

Town of Miami Trail System Study

Needs and Gap Analysis

June 19, 2025

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Background

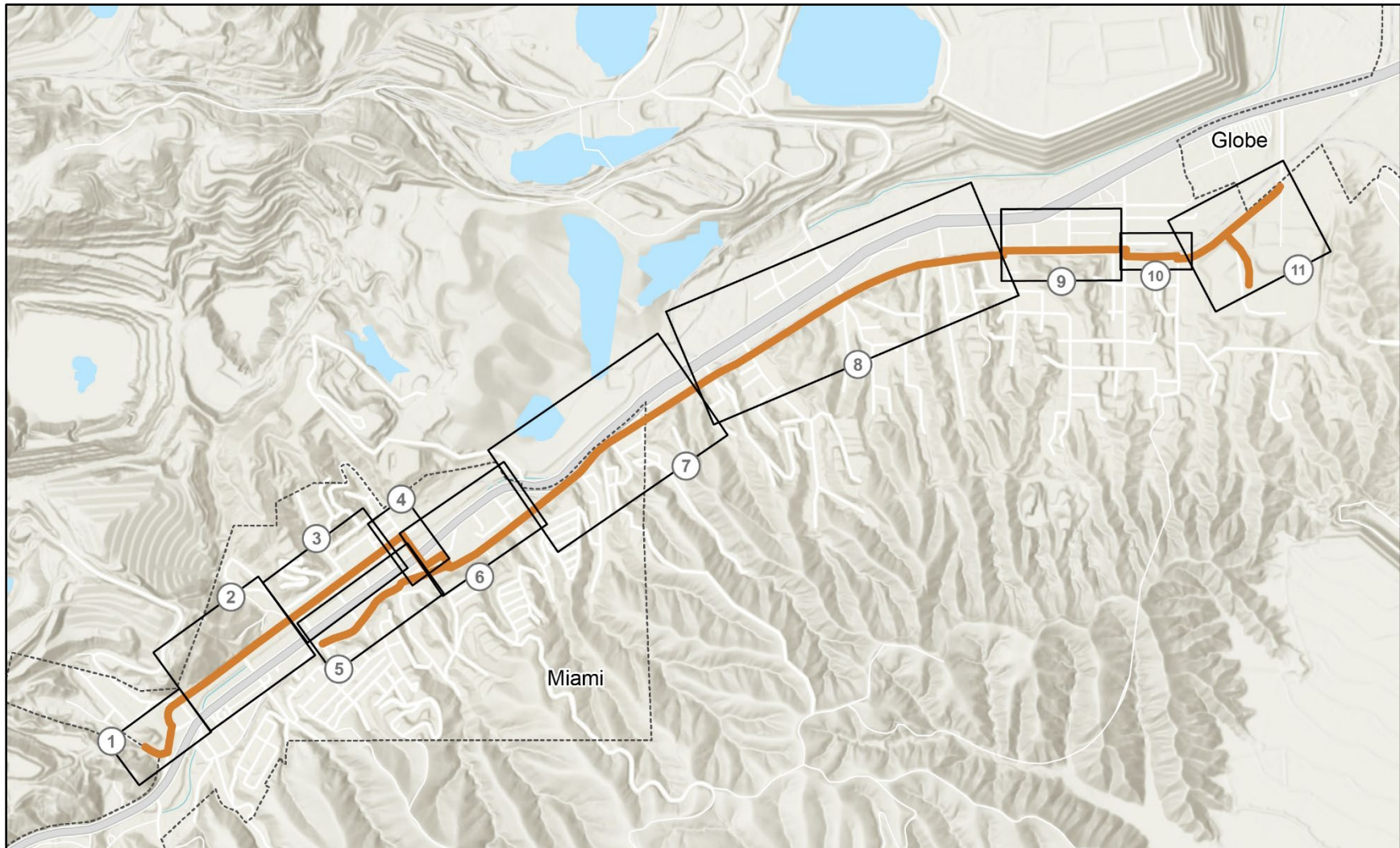
The Town of Miami Trail System Study (Study) aims to complete a trails study to improve walking, biking and rolling (e-scooters, wheelchairs and mobility devices) for the Miami community. With funding and support from the Arizona Department of Transportation (ADOT), the Town of Miami (Town) identified a trail alignment that extends from Bullion Plaza Cultural Center & Museum to the Miami Unified School District (MUSD). Guiding factors for the Study include increasing safety for vulnerable road users (those who walk, bike and roll), improving connectivity to key community destinations and providing economic development opportunities.

In March 2025, the Study team completed an Existing and Future Conditions report that provides an overview of current and future socioeconomic and demographic conditions in Miami, reviewed past studies and assessed existing physical conditions along the trail alignment. This Needs and Gap Analysis report builds on the Existing and Future Conditions report, identifying needed improvements and network gaps along the trail alignment.

Following the Needs and Gap Analysis section is information on preliminary evaluation criteria. The evaluation criteria will be used to assess potential improvements and develop final recommendations.

Needs and Gap Analysis

This section outlines the existing needs and gaps for each of the 11 discrete segments along the trail alignment. The segment extents are displayed on the map below, with numbers corresponding to each segment's location.



The table below details the format for this section, providing examples of low, medium and high levels of need along the alignment.

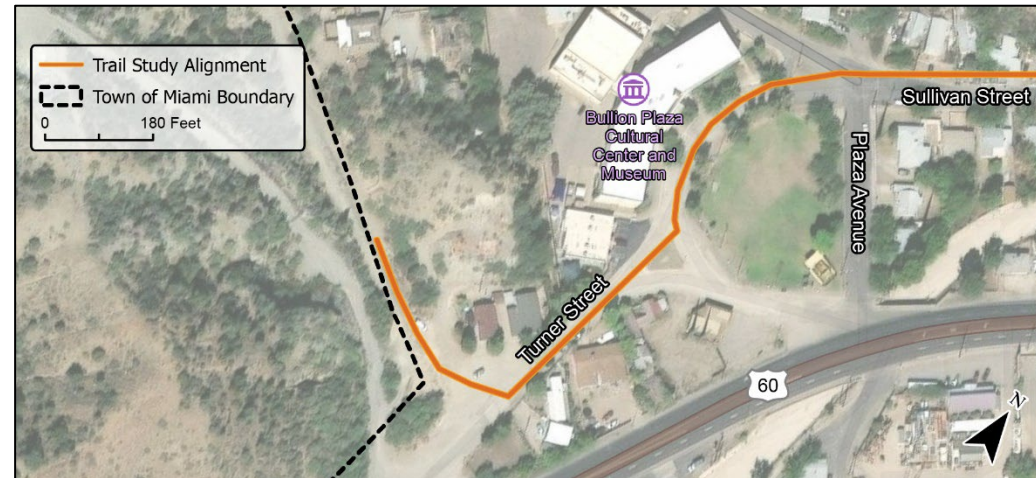
Short description of the segment that provides land use and community context as well as level of improvements needed.		[Aerial map showing segment limits.]
Topics	Need	Criteria Ratings
Existing Ped/Bike Infrastructure	■	Pedestrian and/or bicycle infrastructure is in place and functional today, minor improvements necessary.
	■■	Pedestrian and/or bicycle infrastructure is in place; however gaps or improvements needed.
	■■■	No existing pedestrian/bicycle infrastructure. May be characterized by uneven topography, unpaved roadways or other travel barriers for current/future users.
Lighting	■	Lighting in place.
	■■	Existing lighting; however inadequate to effectively light pedestrian and/or bicycle infrastructure.
	■■■	No lighting.
Drainage	■	Drainage not an issue, or existing drainage infrastructure (e.g., curb, culvert) is effective.
	■■	Drainage infrastructure appears inadequate or drainage issues exist (e.g., runoff, ponding).
	■■■	Drainage is a concern and inadequate drainage infrastructure in place.
Shade	■	Shade is found throughout the segment (e.g., street trees, buildings).
	■■	Shade is present, but provides coverage for less than 20% of the segment.
	■■■	No shade along segment.
Crossings	■	Crossings are marked and/or signalized.
	■■	Crossing markings are faded, lack of signals or signage.
	■■■	No crossing markings exist.
Neighborhood Access	■	Segment has existing direct pedestrian and/or bicycle connections.
	■■	Segment access may be limited or partially obstructed.
	■■■	Segment lacks access to adjoining neighborhoods.
Additional Comments	•	Space to expand upon any needs/gaps that don't align with the above elements; may also highlight conditions that would impact trail improvements along the segment.

Need: ■ Low ■■ Med ■■■ High

1. Sullivan Street – Bullion Plaza Cultural Center and Museum

This segment provides connectivity to Bullion Plaza Cultural Center and Museum, a key community destination. The area has a mix of commercially zoned and residentially zoned parcels, and there are low traffic volumes.

Minor improvements to existing pedestrian infrastructure and amenities would increase safety and comfort for people who walk, bike and roll between Bullion Plaza and the surrounding community.



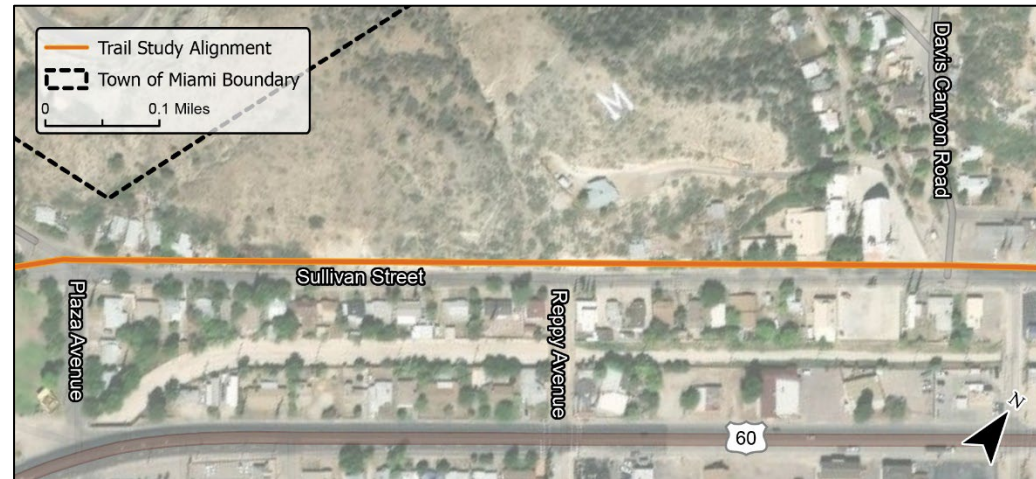
Topics	Need	Comments
Existing Ped/Bike Infrastructure	■	<ul style="list-style-type: none"> • Sidewalks present on both sides of Plaza Circle/Plaza Avenue. • No continuous sidewalk on Turner Street south of Bullion Plaza. • Limited ADA ramps. • High curbs along Plaza Circle, with steps to ground level flanked by ADA railings. • No existing bicycle infrastructure. • On street parking narrows useable roadway.
Lighting	■ ■	<ul style="list-style-type: none"> • Streetlights on both sides of roadway near Plaza Circle. • Limited lighting on the east side of Turner Street.
Drainage	■	<ul style="list-style-type: none"> • Drainage addressed with high curbs (which are over 1-foot and create safety concerns).
Shade	■	<ul style="list-style-type: none"> • Trees on both sides of roadway along most of Plaza Circle.
Crossings	■	<ul style="list-style-type: none"> • Unmarked street crossings at Plaza Circle/Turner Street and Plaza Avenue/Sullivan Street. • One crosswalk on Plaza Circle (in front of Bullion Plaza entrance), but markings are worn; no marked crossings on Turner Street or at Plaza Avenue/Sullivan Street intersection.
Neighborhood Access	■	<ul style="list-style-type: none"> • Good neighborhood access.
Additional Comments		<ul style="list-style-type: none"> • An ADA ramp or other improvements along Plaza Cricle may improve accessibility for people using the Bullion Plaza park or walking/rolling in front of the cultural center.

Need: ■ Low ■ ■ Med ■ ■ ■ High

2. Sullivan Street – Plaza Avenue to Davis Canyon Road

This segment connects Bullion Plaza Cultural Center and Museum to historic downtown Miami while also providing trail access to adjacent residential properties.

Minor improvements to existing pedestrian infrastructure would benefit community members living along this segment.



Topics	Need	Comments
Existing Ped/Bike Infrastructure	■ ■	<ul style="list-style-type: none"> • Sidewalk only on south side of Sullivan Street for most of segment. Cracks and uneven surfacing in some areas where large trees are located. Sloped surfaces near driveways. • No bicycle infrastructure. • No shoulder on north side of Sullivan Street, which abuts steep hillsides that are separated from the roadway by chain link fencing. • Diagonal ADA ramps at Plaza Avenue and Reppy Avenue intersections.
Lighting	■ ■	<ul style="list-style-type: none"> • Streetlights on south side of roadway for most of segment, with one light on north side at Reppy Avenue.
Drainage	■	<ul style="list-style-type: none"> • Drainage addressed through street curbs.
Shade	■ ■	<ul style="list-style-type: none"> • Some shade trees present on south side of roadway.
Crossings	■ ■	<ul style="list-style-type: none"> • Unmarked street crossings at Plaza Avenue and Reppy Avenue. • One crosswalk present west of Davis Canyon Road, near historic church. Lacks ADA curb ramps.
Neighborhood Access	■	<ul style="list-style-type: none"> • Generally good access to neighborhoods and businesses throughout segment.
Additional Comments		<ul style="list-style-type: none"> • Residential driveways on the south side of the street create conflict points for sidewalk users. • Steep hillside and chain link fence at edge of pavement on north side of the roadway may complicate any path north of the roadway.

Need: ■ Low ■ ■ Med ■ ■ ■ High

3. Sullivan Street – Davis Canyon Road to Miami Avenue

This segment provides access to historic downtown Miami, a key community destination. The area is largely commercial, with residential neighborhoods located north and west of the segment.

Pedestrian infrastructure, streetscape enhancements and bicycle amenities would improve user safety and comfort in this segment.



Topics	Need	Comments
Existing Ped/Bike Infrastructure	■	<ul style="list-style-type: none"> • Sidewalks present on both sides of roadway. • No bicycle infrastructure. • Diagonal ADA ramps at intersections. • Some pedestrian amenities/street furniture such as benches.
Lighting	■	<ul style="list-style-type: none"> • Streetlights on both sides of roadway, with decorative string lighting throughout the area.
Drainage	■	<ul style="list-style-type: none"> • Drainage addressed through street curbs.
Shade	■ ■	<ul style="list-style-type: none"> • Trees present near the park. Some business façades have awnings that provide limited shade.
Crossings	■ ■ ■ ■	<ul style="list-style-type: none"> • Unmarked street crossings at Forest Avenue, Cordova Avenue, Inspiration Avenue, and Keystone Avenue. • While this segment has the most crossings, there are no marked crosswalks.
Neighborhood Access	■	<ul style="list-style-type: none"> • Generally good access to neighborhoods and businesses throughout segment.
Additional Comments		<ul style="list-style-type: none"> • On-street parking for most of this segment. • Markings or signs would be needed to create a safe route if bicycles share the road along this segment. • Occasional commercial driveways disrupt the sidewalk and create conflict points. • Street furniture and utility poles restrict useable sidewalk space in some areas, which may negatively impact accessibility.

Need: ■ Low ■ ■ Med ■ ■ ■ High

4. Miami Avenue

This segment includes a signalized crossing of US 60, providing a critical connection between community destinations and neighborhoods north and south of US 60.

Crossing improvements and enhanced pedestrian/bicycle infrastructure would increase safety along this segment.



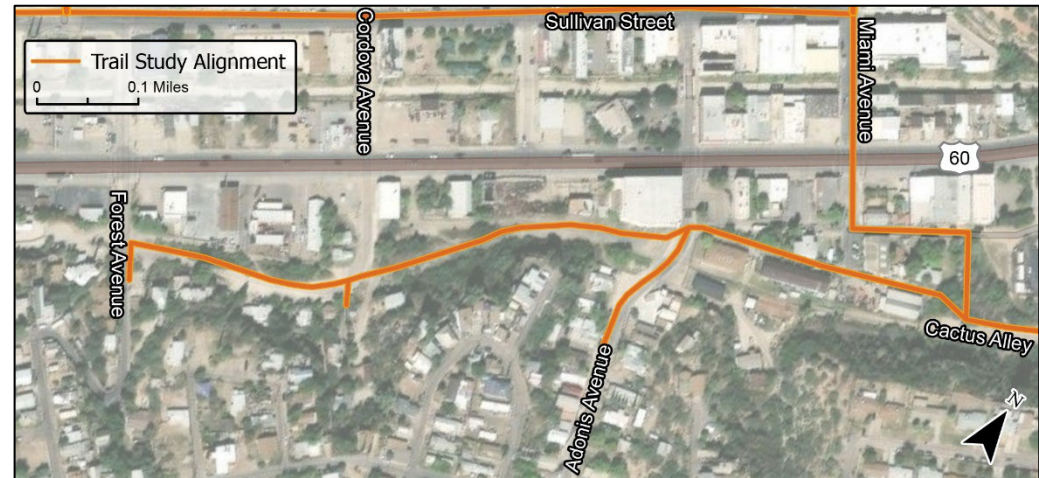
Topics	Need	Comments
Existing Ped/Bike Infrastructure	■ ■	<ul style="list-style-type: none"> • Sidewalks present on both sides of roadway north of US 60, with varying widths along this segment. No sidewalk south of US 60. • Wide but uneven sidewalks on both sides of the bridge, with poor surfacing where the bridge meets flat sidewalk near the US 60 intersection. • Some pedestrian amenities/street furniture such as benches. • ADA ramps present, but there are accessibility issues such as tall curbs/sidewalks with no guardrail.
Lighting	■	<ul style="list-style-type: none"> • Streetlights on both sides of roadway, with historic lights at the bridge.
Drainage	■	<ul style="list-style-type: none"> • Drainage addressed through street curbs.
Shade	■ ■	<ul style="list-style-type: none"> • Limited shade provided by buildings and business façade awnings.
Crossings	■	<ul style="list-style-type: none"> • Marked crosswalks at US 60 intersection, with pedestrian push buttons at each corner.
Neighborhood Access	■	<ul style="list-style-type: none"> • Generally good access to neighborhoods and businesses throughout segment.
Additional Comments		<ul style="list-style-type: none"> • Vehicles parked on both sides of the roadway. • Sidewalk improvements to the bridge crossing Bloody Tanks Wash may warrant additional design consideration to maintain the safety and structural integrity of the bridge. • Street furniture and utility poles restrict useable sidewalk space in some areas, which impact accessibility. • Utility box and poles restrict sidewalk on the northwest corner of the US 60 intersection, which makes it more difficult for path users (particularly those who may use mobility devices) to comfortably cross.

Need: ■ Low ■ ■ Med ■ ■ ■ High

5. Cactus Alley/Railroad Avenue – Forest Avenue to Miami Avenue

This segment connects hillside neighborhoods to key community destinations both north of US 60 and east of Miami. The area consists largely of residential properties south of the alignment, with some commercial uses to the north. Miami Memorial Library, a key destination, is also located to the south.

With no existing pedestrian/bicycle infrastructure, major improvements would be needed to make this segment a safe and useable route for community members.



Topics	Need	Comments
Existing Ped/Bike Infrastructure	■■■	<ul style="list-style-type: none"> No existing pedestrian or bicycle infrastructure along this segment. Most of the alignment in this segment is unpaved; where pavement is present, the surface condition is often poor. Steep and uneven slopes in many areas, with obstructions such as debris and heavily overgrown vegetation. Large ruts and ditches in some areas.
Lighting	■■■	<ul style="list-style-type: none"> Lack of streetlighting. Areas with overgrown vegetation lack visibility from nearby neighborhoods.
Drainage	■■■	<ul style="list-style-type: none"> Ruts and ditches along alignment suggest drainage issues.
Shade	■■■	<ul style="list-style-type: none"> While there are some sparse trees in this segment, most vegetation consists of shrubs and does not provide adequate shade cover.
Crossings	■■■	<ul style="list-style-type: none"> No marked crosswalks present at the crossings of Forest Avenue, Cordova Avenue and Adonis Avenue.
Neighborhood Access	■■■	<ul style="list-style-type: none"> Some areas of this segment are inaccessible due to debris, vegetation or other obstructions.
Additional Comments		<ul style="list-style-type: none"> Right-of-way along this segment is largely inaccessible. Any potential path would require coordinating with adjacent property owners, some of which currently have vehicles and other obstructions limiting access to the alignment. Consider how community members living in hillside neighborhoods could access any portion of this segment, especially those in neighborhoods to the west of the defined alignment.

Need: ■ Low ■■ Med ■■■ High

6. Cactus Alley/Railroad Avenue – Miami Avenue to Latham Boulevard

This segment provides a defined route through an area of Miami with no existing pedestrian/bicycle infrastructure. There are residential properties to the south and commercial uses to the north of the alignment.

Major improvements would be needed to create a safe, useable pathway through this segment.



Topics	Need	Comments
Existing Ped/Bike Infrastructure	■■■	<ul style="list-style-type: none"> No pedestrian or bicycle infrastructure along this segment. Some sections of this segment are impassable. It is largely unpaved, with large rocks, debris, vegetation and other overgrown natural features on both sides of the unused AZER tracks.
Lighting	■■■	<ul style="list-style-type: none"> Limited lighting near industrial businesses and the substation on Cactus Alley. Limited visibility in alleyway.
Drainage	■■■	<ul style="list-style-type: none"> Some drainage ditches are present along this segment (with some of those ditches substantially eroded).
Shade	■■■	<ul style="list-style-type: none"> While there are some sparse trees in this segment, most vegetation consists of shrubs and does not provide adequate shade cover.
Crossings	■■■	<ul style="list-style-type: none"> No marked crosswalks present.
Neighborhood Access	■■■	<ul style="list-style-type: none"> The majority of this segment is largely impassable and would be difficult to access from hillside neighborhoods.
Additional Comments		<ul style="list-style-type: none"> AZER tracks run along most of this segment but appear to be inactive. Railroad coordination would be needed for any path. Right-of-way to the north and south of the tracks is largely inaccessible. Coordination with property owners may be needed for the section of Cactus Alley near Miami Avenue. Some structures are vacant, and outside storage of abandoned vehicles, equipment and materials creates an unsafe environment for path users. Consider how to navigate the area of overgrown vegetation near the substation. Steep hillsides adjacent to the AZER tracks may complicate any path improvements in the segment.

Need: ■ Low ■■ Med ■■■ High

7. Cactus Alley/Railroad Avenue – Latham Boulevard to Marion Street

This segment provides an alternate pedestrian/bicycle route off of US 60, connecting neighborhoods and key destinations in the Town of Miami with those east in unincorporated Gila County. The area is largely residential south of the alignment, with limited commercial parcels north of US 60.

Major improvements would be needed to provide a safe and attractive alternative route to US 60 along this segment.



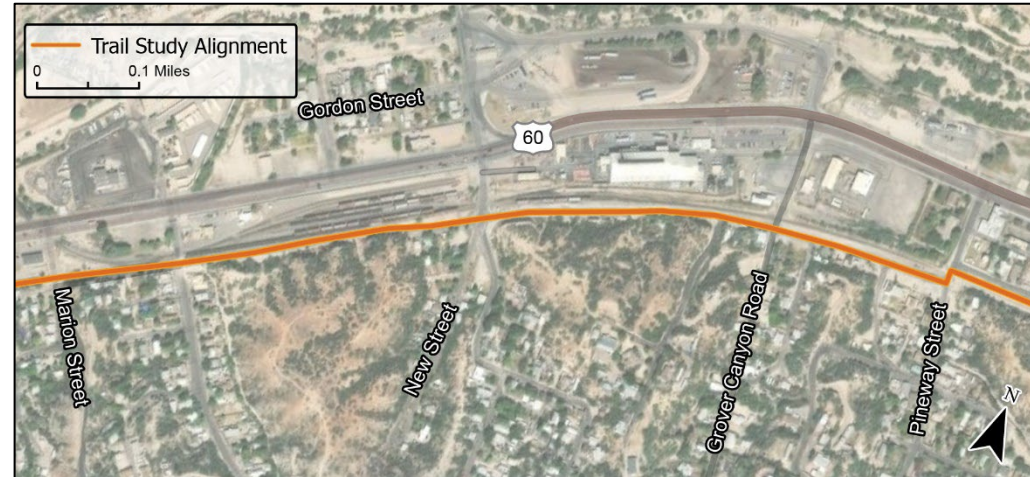
Topics	Need	Comments
Existing Ped/Bike Infrastructure	■■■	<ul style="list-style-type: none"> No pedestrian or bicycle infrastructure along this segment. Segment is unpaved. Large rocks, vegetation and other overgrown natural features obstruct the right-of-way.
Lighting	■■■	<ul style="list-style-type: none"> Streetlighting is limited or nonexistent in most parts of the segment.
Drainage	■■■	<ul style="list-style-type: none"> Drainage crossings and channels are located near Mill Street and Michaels Way, and near Kent Street.
Shade	■■■	<ul style="list-style-type: none"> Several large shade trees between Kent Street and Loomis Avenue. Shade is otherwise sparse or nonexistent.
Crossings	■■■	<ul style="list-style-type: none"> No marked crosswalks at the street crossings at Latham Boulevard, Highland Avenue, Mill Street and Marion Street.
Neighborhood Access	■	<ul style="list-style-type: none"> Neighborhood access facilitated with the cross streets.
Additional Comments		<ul style="list-style-type: none"> Wide right-of-way in most of this segment provides space for a path.

Need: ■ Low ■■ Med ■■■ High

8. Railroad Avenue – Marion Street to Pineway Street

This segment connects the Miami community and neighborhoods in unincorporated Gila County with key destinations to the east, such as MUSD. Neighborhoods are located south of the alignment, with commercial developments north of the alignment.

Improvements to the existing roadway and right-of-way would support pedestrian/bicycle use and make the alignment a safer, attractive alternative to US 60.



Topics	Need	Comments
Existing Ped/Bike Infrastructure	■■■	<ul style="list-style-type: none"> No existing pedestrian or bicycle infrastructure. Narrow pavement widths and limited shoulder space. Utility poles restrict useable right-of-way space.
Lighting	■■	<ul style="list-style-type: none"> Limited streetlighting west of New Street (with many lights oriented towards the railroad tracks rather than the roadway).
Drainage	■■	<ul style="list-style-type: none"> Drainage ditch/culvert near Pineway Street. Steep grades on either side of roadway west of New Street.
Shade	■■■	<ul style="list-style-type: none"> Trees and shrubs exist along many of the hillside slopes of this segment but do not provide adequate shade cover. Some trees are planted on residential properties south of the roadway.
Crossings	■■■	<ul style="list-style-type: none"> No marked crosswalks at the street crossings at Marion Street, New Street, Grover Canyon Road and Pineway Street.
Neighborhood Access	■	<ul style="list-style-type: none"> Several cross streets provide alignment access for hillside neighborhoods.
Additional Comments		<ul style="list-style-type: none"> Roadway striping ends at edge of pavement in most areas; limited shoulder space south of the roadway would complicate any path. Constrained right-of-way near Grover Canyon Road and Calle de Loma. Any potential path north of the roadway would require coordination with AZER and adequate safety measures. Wire fencing separates the right-of-way and railroad west of New Street, but east of New Street there is no barrier. Active railroad 20 feet from edge of pavement near New Street. Lack of pedestrian/bicycle facilities at railroad crossings may be a barrier to users accessing the trail from the north.

Need: ■ Low ■■ Med ■■■ High

9. Locomotive Drive – Pineway Street to Old Oak Street

This segment provides unincorporated Gila County neighborhoods with access to key destinations in Miami and the surrounding areas, including MUSD. The area has a mix of residential and commercial development.

Minor pedestrian/bicycle improvements in this segment would increase safety and comfort for users.



Topics	Need	Comments
Existing Ped/Bike Infrastructure	■■■	<ul style="list-style-type: none"> No existing pedestrian or bicycle infrastructure along segment. Roadway encompasses existing pavement (no shoulder). There is no barrier between railroad and street.
Lighting	■■	<ul style="list-style-type: none"> Limited streetlights on north side of street. Residences on north side of street provide a secure route that is visible to the community.
Drainage	■■■	<ul style="list-style-type: none"> Storm runoff is channeled under the railroad tracks and drains between the street and railroad to the east.
Shade	■■■	<ul style="list-style-type: none"> No shade on south side of roadway, several mature trees adjacent to north edge of roadway.
Crossings	■■■	<ul style="list-style-type: none"> Crossings at both Pineway and Old Oak Streets of street and railroad. No marked crosswalks.
Neighborhood Access	■■	<ul style="list-style-type: none"> Railroad parallel to Locomotive Drive limits access from the south.
Additional Comments		<ul style="list-style-type: none"> A path on either the north or south side of the street, if feasible, would impact existing on-street parallel parking. Numerous residential driveways intersecting the street create conflict points for any facility on the north side. Existing drainage on the south side of the street may impact any path. A safety barrier would be required between any pedestrian/bicycle facilities and the railroad. Right-of-way is constrained west of El Camino.

Need: ■ Low ■■ Med ■■■ High

10. Railroad Avenue – Old Oak Street to Maple Leaf Street

This segment provides unincorporated Gila County neighborhoods with access to key destinations in Miami and the surrounding areas, including MUSD. The area is largely residential.

Minor pedestrian/bicycle improvements in this segment would increase safety and comfort for users.



Topics	Need	Comments
Existing Ped/Bike Infrastructure	■■■	<ul style="list-style-type: none"> Narrow asphalt sidewalk north of roadway in poor condition, crumbling in some sections. No sidewalk south of roadway. North of sidewalk, the ground is uneven and slopes downward to the AZER tracks, with heavy vegetation. No bicycle infrastructure. Lack of ADA-compliant paths. ADA ramps at the southeast and southwest corners of Maple Leaf Street/Railroad Avenue. Utility poles and guardrail restrict useable right-of-way space near Maple Leaf Street.
Lighting	■■	<ul style="list-style-type: none"> Streetlights south of roadway, but limited lighting near Maple Leaf Street/Railroad Avenue intersection.
Drainage	■■■	<ul style="list-style-type: none"> Drainage addressed through street curbs.
Shade	■■■	<ul style="list-style-type: none"> Vegetation provides little to no shade in this segment.
Crossings	■■	<ul style="list-style-type: none"> Crossings at Old Oak Street and Maple Leaf Street, with marked crosswalks present at both intersections. Crosswalk markings fading.
Neighborhood Access	■	<ul style="list-style-type: none"> Cross streets provide alignment access for hillside neighborhoods. Properties south of roadway provide visibility and safety for pedestrians/bicyclists along this segment.
Additional Comments		<ul style="list-style-type: none"> Downward slopes and AZER tracks north of the roadway may present challenges to any path improvements to increase segment safety. No barrier between roadway and AZER tracks in this segment. Residential driveways may create conflict points for any potential path improvements south of the roadway.

Need: ■ Low ■■ Med ■■■ High

11. Railroad Avenue – Maple Leaf Street to Ragus Road

This segment provides connectivity to a key community destination, MUSD.

Minor improvements to existing pedestrian infrastructure would create a safer walking/biking environment for students and other users.



Topics	Need	Comments
Existing Ped/Bike Infrastructure	■ ■	<ul style="list-style-type: none"> • Concrete sidewalk south of roadway, no sidewalk north of roadway. • No bicycle infrastructure along this segment. • ADA ramps at MUSD entrances.
Lighting	■ ■	<ul style="list-style-type: none"> • Streetlights present on both sides of roadway. • Lights for MUSD are oriented towards the campus. • Lighting appears inadequate at Maple Leaf Steet intersection.
Drainage	■	<ul style="list-style-type: none"> • Drainage addressed through street curbs.
Shade	■ ■ ■	<ul style="list-style-type: none"> • There is no shade along this segment.
Crossings	■ ■	<ul style="list-style-type: none"> • Marked crosswalks present at MUSD entrances.
Neighborhood Access	■	<ul style="list-style-type: none"> • Good neighborhood access.
Additional Comments		<ul style="list-style-type: none"> • No barrier between roadway and AZER tracks, but heavy vegetation and wide right-of-way provide a buffer.

Need: ■ Low ■ ■ Med ■ ■ ■ High

Draft Evaluation Criteria

The following criteria were developed to assist with the evaluation of potential projects. This analysis will help determine preferred alternatives (when more than one solution is put forward) and the project prioritization of the recommendations for projects.

- Implementation cost
 - Is the cost commensurate with the benefit?
- Complexity
 - How difficult is the project implementation?
 - Can the project implementation be phased?
 - Are there multiple competing interests/stakeholders (e.g. the Town, ADOT, railroad)?
- Safety for active transportation modes
 - Does the project provide meaningful safety improvements for people who walk, bike or roll?
- Comfort for active transportation modes
 - Does the project add comfort for users who walk, bike or roll (e.g. shade trees, physical separation from cars, direct/convenient route)?
- Community identity
 - Does the project enhance the community identity (e.g. visual/aesthetic improvements, elements of interest, branded wayfinding)?
- Parking impacts
 - Does the project remove existing on-street parking, or contribute to parking?
- ROW constraints/impacts
 - Is the project constrained by the existing ROW and/or does the project require ROW acquisition?
- Private property impacts
 - Does the project entail impacts on private properties?
- Topography/vegetation
 - Are there physical constraints that may complicate the project implementation (e.g. the need to regrade terrain, construct retaining walls or remove trees)?
- Network connectivity
 - Does the project improve network connectivity by closing key gaps?
- Transit access improvements
 - Does the project improve access to transit stops from the surrounding areas (either by providing new access or by improving existing access)?

end.