present west of Davis Canyon Road near the NRHP-listed church. Markings in good condition.
Streetlighting: Yes	❖ Street lights primarily south of roadway, with one pole to the north of the roadway at the Reppy Avenue intersection. ❖ Street lights on both sides of roadway beginning near NRHP-listed church and extending east to Miami Avenue.
Streetscape Amenities	
Landscaping:	❖ 43-inch landscape strip between roadway and sidewalk with street trees and utility poles. ❖ Street trees are also present near NRHP-listed church.

Sullivan Street – Davis Canyon Road to Miami Avenue

Figure 7. Town of Miami proposed trail alignment – Sullivan Street, Davis Canyon Road to Miami Avenue

Sullivan Street (**looking east**)

This area is the center of historic Miami, with commercial and civic uses fronting the street (including the Miami Police and Fire Departments and Hostetler Pool).

Sullivan Street (looking east from the start of the hill slope)

Beginning just east of Davis Canyon (in front of Our Lady of the Blessed Sacrament Catholic Church), sidewalks are located along the northern and southern sides of Sullivan Street.

In this area, the narrow landscape strip has been filled in with decorative brickwork, in other areas there are street trees.

Table 4. Sullivan Street – Davis Canyon Road to Miami Avenue infrastructure observations

Infrastructure	Observations
Roadway	
Pavement: 44 feet; 2 lanes; poor to fair condition	❖ Some cracking and unevenness. ❖ Center of roadway seemed to be paved recently, with the outside mostly for parking (showing fair condition typical of midlife asphalt). ❖ Vehicles parked on both sides of roadway. Marked on-street parking spaces east of Forest Avenue, both sides of roadway.
Speed Limit: 15 mph	—
ROW Width:	❖ 72 feet typical
Sidewalk/Shoulder	
Curb: Yes	—
Sidewalk: 7 feet; concrete; fair to good condition	❖ Sidewalk on both sides of roadway. Good condition. ❖ Curb extension with wider brickwork sidewalk on northern side of roadway near Miami Town Hall (at Sullivan Street and Keystone Avenue).
ADA Ramps: Yes	❖ Diagonal ramps (with the exception of directional ramps on northern side of roadway at Nash Avenue).
ROW Obstructions/Constraints:	❖ Street furniture and utility poles cut into useable sidewalk space. ❖ Some driveway aprons present, but sidewalk is still mostly flat at these locations.
Crossings/Lighting	
Crosswalks: None	—
Streetlighting: Yes	❖ Streetlights on both side of roadway. ❖ Some historic light poles near Keystone Avenue. ❖ Decorative string lights east of Forest Avenue.
Streetscape Amenities	
Street Furniture:	❖ East of Inspiration Avenue, occasional pedestrian-scale features such as planters, benches, and trash receptacles.
Conditions near Historic Staircases	
Keystone Stairs:	❖ Sidewalks present, but the pathway east of the staircase is uneven/sloped. ❖ Some streetlighting present. ❖ Diagonal ADA ramps on the southeastern and southwestern corners of Keystone Avenue and Gibson Street leading to the staircase. ❖ Pavement in poor to fair condition, showing signs of patchwork and some cracking. ❖ Buildings adjacent to the staircase appear to be vacant/abandoned.

Miami Avenue

Figure 8. Town of Miami proposed trail alignment – Miami Avenue segment

The trail follows Miami Avenue from the historic downtown district, across US 60, connecting with the hillside neighborhoods south of US 60 and east to MUSD. The Miami Avenue and US 60 intersection has crosswalks and pedestrian pushbuttons to facilitate crossings. North of US 60, conditions along Miami Avenue are similar to Sullivan Street, with predominantly street-oriented commercially zoned parcels. South of US 60, Miami Avenue is lined by street-oriented commercial uses and intensive industrial uses. The AADT along Miami Avenue is 800, and the AADT along US 60 (near the Miami Avenue intersection) is 11,602.

Miami Avenue (looking south)

Miami Avenue provides a connection between Miami's historic downtown and the residential neighborhoods nestled in the hillsides to the south of US 60.

Miami Avenue (looking west)

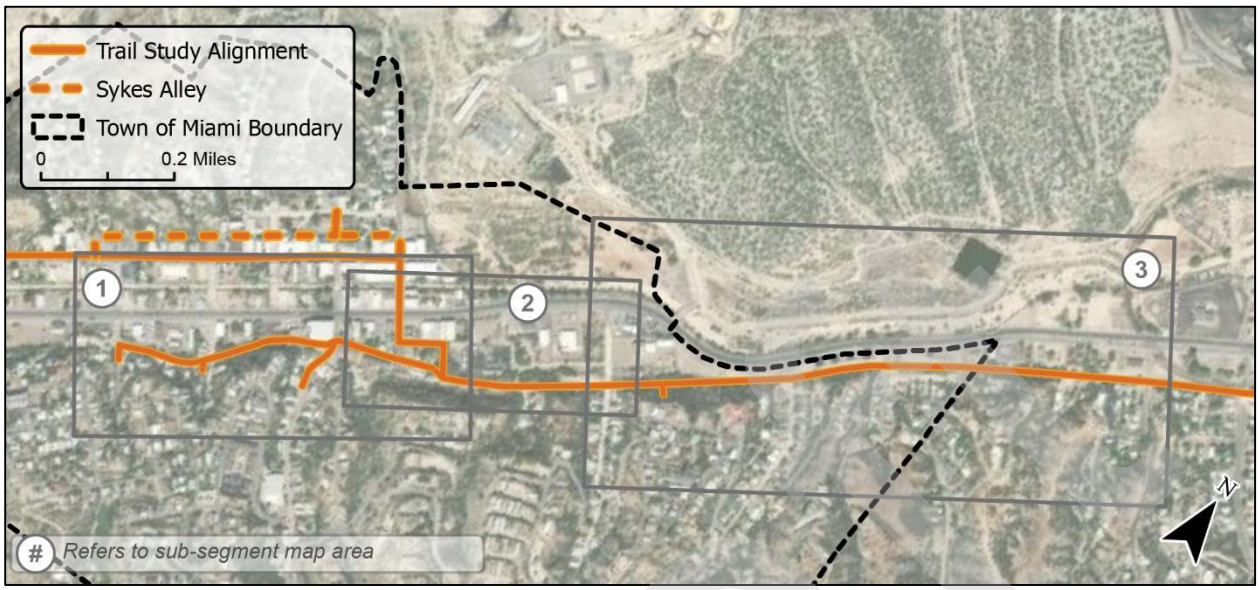
Looking west along Bloody Basin, a drainage parallel to Sullivan Street drains the historic downtown area (referred to as the Miami Flats). The six bridges that cross the wash include sidewalks on both sides.

Table 5. Miami Avenue infrastructure observations

Infrastructure	Observations
Roadway	
Pavement: 35 feet wide; two lanes; fair condition	❖ Vehicles parked on both sides of roadway.
Speed Limit: 15 mph	—
Sidewalk/Shoulder	
Sidewalk: Yes; concrete; poor to fair condition	❖ Sidewalk on both sides of roadway. Some cracks present, with varying widths. ❖ 9-foot sidewalks near bridge. Sidewalk uneven where sloped bridge portion meets flat street portion. Poor condition with cracks and unevenness south of the bridge.
Curb: Yes	❖ North of the Sullivan Street and Miami Avenue intersection, curb east of roadway is 17 inches high with no guardrail (not ADA-compliant). ❖ Curb across bridge varies in height over the slope.
ROW Obstructions/Constraints:	❖ Utility poles and street furniture restrict usable sidewalk space in some areas.
Crossings/Lighting	
ADA Ramps: Limited	❖ Diagonal ADA ramps present only on northeastern and southeastern corners of Miami Avenue and Sullivan Street intersection. Northwestern corner has a step leading up to the raised curb/sidewalk. Southeastern corner slopes down from curb/sidewalk at slightly steep angle; area where concrete meets roadway is slightly uneven. ❖ Diagonal ADA ramps are present at the Miami Avenue and US 60 intersection. At northwestern and southeastern corners, ramp space is limited by traffic signal poles. Traffic signal box at northwestern corner further restricts space.
Crosswalks: Limited	❖ Crosswalk crosses US 60 at Miami Avenue. Markings are in fair condition, but pavement in that area has cracks. ❖ Pedestrian pushbuttons at each corner.
Streetlighting: Yes	❖ Streetlights on both sides of roadway.
Streetscape Amenities	
Street Furniture:	❖ Some planters, benches, and trash receptacles are located along roadway.

Cactus Alley

Figure 9. Town of Miami proposed trail alignment – Cactus Alley segment



South of US 60, the trail branches into two sections, traveling along railroad tracks and the associated ROW owned by AZER. Surrounding roadways are owned and operated by the Town.

West of Miami Avenue, the trail follows unpaved portions of Cactus Alley and Railroad Avenue to provide connectivity to hillside neighborhoods and three sets of historic staircases (Inspiration Stairs, Glass Canyon Stairs, and Adonis Stairs). This western portion of the trail alignment is characterized by steep, varied slopes; largely unpaved pathways with sections of failing pavement; ROW obstructions such as residential outdoor storage, vehicles, and heavy vegetation; and unclear public ROW pathways. The area is residentially zoned. The area has low traffic volumes and is almost impassable to vehicles in some places.

East of Miami Avenue, the trail follows the AZER tracks along the unpaved Railroad Avenue. Parcels between the proposed alignment and US 60 to the north are primarily zoned commercial, with a stretch between Latham Boulevard and Kent Street allowing residential uses. This part of the trail alignment is characterized by railroad tracks that are currently inactive and covered in dirt and debris in some locations; the tracks provide a distinct feature to travel along. The ROW varies in width, with steep hillsides occasionally abutting the southern side of the railroad tracks and heavy vegetation throughout. The segment is largely unnavigable by car because of heavy vegetation, properties and outdoor storage, and debris. Some sections may be accessed on foot or bike, but physical obstructions limit access and make travel difficult.

Cactus Alley/Railroad Avenue – Forest Avenue to Miami Avenue

Figure 10. Town of Miami proposed trail alignment – Cactus Alley/Railroad Avenue, Forest Avenue to Miami Avenue

Cactus Alley (looking east from Miami Avenue)

Cactus Alley is a narrow public alley that runs parallel to US 60 between commercial properties built to the ROW.

Cactus Alley (looking west)

Cactus Alley includes active commercial businesses, which constrain the ROW.

Table 6. Cactus Alley/Railroad Avenue – Forrest Avenue to Miami Avenue infrastructure observations

Infrastructure	Observations
ROW	
ROW Surface: Mostly unpaved	❖ This stretch travels along largely unpaved roadways. Intersecting roadways provide access to hillside neighborhoods. Partial pavement sections at intersections, although in poor condition. ❖ There is a section near Adonis Avenue with fairly continuous pavement in poor condition.
ROW Width:	❖ 72 feet where constrained; typical 120 feet.
ROW Obstructions/Constraints:	❖ Steep and uneven slopes. ❖ Uncontrolled intersections with local roadways. ❖ Large ruts and ditches in the unpaved roadway. In areas with properties adjacent to Railroad Avenue, vehicles, debris, and materials storage occasionally block the pathway. ❖ Unclear pathway/route along Railroad Avenue in this area.
Conditions near Historic Staircases	
Inspiration Stairs – Forrest Avenue	❖ Paved roadway, in poor condition. ❖ Limited streetlighting. ❖ Vehicles parked in narrow roadway. ❖ Properties directly adjacent to roadway.
Glass Canyon Stairs – Cordova Avenue/Glass Canyon Road	❖ Some narrow pavement present, in poor condition. ❖ Properties directly adjacent to roadway. ❖ Some outdoor storage from adjacent homes. ❖ Limited streetlighting.
Adonis Stairs – Adonis Avenue	❖ Wider roadway with pavement in poor to fair condition. ❖ Sidewalks and streetlights present on both sides of roadway. ❖ On-street parking was observed on both sides of the roadway.

Cactus Alley/Railroad Avenue – Miami Avenue to Latham Boulevard

Figure 11. Town of Miami proposed trail alignment – Cactus Alley/Railroad Avenue, Miami Avenue to Latham Boulevard

Cactus Alley (looking west)

The westernmost portion of Cactus Alley is overgrown with shrubs and trees and was found to be impassable.

Cactus Alley (looking east)

East of the overgrown section (described above), Cactus Alley is a broad path. With little adjacent development, there are few eyes on the alley to provide a safe environment for pedestrians and cyclists.

Table 7. Cactus Alley/Railroad Avenue – Miami Avenue to Latham Boulevard infrastructure observations

Infrastructure	Observations
ROW	
ROW Surface: Unpaved	❖ Railroad Avenue is impassable in this section.
ROW Width:	❖ Typically 30-foot railroad track ROW (AZER-owned parcels). On either side of track ROW, there are underdeveloped AZER parcels. ❖ East of Latham Boulevard, the usable path is currently 25 feet.
ROW Obstructions/Constraints:	❖ Steep hillsides are adjacent to railroad tracks. ❖ Large rocks, vegetation, debris, and overgrown natural features occur along the rail line. ❖ Although AZER parcel ROW extends beyond tracks, hillside topography and heavy vegetation limit useable space. ❖ Occasional residential properties are found to the south near ROW. ❖ Drainage ditches are located throughout the area: a substantially eroded ditch is in the vicinity of Latham Boulevard. ❖ Industrial businesses along Cactus Alley may impede safe pedestrian/bicycle movement through the alley. Vacant/abandoned structures are present, contributing to unsafe environment. Alley is largely unpaved, with parked and abandoned vehicles, materials storage, and debris within the public ROW.
Railroad	
Rail Line: ROW space on either side of tracks varies	❖ Tracks are south of ROW east of Miami Avenue. ❖ Railroad is partially covered with dirt and debris in several locations. Tracks end slightly east of Adonis Avenue.

Cactus Alley/Railroad Avenue – Latham Boulevard to Marion Street

Figure 12. Town of Miami proposed trail alignment – Cactus Alley/Railroad Avenue, Latham Boulevard to Marion Street

Cactus Alley (looking east toward Marion Street)

Abandoned tracks along this segment are obscured by washed-in gravel and dirt.

Cactus Alley (looking west toward Mill Street)

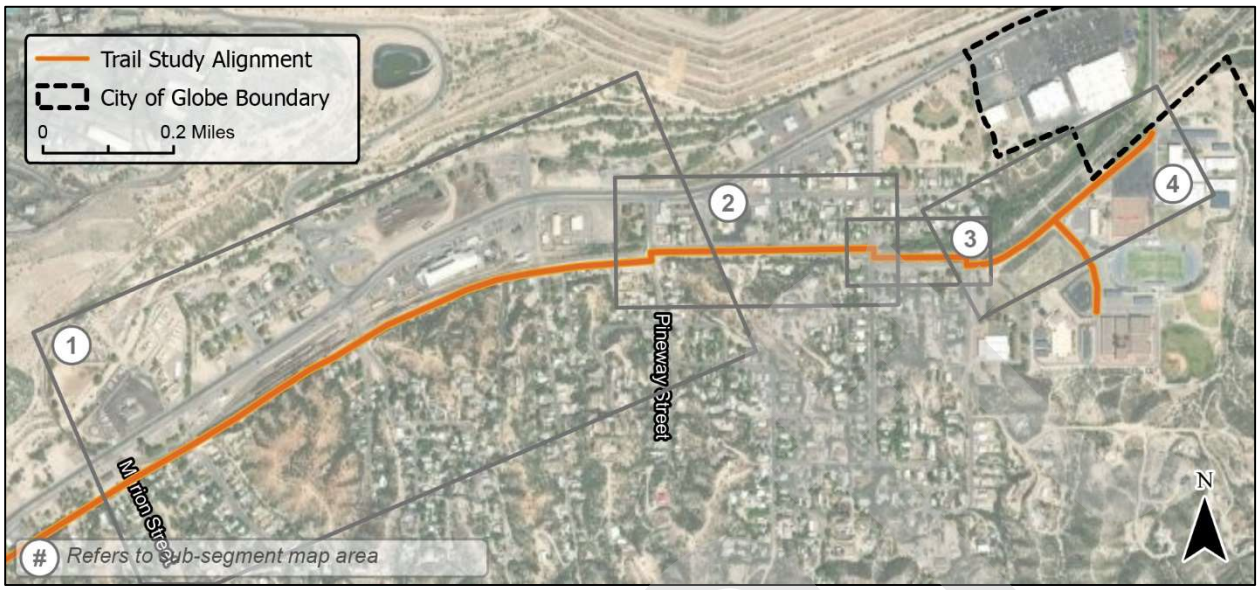
In this section, the tracks are prominent.

Table 8. Cactus Alley/Railroad Avenue – Latham Boulevard to Marion Street infrastructure observations

Infrastructure	Observations
ROW	
ROW Surface: Unpaved; proximity to paved US 60 in some areas	❖ Railroad Avenue is not passable by car in this section.
ROW Width:	❖ Typical 30-foot railroad track ROW (AZER-owned parcels). ❖ Latham Boulevard to Mill Street, 100 to 135 feet of AZER-owned parcels on either side of track ROW. ❖ Mill Street to Marion Street, 25 to 45 feet of additional ROW on either side of track ROW. ❖ Near Kent Street, there is 25 feet of ROW from the tracks/hillside slope to adjacent roadway (US 60).
ROW Obstructions/Constraints:	❖ Roughly 3 to 6 feet of space on either side of tracks. ❖ Large rocks, vegetation, and other natural features overgrown along the rail line. ❖ Occasional residential properties to the south near ROW. ❖ Drainage crossings and channels located throughout the area: near Mill Street and Michaels Way and near Kent Street.
Adjacent Roadway Amenities:	❖ Between Kent Street and Loomis Avenue, streetlighting is present south of US 60 and may help illuminate ROW. Several large shade trees are planted south of roadway. Concrete sidewalk is present (no measurement taken; likely 4 to 5 feet).
Railroad	
Rail Line: ROW space on either side of tracks varies	❖ Railroad partially covered by dirt and debris in several locations. ❖ Tracks central to ROW east of Latham Boulevard, south of ROW near Loomis Avenue to Kent Street, and central to ROW from Kent Street to Marion Street.
Conditions near Historic Staircases	
Latham Stairs	❖ Dense vegetation and steep hillside. Staircase not easily identifiable for visitors.

Railroad Avenue

Figure 13. Town of Miami proposed trail alignment – Railroad Avenue segment



East of Marion Street, the trail continues to follow the AZER railroad tracks and paved sections of Railroad Avenue. This segment crosses through the unincorporated community of Claypool, and the entire segment area is owned and maintained by Gila County. The AZER rail line is active along this segment, with chain link fencing between the tracks and adjacent roadway between Marion and New Streets. East of New Street, there is no chain link fencing separating the railroad tracks. The AADT for Railroad Avenue near MUSD is 250.

Between Marion and Pineway Streets, the land north of US 60 is predominantly zoned commercial/business, with some heavy industrial-zoned parcels. A small group of residentially zoned parcels is surrounded by commercial/industrial uses near New Street. The area is dominated by freight rail, mining, and similar uses. South of US 60, most of the land is zoned residential.

East of Pineway Street, the trail alignment shifts between Locomotive Drive and Railroad Avenue, crossing the AZER railroad tracks at Pineway Street and Old Oak Street. The railroad crossings include flashing red lights and safety gates. This area has a mix of residential and commercial uses north of US 60, and residential neighborhoods south of US 60. Adjacent to MUSD, roadway and active transportation facilities are in fair to good condition.

During stakeholder discussions and the 2025 field visit, concerns were raised about safety along the proposed trail alignment between Marion Street and MUSD. It was noted that vacant and abandoned parcels and dilapidated properties may create an unsafe environment for pedestrians and bicyclists. No particular properties were noted; rather, the concern was framed as a planning consideration for the alignment through unincorporated Gila County.

Railroad Avenue – Marion Street to Pineway Street

Figure 14. Town of Miami proposed trail alignment – Railroad Avenue, Marion Street to Pineway Street

Railroad Avenue (looking east)
Railroad Avenue is paved east of Marion Street and travels along an active AZER railroad line. There is no barrier between the tracks and the roadway east of New Street.

Railroad Avenue (looking west)
Some sections of Railroad Avenue are bordered by residential parcels, and vehicles were observed parking on the roadway and adjacent shoulder during the field visit.

Table 9. Railroad Avenue – Marion Street to Pineway Street infrastructure observations

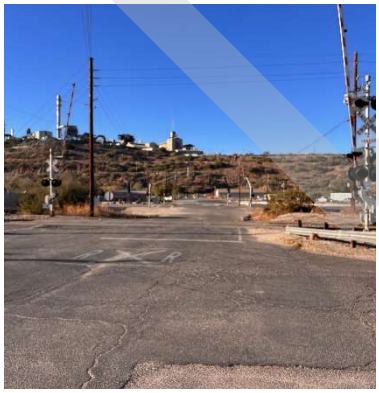
Infrastructure	Observations
Roadway	
Pavement: 23 to 24 feet wide; two lanes; striped; fair condition	❖ Roadway is striped, but edge of pavement ends at striping for most of this area. ❖ Pavement condition is poor, with cracks, large cuts, and rutting west of New Street toward Marion Street. ❖ From Calle de Loma to Marion Street, the pavement width is only 18 feet. Cars were parked on street near the Calle de Loma intersection.
Speed Limit: 25 mph	—
ROW Width:	❖ Typical 75 to 125 feet, inclusive of railroad tracks.
Sidewalk/Shoulder	
Curb: None for most of area	❖ Asphalt curb on northern side of roadway between Calle de Loma and Marion Street.
Sidewalk: None	—
ADA Ramps: None	—
Shoulder: Unpaved	❖ Near Pineway Street, there is a drainage ditch between the roadway and railroad.
ROW Obstructions/Constraints:	❖ Drainage culverts under railroad near Pineway Street. Steep grades on either side of paved roadway west of New Street; small shoulder with signs and utility poles, especially south of the roadway.
Crossings/Lighting	
Crosswalks: None	—
Streetlighting: Limited	❖ From Marion Street to New Street, streetlighting is largely on northern side of roadway, with lighting oriented toward railroad rather than roadway. A few streetlights are south of the roadway slightly west of New Street (where a few houses are located). No streetlighting exists at New Street railroad crossing. ❖ East of New Street, streetlighting is located south of the roadway, at intersections. No streetlighting exists at Pineway Street railroad crossing.
Railroad	
Rail Line: Tracks north of trail alignment	❖ Wire fencing separating ROW and railroad (including rail yard) between Marion and New Streets. ❖ No barrier between New and Pineway Streets. ❖ Active railroad 20 feet from edge of pavement near New Street.

Locomotive Drive – Pineway Street to Old Oak Street

Figure 15. Town of Miami proposed trail alignment – Locomotive Drive, Pineway Street to Old Oak Street

Locomotive Drive (looking east)

Locomotive Drive is abutted by a mix of residential and commercial buildings north of the roadway, and AZER railroad tracks south of the roadway. The rail line is elevated, and vehicles were observed parking in the ROW between the roadway and tracks.



Locomotive Drive (looking west)

This section of the alignment crosses the AZER railroad tracks at Pineway Street and Old Oak Street.

Table 10. Locomotive Drive – Pineway Street to Old Oak Street infrastructure observations

Infrastructure	Observations
Roadway	
Pavement: 20 feet wide; two lanes; fair condition	❖ Some cracks present.
Speed Limit: 25 mph	—
ROW Width:	❖ 32 to 48 feet typical
Sidewalk/Shoulder	
Curb: None	—
Sidewalk: None	—
ADA Ramps: None	—
Shoulder: Unpaved	❖ Pavement stops at striping. ❖ Narrow shoulders from Pineway Street to El Camino, with properties and rail line abutting close to the roadway. ❖ Wide unpaved shoulders on both sides from El Camino to Old Oak Street.
ROW Obstructions/Constraints:	❖ Sparse small- to mid-sized vegetation is present. Utility poles north of roadway are set back from edge of pavement, leaving space for potential pathway. ❖ Cars were parked on both sides of the shoulder.
Crossings/Lighting	
Crosswalks: None	—
Streetlighting: Present	❖ Streetlights occur at regular intervals on the northern side of roadway.
Railroad	
Rail Line: Tracks south of the trail alignment; crossing location	❖ No barrier between railroad and roadway/shoulder. Tracks sit at a slight elevation, creating a ditch between railroad and roadway. ❖ Trail alignment crosses railroad at Pineway Street, traveling north-to-south to connect with Railroad Avenue.

Railroad Avenue – Old Oak Street to Maple Leaf Street

Figure 16. Town of Miami proposed trail alignment – Railroad Avenue, Old Oak Street to Maple Leaf Street

Railroad Avenue (looking east)

Railroad Avenue has a 4-foot deteriorating asphalt sidewalk with curb at the road edge on the northern side from Old Oak Street to Maple Leaf Street. At Maple Leaf Street, the northside sidewalk ends and there is a concrete sidewalk on the south side continuing to the MUSD facilities.

Railroad Avenue (looking west)

Railroad Avenue has a narrow shoulder (less than 2 feet) on the southern side.

Table 11. Railroad Avenue – Old Oak Street to Maple Leaf Street infrastructure observations

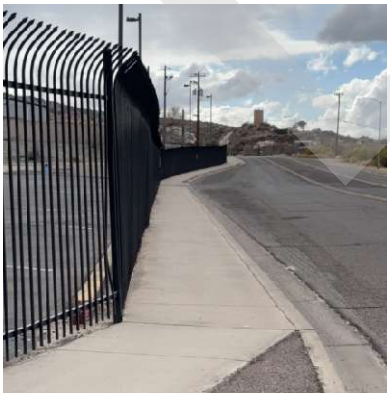
Infrastructure	Observations
Roadway	
Pavement: 26 feet wide; two lanes; fair to poor condition	❖ Pavement stops at roadway edge striping. Large cracks and uneven surface are present in the area.
Speed Limit: 15 mph/25 mph	❖ 15 mph school zone ends roughly halfway between Maple Leaf Street and Old Oak Street; 25 mph west of this point.
ROW Width:	❖ Not available
Sidewalk/Shoulder	
Curb: Yes	❖ Curb present north of roadway, no curb south of roadway.
Sidewalk: 4 feet wide; asphalt surface; poor condition	❖ Narrow strip of sidewalk north of roadway, with asphalt crumbling in some sections, resulting in usable surface being less than 4 feet in some areas. ❖ Slightly steep drop from shoulder to adjacent railroad corridor. No sidewalk south of roadway.
ADA Ramps: Yes	❖ Diagonal ramps are present at southeastern and southwestern corners of the Railroad Avenue and Maple Leaf Street intersection. ❖ There is no ramp at the eastern end of the asphalt sidewalk on northern side of roadway; pathway abruptly ends.
Shoulder: Unpaved	❖ Guardrail abutting edge of pavement at Maple Leaf Street intersection. Utility poles and signs clustered near roadway. ❖ Wider unpaved shoulder in some areas south of roadway. Properties are set back from ROW.
ROW Obstructions/Constraints:	❖ Heavy vegetation north of roadway. ❖ Uneven, downward sloping ground north of roadway.
Crossings/Lighting	
Crosswalks: Yes	❖ Present crossing Railroad Avenue. Markings in fair condition, with some fading paint.
Streetlighting: Yes	❖ Streetlights south of roadway. Limited lighting near the intersection of Railroad Avenue and Maple Leaf Street (especially in proximity to MUSD).
Railroad	
Rail Line: Tracks north of trail alignment; crossing location	❖ The trail alignment crosses the tracks near Railroad Avenue and Maple Leaf Street, traveling north-to-south to connect with Locomotive Drive.

Railroad Avenue – Maple Leaf Street to Ragus Road

Figure 17. Town of Miami proposed trail alignment – Railroad Avenue, Maple Leaf Street to Ragus Road

Railroad Avenue (looking east)

Railroad Avenue traffic is divided by a double-yellow line, striped 12-foot median for most of its length. There is a narrow shoulder (less than 2 feet) on the northern side, sloping down to the parallel railroad tracks.



Railroad Avenue (looking west)

Railroad Avenue has a continuous concrete sidewalk from Maple Leaf Street to Ragus Road (along which the sidewalk continues to US 60).

Table 12. Railroad Avenue – Maple Leaf Street to Ragus Road infrastructure observations

Infrastructure	Observations
Roadway	
Pavement: 36 feet wide; two lanes with center median; good condition	❖ Pavement width from edge of stripe north of roadway to curb south of roadway. ❖ Near MUSD entrance, there is extra pavement/bulb out on southern side of roadway.
Speed Limit: 15 mph (school zone)	❖ School zone signs are present.
ROW Width:	❖ Not available
Sidewalk/Shoulder	
Curb: Yes	❖ Curb and gutter present on southern side of roadway.
Sidewalk: 5 feet wide; concrete; good condition	❖ Present on southern side of roadway adjacent to MUSD.
ADA Ramps: Yes	❖ Directional ADA ramps at school entrances and intersection west of MUSD campus.
Shoulder: Unpaved	❖ 6-foot shoulder on northern side of roadway, but no shoulder on southern side (with MUSD campus directly abutting sidewalk in the east, then hillsides directly adjacent to sidewalk in the west).
ROW Obstructions/Constraints:	❖ Utility poles north of roadway are set back from the edge of pavement.
Crossings/Lighting	
Crosswalks: Yes	❖ Crosswalks exists at the MUSD entrances and the intersection west of the MUSD campus. Markings range from fair to poor condition, showing signs of fading.
Streetlighting: Yes	❖ Streetlights exist on both sides of roadway. Lights south of roadway are within the MUSD campus and may not provide adequate visibility along the street. ❖ Lighting appears inadequate at the Maple Leaf Street intersection (west of MUSD campus).
Railroad	
Rail Line: Tracks north of trail alignment	❖ Wide stretch of ROW separating railroad from roadway with no barriers present.

Appendix A – Demographic and Socioeconomic Data

Variable	Value
Total population[a]	1,353
Median age[b]	40.7
Dependent population (under 18, 65 and older)[a]	657
Total households[a]	632
Households with 1+ persons with a disability[a]	41%
Minority population[b]	75%
Median household income[a]	$30,417
Households with income below poverty level[a]	25%
Households with no vehicle available[a]	24%
Employed civilian population (age 16+)[a]	476
Unemployment Rate[b]	12

[a] U.S. Census Bureau American Community Survey Five-Year Estimates (2018–2022)
[b] Esri Demographics (2024)

Appendix B – Social Vulnerability Indicators

Justice40

The U.S. Council on Environmental Quality's Climate & Economic Justice Screening Tool identifies Justice40 Disadvantaged Census tracts across the country using a series of eight environmental, climate, and other categories of burdens as well as socioeconomic indicators. A community is highlighted as disadvantaged if it meets the threshold criteria for at least one category of burden and an associated socioeconomic burden.

Miami is part of two census tracts, both of which are Justice40 disadvantaged. The community experiences five of the eight categories of burden (and meets the associated socioeconomic indicator of low-income population above the 65th percentile), as follows:

- Climate Change: Expected building and population loss rate due to natural disasters, projected wildfire and flood risk
- Energy: Energy cost
- Water and Wastewater: Wastewater discharge
- Workforce Development: Unemployment, low median income
- Health: People 18 and older with diabetes or heart disease

It should be noted that community conditions may vary across Gila County's large census tracts.

Social Vulnerability Index

The Center for Disease Control and Prevention's Social Vulnerability Index (SVI) ranks counties and census tracts on social factors related to socioeconomic status, household characteristics, racial and ethnic minority status, and housing type and transportation. These factors may weaken a community's ability to prevent human suffering and financial loss in a disaster. Possible scores range from 0 (lowest vulnerability) to 1 (highest vulnerability). Census tracts intersecting Miami that show medium to high vulnerability in various SVI factors compared to all tracts in the state are highlighted below:

- Census tract 8: Overall SVI score: 0.61 (medium to high level of vulnerability)
  - Housing Type and Transportation theme score: 0.85 (top 15 percent of vulnerable tracts). Factors include a high percentage of mobile homes and a high percentage of households that have more people living in them than rooms available.
- Census tract 9: Overall SVI score of 0.80 (high level of vulnerability)
  - Household Characteristics theme score: 0.84 (top 16 percent of vulnerable tracts). Factors include high percentages of households that have at least one person with a disability.
  - Racial and Ethnic Minority Status theme score: 0.77 (top 23 percent of vulnerable tracts). Factors include a high percentage of racial/ethnic minorities.

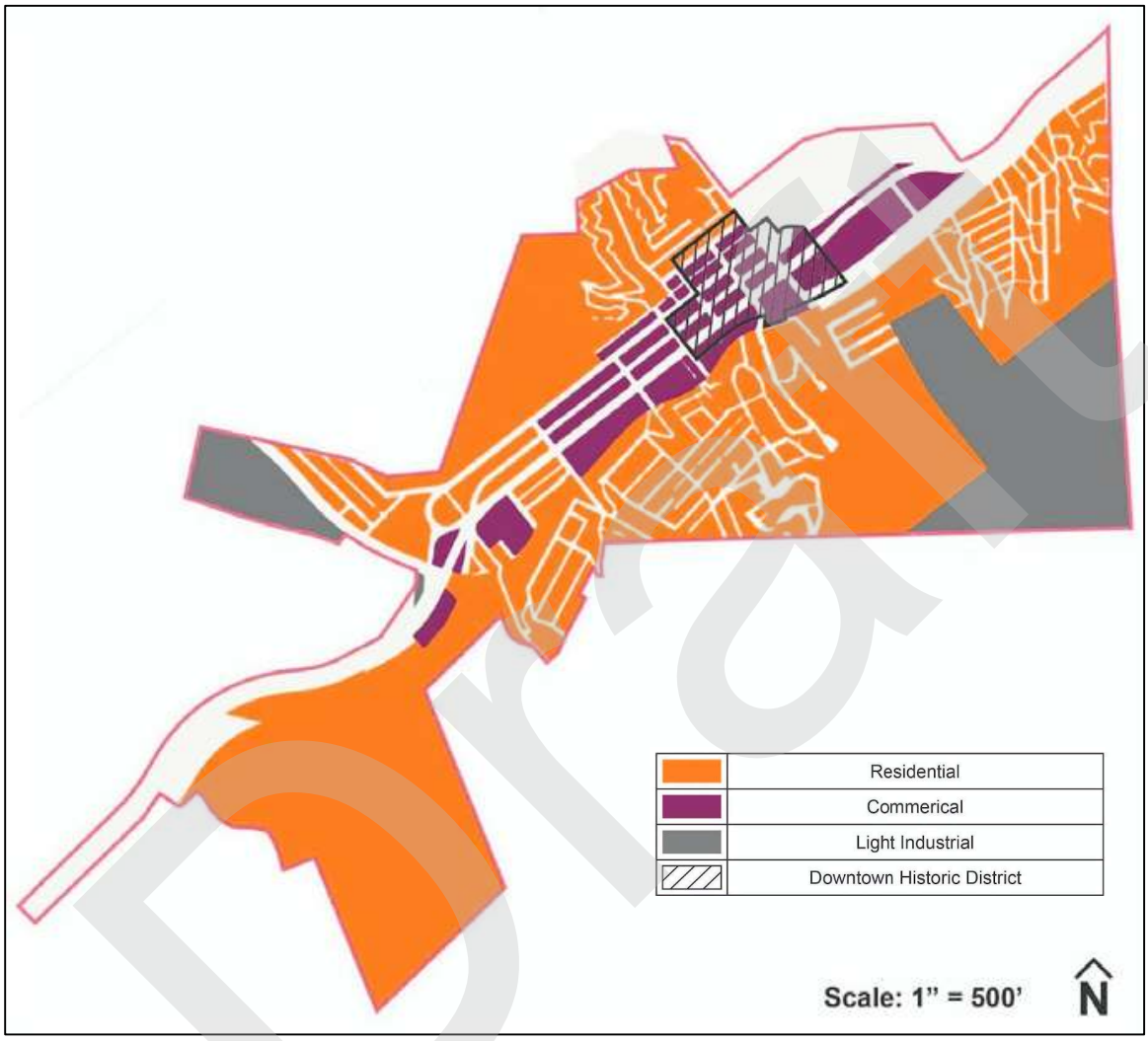
Appendix C – Employees by Sector

Sector	Number of Employees	% of Employees
Management, business, science, and arts occupations	183	35%
Service occupations	63	12%
Sales and office occupations	98	19%
Natural resources, construction, and maintenance occupations	138	26%
Production, transportation, and material moving occupations	45	9%
Total	**527**	**—**

Source: Arizona State University Project Cities – Community Analysis: Leveraging Data for Strategic Development, 2023.

Appendix D – Land Use and Occupancy Maps

The Arizona State University Project Cities 2024 report, *Community Analysis: Leveraging Data for Strategic Development*, provides a series of maps detailing housing and land use conditions in the town of Miami, as shown below.



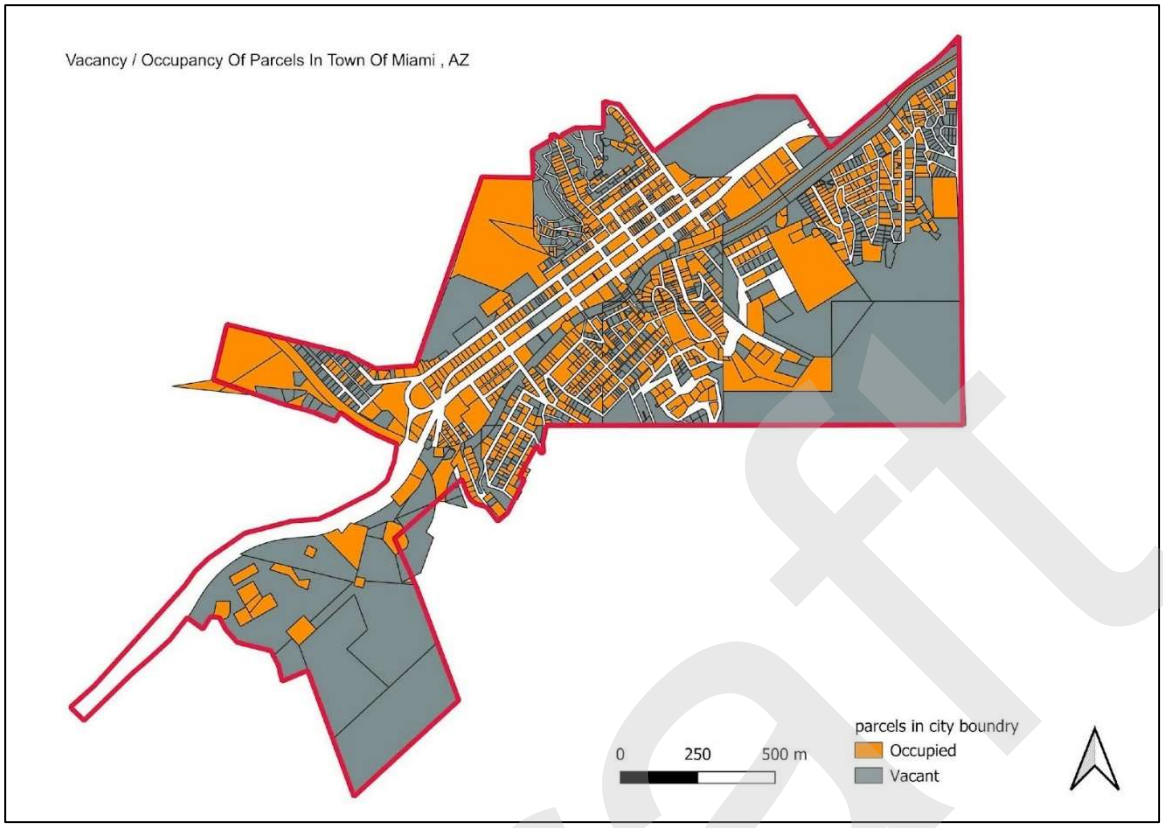
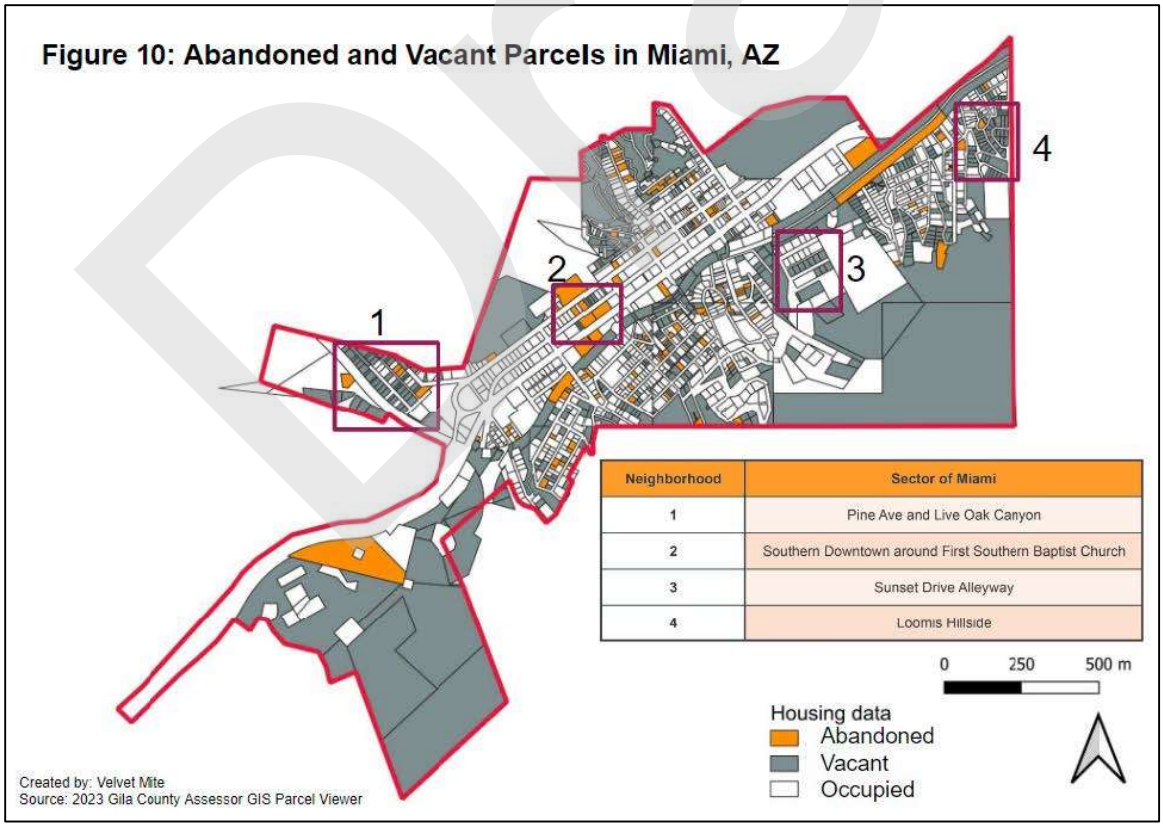


Figure 10: Abandoned and Vacant Parcels in Miami, AZ



Neighborhood	Sector of Miami
1	Pine Ave and Live Oak Canyon
2	Southern Downtown around First Southern Baptist Church
3	Sunset Drive Alleyway
4	Loomis Hillside

Appendix E – Crash Data (2019–2023)

Number of Crashes per Year

Year	# of Crashes	Percentage
2019	49	23.6%
2020	24	11.5%
2021	44	21.2%
2022	48	23.1%
2023	43	20.7%
Total	**208**	**100%**

Highest Level of Injury for Corridor Crashes

Crash Severity	# of Crashes	Percentage
Fatal	2	1.0%
Suspected Serious Injury	8	3.8%
Suspected Minor Injury	38	18.3%
Possible Injury	25	12.0%
No Injury	135	64.9%
Total	**208**	**100%**

Type of Crash

Manner of Collision	# of Crashes	Percentage
Angle (front to side) (other than left turn)	19	9.1%
Head On	6	2.9%
Left Turn	12	5.8%
Other	16	7.7%
Rear End	39	18.8%
Sideswipe Opposite Direction	11	5.3%
Sideswipe Same Direction	23	11.1%
Single Vehicle	82	39.4%
Total	**208**	**100%**

Appendix F – Average Annual Daily Traffic Counts (2023)

Roadway	Location ID	Count	Eastbound	Westbound
US 60 west of Bullion Plaza	101908	9,618	4,829	4,750
Sullivan Street near Bullion Plaza	MIA-04189	346	—	—
Sullivan Street between Cordova and Chisholm Avenues	CAG-0162	609	—	—
Miami Avenue between Sullivan Street and US 60	CAG-0159	792	—	—
US 60 near Cactus Alley	101909	11,602	6,203	5,399
US 60 east of New Street	101911	13,208	6,727	6,481

Source: Arizona Department of Transportation Traffic Count Database System

Appendix G – Sykes Alley Existing Conditions

Sykes Alley – Davis Canyon Road to Miami Avenue

Sykes Alley was selected as a pathway to provide connectivity between the Sullivan Street trail section, the historic Keystone Stairs, and Miami Avenue. The path runs along the paved alleyway between Sullivan and Gibson Streets. It travels through Miami's historic downtown core, enclosed by the rear sides of commercial buildings in the area.

While Sykes Alley may serve as a route that would reduce the risk of conflict between vehicles and pedestrians/bicyclists, it is also an area that has limited street activity. Some of the properties along the alley are vacant or abandoned, and a number of properties use their rear lots for outdoor storage. With additional economic development initiatives spurred by the Town, and future investment and activation of local businesses, Sykes Alley could serve as a potential active transportation facility in the future. After discussion with the Town of Miami, the trail alignment for this Study will focus on recommending improvements along Sullivan Street, leaving Sykes Alley as a future alternative.

Infrastructure	Observations
ROW	
ROW Surface: Mostly paved	❖ Poor pavement condition; uneven with patchwork, large cracks, and rutting in many places, particularly at intersections (such as Chisholm Avenue). ❖ Some areas covered in dirt, with rocky surfaces.
ROW Width:	❖ Typically 30 feet between Davis Canyon Road and Chisholm Avenue. ❖ Typically 18 feet between Chisholm and Miami Avenues (desktop review).
ROW Obstructions/Constraints:	❖ Utility poles and meters extend into usable path in some areas. ❖ Vacant or abandoned properties dispersed throughout the area, with broken doorways/windows/etc. fronting the alleyway. ❖ Some vehicles travel through the alleyway, which may cause safety concerns for active transportation users. ❖ Lack of striping and signs along Sykes Alley.
Crossings/Lighting	
Intersection Conditions:	❖ Uncontrolled intersections with minor collectors may create safety concern for users crossing Sykes Alley. ❖ At Inspiration Avenue, the intersection crossing is 35 feet across. Along this cross street, there are inconsistent sidewalks with high curbs, which may be a barrier for active transportation users traveling to local destinations. ❖ Near Miami Avenue, the alley was measured 15 feet across. Utility poles reduce the usable pathway width.
Streetlighting: Limited	❖ There are varying streetlighting conditions throughout the alleyway, but most conditions are inadequate. In some areas, uncontrolled intersections are poorly lit with a streetlight at only one corner.